

TI-TREE CREEK

DEVELOPMENT CONTRIBUTIONS PLAN

APRIL 2015

Document control statement – The electronic reference copy of this Council policy document is maintained by Council's Organisational Strategy Department at www.casey.vic.gov.au/policiesstrategies. Any printed copy may not be up to date and you are advised to check the electronic copy at www.casey.vic.gov.au/policiesstrategies to ensure that you have the current version. Alternatively, you may contact Customer Service on 9705 5200.

Responsible Department – Strategic Development

This version incorporates all amendments to April 2015

Electronic Reference Library Version 1.1

Preamble

In accordance with a resolution of Council on 21 June 2005 to include definitions of Council, Councillors and Council officers in all Council policy documents, the following definitions are provided:

Council – means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989

Councillors – means the individuals holding the office of a member of Casey City Council

Council officers – means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

This is a copy of the incorporated document
under the Casey Planning Scheme adopted by
Casey City Council on 21 April 2015

Contents

1. Arrangement for Providing Facilities	1
1.1 Introduction.....	1
1.2 Council Policy.....	1
1.3 Details of Development	1
1.4 Timing/Staging of Development	1
1.5 Details of Existing Development.....	1
1.6 Infrastructure Needs of New Development	1
1.7 Nexus between the Proposed Infrastructure and the New Development.....	2
1.8 Cost of the Infrastructure to be Provided for the New Development	2
1.9 Apportionment of the Infrastructure Costs.....	2
1.10 Calculation of Development Levies	2
1.11 Liability of Development Contributions	2
1.12 Method of Collections of Development Contributions	3
1.13 Financing the Provision of Infrastructure.....	3
1.14 Administration of the Infrastructure Funds	3
2. Upgrade of External Roads	4
2.1 Nature of Facilities.....	4
2.2 Nexus	4
2.3 Apportionment of Costs.....	4
2.4 Costings	4
3. Traffic Management Works	5
3.1 Nature of Facilities.....	5
3.2 Nexus	5
3.3 Apportionment of Costs.....	5
3.4 Costings	5
4. Parks/Open Space.....	6
4.1 Nature of Facilities.....	6
4.2 Nexus	6
4.3 Apportionment of Costs.....	6
4.4 Costings	6
5. Bicycle Paths.....	7
5.1 Nature of Facilities.....	7
5.2 Nexus	7
5.3 Apportionment of Costs.....	7
5.4 Costings	7
6. Community Facilities	8
6.1 Nature of Facilities.....	8
6.2 Nexus	8
6.3 Apportionment of Costs.....	8
6.4 Costings	8
Appendix 1: Concept Plan for Ti-Tree Creek Local Structure Plan.....	9
Appendix 2: Costing Schedule for Ti-Tree Creek Development Contributions Plan....	10

Chapter 1

Arrangement for Providing Facilities

1.1 Introduction

The Ti-Tree Creek Local Structure Plan (LSP) covers an area of 97 hectares and is located on the south west corner of the intersection of Clyde Road and Greaves Roads in Berwick. Almost half of the LSP area (46.6 ha), will be included within Melbourne Water's Ti-Tree Creek Drainage Scheme. The balance of the land (50.4 ha), will be developed for residential purposes.

The Council has decided to fund the infrastructure needs of the development using development contributions and has prepared the following Development Contributions Plan (DCP). The DCP has been prepared in accordance with the Guidelines for Development Contributions published by the Office of Planning and Heritage in December 1995.

1.2 Council Policy

New urban development brings with it the need to provide additional infrastructure. Council requires new development to make a fair and reasonable contribution towards the additional infrastructure.

1.3 Details of Development

The site forms part of an area that is designated in the South Eastern Growth Area Plan (SEGAP), November 1990 for future residential growth. The Ti-Tree Creek LSP forms the basis for this Development Contributions Plan. The Concept Plan for the development of the LSP area is shown in Appendix 1.

Residential

The ultimate population of the LSP area is estimated to be approximately 1650 to 1800 persons. This is based on an estimated 550 to 600 households within the LSP area.

