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# PAYNES ROAD

## DEVELOPMENT CONTRIBUTIONS PLAN

MELTON CITY COUNCIL | 15 DECEMBER 2020



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## AUTHORS

Paul Shipp

Brett Hannah

## FILE

Paynes Road DCP Final 151220 v1

## VERSION

1

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L1 302-304 Barkly St, Brunswick VIC 3056  
+61 3 9482 3888 [urbanenterprise.com.au](http://urbanenterprise.com.au)

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# 1. INTRODUCTION

## 1.1. BACKGROUND

This Paynes Road Development Contributions Plan (DCP) has been developed to formalise the funding of shared infrastructure to support the development of the Paynes Road Precinct.

The Paynes Road Precinct Structure Plan (PSP) was prepared in February 2016 and incorporated into the Melton Planning Scheme through Amendment C161. In the absence of a DCP, interim development contributions were agreed between Council and the majority landowner in the precinct and have been progressively paid for each stage of development.

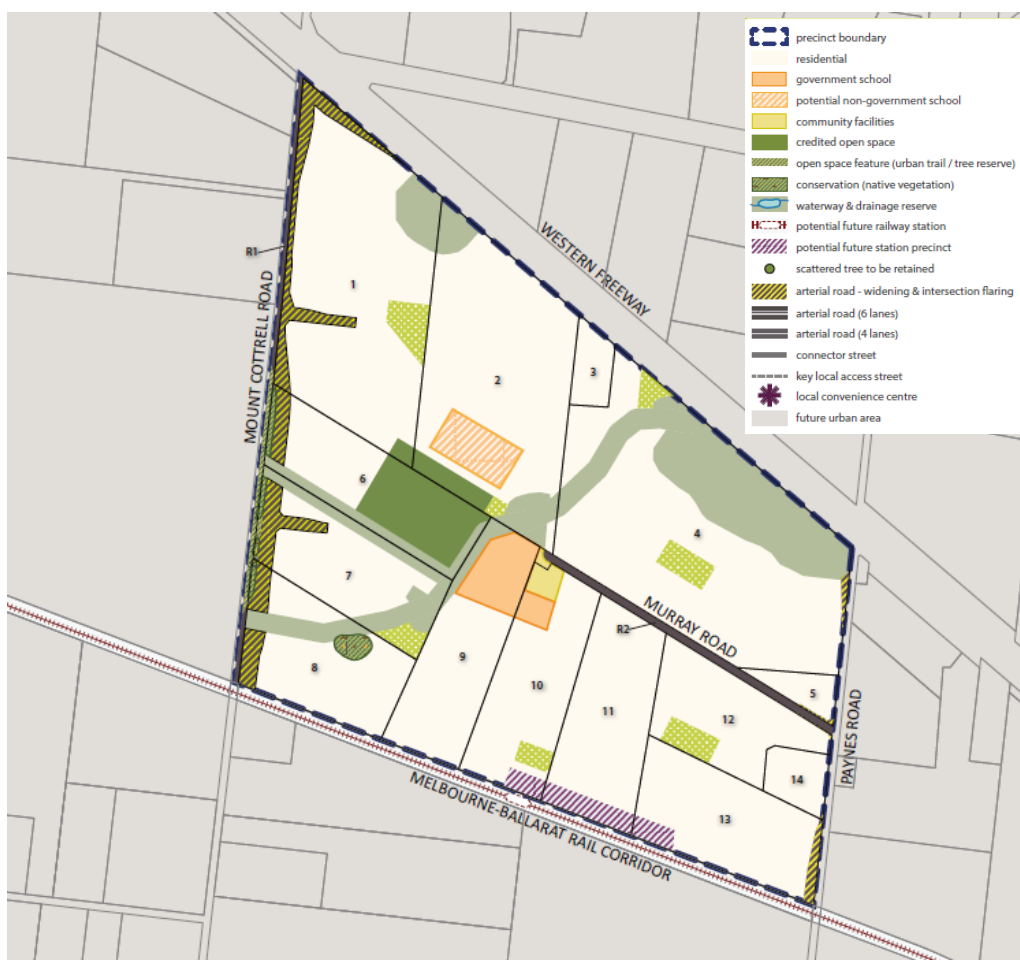
This DCP has been prepared to finalise the required development contributions for all landowners in the precinct.