Non-Residential

With the exception of the Ti-Tree Creek Drainage Scheme which will be funded by Melbourne Water, there are no non-residential developments proposed within the LSP.

1.4 Timing/Staging of Development

Given initial servicing constraints, residential development in the LSP area is likely to commence near the south west corner of Greaves and Clyde Roads. Residential development is expected to occur at an average rate of approximately 30 - 60 lots per year until the development within the LSP area is complete. At this rate full development is expected to occur by approximately 2011. This growth rate is an estimate only and could be influenced by a range of factors including general economic conditions, and the overall supply and pricing of lots in this immediate area.

This Development Contributions Plan will expire on [**Insert day after Gazettal of C209**].

1.5 Details of Existing Development

The development is to take place in an uncommitted greenfield site. The land has been cleared and falls gently in a westerly direction from Clyde Road. The land has been used for the grazing of cattle for many years. Greaves and Clyde Roads are sealed dual carriage ways.

1.6 Infrastructure Needs of New Development

The Council has identified that the following infrastructure items are required by this development:

Development Infrastructure

- Intersection works;
- Upgrading of external roads (Greaves Road);
- Development of park land; and,
- Construction of bicycle path network.

Community Infrastructure

- Development of multi function community building.

1.7 Nexus between the Proposed Infrastructure and the New Development

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

1.8 Cost of the Infrastructure to be Provided for the New Development

Costings for infrastructure items are included in Appendix 2.

1.9 Apportionment of the Infrastructure Costs

Existing and future developments elsewhere are not expected to place significant demands on the bicycle paths and local park. For this reason Council has decided that the Ti -Tree Creek DCP will meet the full costs of these items of infrastructure, which are essentially local in nature.

However, the external roads such as Greaves Road and the intersection works will be used by communities outside the Ti-Tree Creek LSP development. For these items an allowance for use by other parts of the municipality has been made and the Ti-Tree Creek DCP will be expected to meet only part of the full cost of these items of infrastructure.

1.10 Calculation of Development Levies

A summary of the development levies for development infrastructure, community infrastructure and a total figure is included in Appendix 2.

1.11 Liability of Development Contributions

Under Section 46J of the *Planning and Environment Act* this Development Contribution Plan requires the imposition of a development infrastructure levy and a community infrastructure levy as follows:

- The imposition of the levies applies to all land located within the Ti-Tree Creek LSP area which is specified as being residential in the Concept Plan shown in Appendix 1.
- The imposition of the development contribution levy applies to all new residential and non-residential lots or in the case of multi-dwelling developments, all new dwellings.
- The imposition of the community infrastructure levy applies to all new dwellings.
- For any land the levies must be only imposed once.

- The development infrastructure levy must be calculated on the following basis:
 - the development infrastructure levy is **\$1,669** (1 April 1998) for every new residential lot if the subdivision is at a gross density of 12 lots per hectare, or in the case of multi-dwellings developments for each new dwelling. If the subdivision is at a gross density that is greater or less than 12 lots per hectare, the levy is to be paid on a per hectare basis and equates to **\$19,869** (1 April 1998 dollars) per hectare;
 - the responsible authority may adjust the amounts of \$1,669 and \$19,869 quarterly for inflation, starting on 1 April 1998, based on the general CPI index for Capital Cities;
 - the community infrastructure levy is \$325 (1 April 1998 dollars) for each new dwelling;
 - the responsible authority may adjust the amount of \$325 quarterly for inflation, starting on 1 April 1998, based on the general CPI index for Capital Cities;
 - the levies must be paid prior to the issue of a Statement of Compliance for the subdivision that creates the lots, or in the case of dwellings, prior to the issue of a building permit, unless another arrangement has been agreed to by the responsible authority;
 - the responsible authority may accept works or land in-lieu of fulfilling the requirement to pay levies.

1.12 Method of Collections 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 between developers and the Council.

1.13 Financing the Provision of Infrastructure

There are no financing costs associated with the provision of infrastructure for the development associated with the Ti-Tree Creek DCP, since the two funding sources to be used are development levies and Council funds (from rates) . Therefore, there are no costs associated with borrowing to finance part or all of the infrastructure.