## 1.2. DCP AREA

The DCP applies to the Paynes Road Precinct and requires contributions from all landowners. The Paynes Road Precinct is shown in Figure 1 and is defined as the Main Catchment Area for this DCP.

The Precinct is planned to accommodate approximately 2,500 dwellings and 7,000 residents at full development.

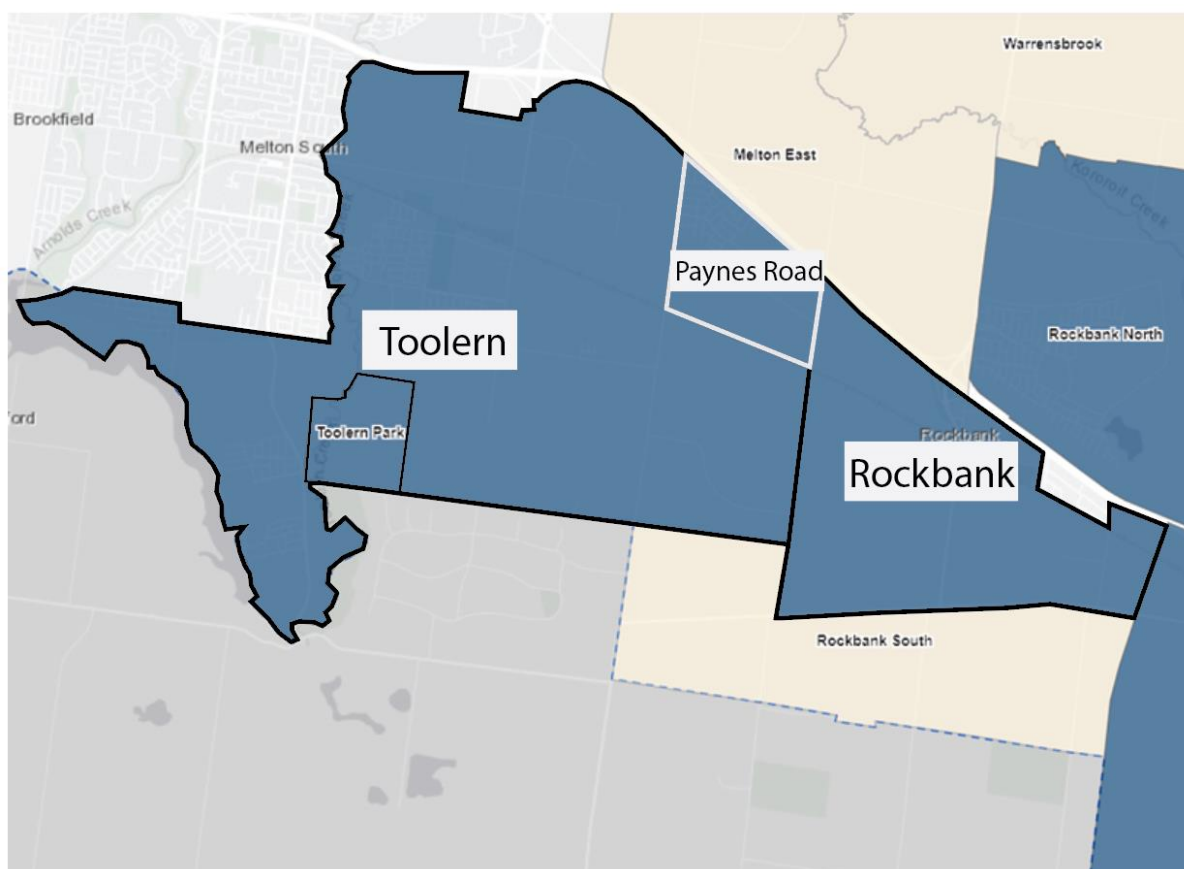
F1. MAIN CATCHMENT AREA



Source: Paynes Road Precinct Structure Plan, MPA, 2016.