1.14 Administration of the Infrastructure Funds

Funds collected through development levies for the provision of infrastructure required as a result of the Ti-Tree Creek DCP will be held by Council's in a special reserve account. Any payments out of this account will only be spent on infrastructure as specified in this DCP.

Any expenditure from the above account will be specified in Council's Capital Improvement Program and that Program will detail the extent to which infrastructure is funded from development contributions and/or other funding sources.

Chapter 2

Upgrade of External Roads

2.1 Nature of Facilities

The development of the Ti-Tree Creek LSP and Narre Warren South LSP will require the upgrade of Greaves Road. Whilst these works have been partly funded by the the Narre Warren South LSP, it is appropriate that a contribution is also provided by the Ti-Tree Creek LSP.

2.2 Nexus

The development of the Ti-Tree Creek LSP requires the provision of this infrastructure. Hence there is a clear nexus between the LSP and the road works proposed.

2.3 Apportionment of Costs

The upgrade of Greaves Road will also service the wider community and therefore only a proportion of the costs of these road works will be borne by the development. The relevant apportionment is shown in Appendix 2.

2.4 Costings

Appendix 2 summarises the costs associated with upgrade of Greaves Road.

Chapter 3

Traffic Management Works

3.1 Nature of Facilities

Discussions with Council and Vic Roads have indicated that improvements are required for the following intersections:

- Clyde Road/Greaves Road;
- Clyde Road/gateway road.
- Greaves Road/Michelle Drive and northern collector road.

3.2 Nexus

The development of the Ti-Tree Creek LSP requires the provision of this infrastructure. Hence there is a clear nexus between the LSP and the intersection works proposed.

3.3 Apportionment of Costs

The intersection improvements will also service the wider community and therefore, only a proportion of their costs will be borne by the development. The relevant apportionment is shown in Appendix 2 and is based in part on an assessment of future traffic volumes.

3.4 Costings

Appendix 2 summarises the costs associated with construction of the intersection improvements.

Chapter 4

Parks/Open Space

4.1 Nature of Facilities

Open space in the form of parks and other open space areas will enhance the appearance of the LSP area and provide passive recreational opportunities for residents. Apart from the provision of local park/playground facilities (see Chapter 6) additional passive recreation facilities need to be provided.

The eastern periphery of the retarding basin adjacent to the residential area provides an appropriate opportunity to provide such facilities. At the time of development, approximately 1.5 hectares of this open space should be enhanced to a basic level with the provision of soft landscape works such as lawns and trees.

4.2 Nexus

The need for the development of open space is directly caused by new residents.

4.3 Apportionment of Costs

As a result of its location and size, the open space within the development will be used predominantly by the residents in the area. As a result, 100% of the cost for enhancing 2 hectares of the retarding basin will be borne by the development.

4.4 Costings

The proposed area of the retarding basin to be enhanced is 2 hectares. Construction and embellishment costs are included in the costings, eg. soft landscape works such as lawn, trees etc.. These costings are based on a standard rate of \$60,000 per hectare (\$6 per square metre). The costs total will be \$120,000 (refer to Appendix 2).

Chapter 5

Bicycle Paths

5.1 Nature of Facilities

The City of Casey is committed to creating a safe and efficient bicycle network throughout the municipality. This network will provide an alternative mode of transport that is ecologically sustainable and available for the use and enjoyment of many in the community.

The bicycle paths will provide access corridors within the Ti-Tree Creek LSP which will link with surrounding neighbourhoods. This interconnection with surrounding neighbourhoods is particularly important given the need for children to access community facilities in neighbouring areas.

5.2 Nexus

The need for the development of the bicycle paths is directly caused by new residents.

5.3 Apportionment of Costs

The bicycle paths are generally intended for use by the residents in the development area. All costs associated with the provision of these paths will be borne by the development.

5.4 Costings

The cost estimates for the provision of the bicycle paths have been based on the construction of similar works and total \$ 256,300. In the case of the path through the retarding basin, a higher unit cost has been included to allow for negotiation of the difficult terrain (refer to Appendix 2).

Chapter 6

Community Facilities

6.1 Nature of Facilities

An assessment of the recreational needs for the future population has established that access to a multi-functional community centre should be provided and that playground facilities should be constructed within the local park.

The community centre will be utilised for a range of services including a hall, rooms for community activities, office space and meeting rooms. The population within the LSP area will not be large enough to support such a facility on its own. It is therefore proposed that residents utilise the proposed community building to be provided on the east side of Clyde Road in the Berwick South LSP area.

Open space in the form of a local park in the central area of the LSP will provide passive recreational opportunities for local residents. It will also serve as a central focal point for the local community and enhance the appearance of the LSP. To provide benefit to residents the park land needs to be developed to a standard level at the time of its creation. This development would include landscaping, pedestrian and playground facilities and the like.

6.2 Nexus

The need for the development of the community centre and the local park/playground facilities is directly caused by new residents.

6.3 Apportionment of Costs

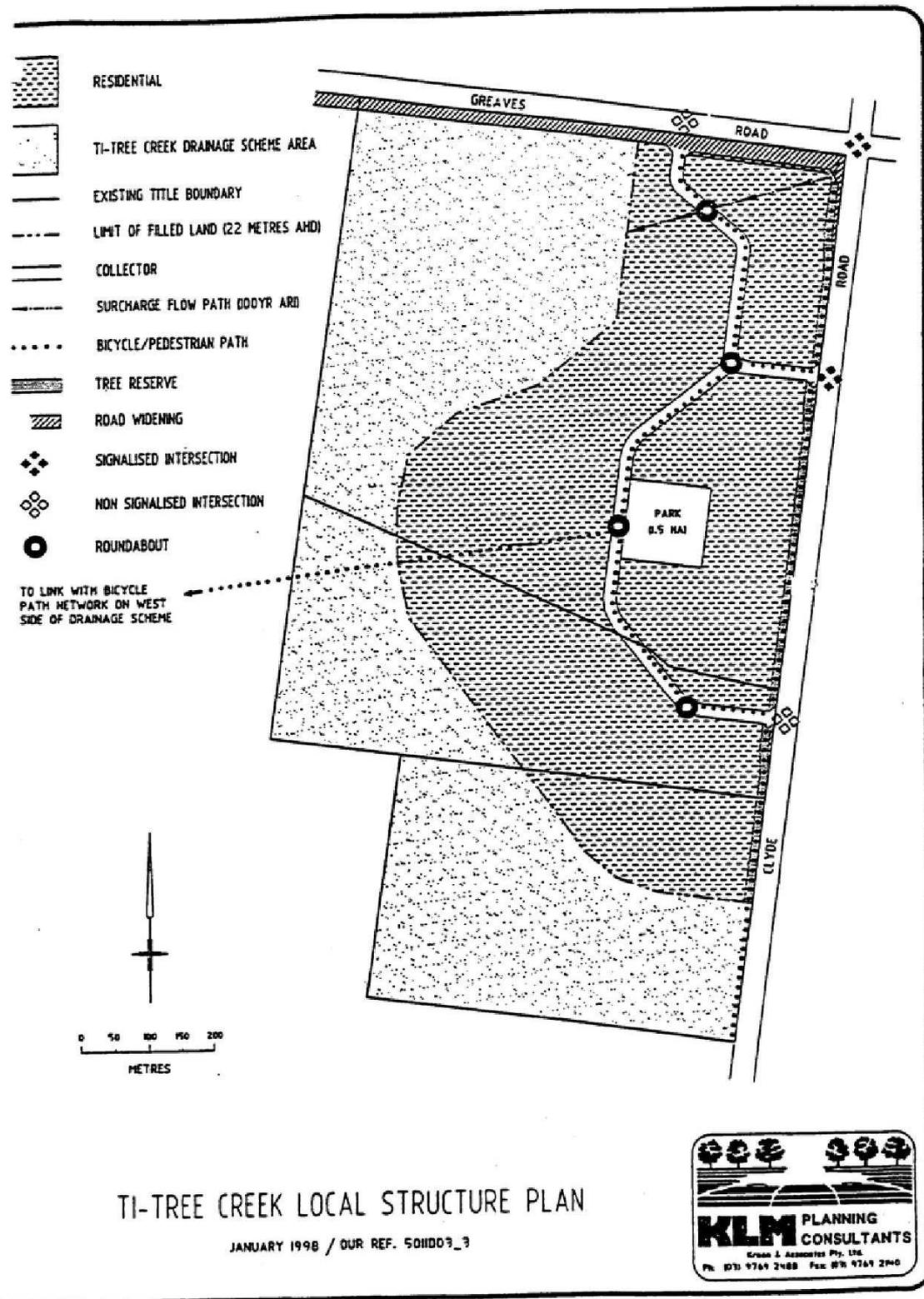
The community centre will service the needs of the LSP residents as well as those of the residents living on the east side of Clyde Road. Therefore only a proportion of the costs of the centre will be borne by the Ti-Tree Creek LSP development.

The local park/playground is generally intended for use by the residents in the development area. Therefore, all costs associated with the development of this facility will be attributable to this residential development.

6.4 Costings

The cost for the community facility has been based on similar works and is estimated by Council to be \$485,000. The experience of Council has been that construction of a local park/playground costs approximately \$120,000 for a 1.5 hectare site. Appendix 2 summarises the costs associated with providing community facilities.

Appendix 1: Concept Plan for Ti-Tree Creek Local Structure Plan



Appendix 2: Costing Schedule for Ti-Tree Creek Development Contributions Plan

Ti-Tree Creek Development Contribution Plan

SCHEDULE FOR PROJECTS, COSTINGS AND CONTRIBUTIONS							No. of lots 600	Total ha. 50.4
Projects	Quantity	Units	Unit cost	Total cost	Portion paid by DCP	Total	Total/lot	Total/ha
External Roads								
Upgrade								
Greaves Road	1.5	km	\$442,800	\$664,200	41.6%	<u>\$276,307</u>	<u>\$461</u>	<u>\$5,482</u>
Intersection works								
Greaves/Clyde	1		\$600,000	\$600,000	9.1%	\$54,600	\$91	\$1,083
Clyde Gateway	1		\$400,000	\$400,000	16.0%	\$64,000	\$107	\$1,270
Greaves/Michelle/Collector	1		\$70,000	\$70,000	50.0%	\$35,000	\$59	\$695
						<u>\$153,600</u>	<u>\$257</u>	<u>\$3,048</u>
Parks								
Retarding basin enhancement	2	ha	\$60,000	\$120,000	100.0%	<u>\$120,000</u>	<u>\$200</u>	<u>\$2,381</u>
Bicycle Paths								
Clyde Road	1.39	km	\$100,000	\$139,000	100.0%	\$139,000	\$232	\$2,758
Greaves Road	0.18	km	\$100,000	\$18,000	100.0%	\$18,000	\$30	\$357
within retarding basin	0.50	km	\$100,000	\$50,000	100.0%	\$50,000	\$84	\$922
within retarding basin (board walk)	0.05	km	\$350,000	\$17,500	100.0%	\$17,500	\$29	\$347
internal collector road	1.06	km	\$30,000	\$31,800	100.0%	\$31,800	\$53	\$631
						<u>\$265,300</u>	<u>\$427</u>	<u>\$5,085</u>
DEVELOPMENT						\$806,207	\$1,344	\$15,996
INFRASTRUCTURE LEVY								
Community facilities								
building on east side of Clyde Road	1		\$485,000	\$485,000	15.5%	\$75,175	\$125	\$1,492
local park/playground construction	1		\$120,000	\$120,000	100.0%	\$120,000	\$200	\$2,381
COMMUNITY INFRASTRUCTURE						\$195,175	\$325	\$3,873
LEVY								
TOTAL LEVIES						<u>\$1,010,382</u>	<u>\$1,669</u>	<u>\$19,869</u>