The Precinct is bounded by the Toolern Precinct to the south and west and the Rockbank Precinct to the east as shown in Figure 2. A separate DCP applies to each of the neighbouring precincts.

## F2. PAYNES ROAD AND BORDERING PRECINCT STRUCTURE PLANS



Source: VPA, 2020. Annotated by Urban Enterprise, 2020.

### 1.3. IMPLEMENTATION AND TIMEFRAME

Schedule 8 to the Development Contributions Plan Overlay (DCPO8) in the Melton Planning Scheme notes that "The preparation and incorporation of a Development Contributions Plan is required." Council has resolved to implement this DCP through the use of section 173 agreements with landowners, an approach which is consistent with Clause 2.0 of DCPO8 which provides that:

"A permit may be granted to subdivide land, construct a building or construct or carry out works prior to the incorporation of a Development Contributions Plan, if the permit contains a condition requiring the land owner to enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the responsible authority that provides for the owner to make development contributions to the satisfaction of the responsible authority."

Therefore, this DCP be implemented through section 173 agreements with all landowners which will apply as long as land in the precinct is underdeveloped. Section 173 agreements will reflect the implementation provisions set out in this DCP.

## 2. STATUTORY FRAMEWORK

### 2.1. INTRODUCTION

This section provides an overview of the statutory framework guiding the preparation and management of DCPs in Victoria. Although this document will not be a formal DCP incorporated into the Planning Scheme, the principles of the DCP system have been applied.

### 2.2. MINISTERIAL DIRECTION

Under the Ministerial Direction on the Preparation and Content of Development Contributions Plans, the following broad types of works, services or facilities may be funded from a development infrastructure levy:

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

In addition to the above categories which can be funded under a Development Infrastructure Levy, a Community Infrastructure Levy may also be collected towards items which do not fall within these categories. The Community Infrastructure Levy is currently capped at \$1,210 per dwelling (2020-21 financial year), and typically includes Council buildings and facilities such as:

- Libraries;
- Community meeting rooms, senior citizens centres and youth centres;
- Pavilions for active (structured) sporting reserves; and
- Leisure Centres.

### 2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES

The Development Contributions Guidelines (2007) include the following relevant points relating to the types of infrastructure that can be included in a DCP:

- A DCP may include infrastructure to be provided by a council or State Government agency. Basic utilities, such as water supply and sewerage, provided by servicing authorities under their own legislation cannot be included in a DCP.
- The types of projects in a DCP can include the following:
  - a new item of infrastructure
  - an upgrade in the standard of provision of an existing infrastructure item
  - an extension to an existing facility, or
  - the total replacement of an infrastructure item after it has reached the end of its economic life.
- A DCP cannot be used to fund the total replacement of an infrastructure item, if the replacement is necessary as a result of poor maintenance.
- It is not appropriate to include existing infrastructure in a DCP that was funded through general taxes or rates.

- The following costs can be included in the calculation of levies:
  - the capital costs of providing the infrastructure projects;
  - the cost of financing the infrastructure projects, if provided early in the life of the DCP;
  - the design costs associated with the infrastructure projects, and
  - the cost of preparing and approving the DCP.
- Recurrent costs such as maintenance and operating costs or costs associated with the administration of the DCP cannot be included in the calculation of a development contributions levy.

In order to ensure that equity is maintained, development contributions cannot be collected for infrastructure that may also be funded through another user-pays mechanism (such as public open space contributions). The avoidance of this “double-dipping” is a key consideration when selecting an infrastructure list.



## 3. DEVELOPMENT CONTEXT

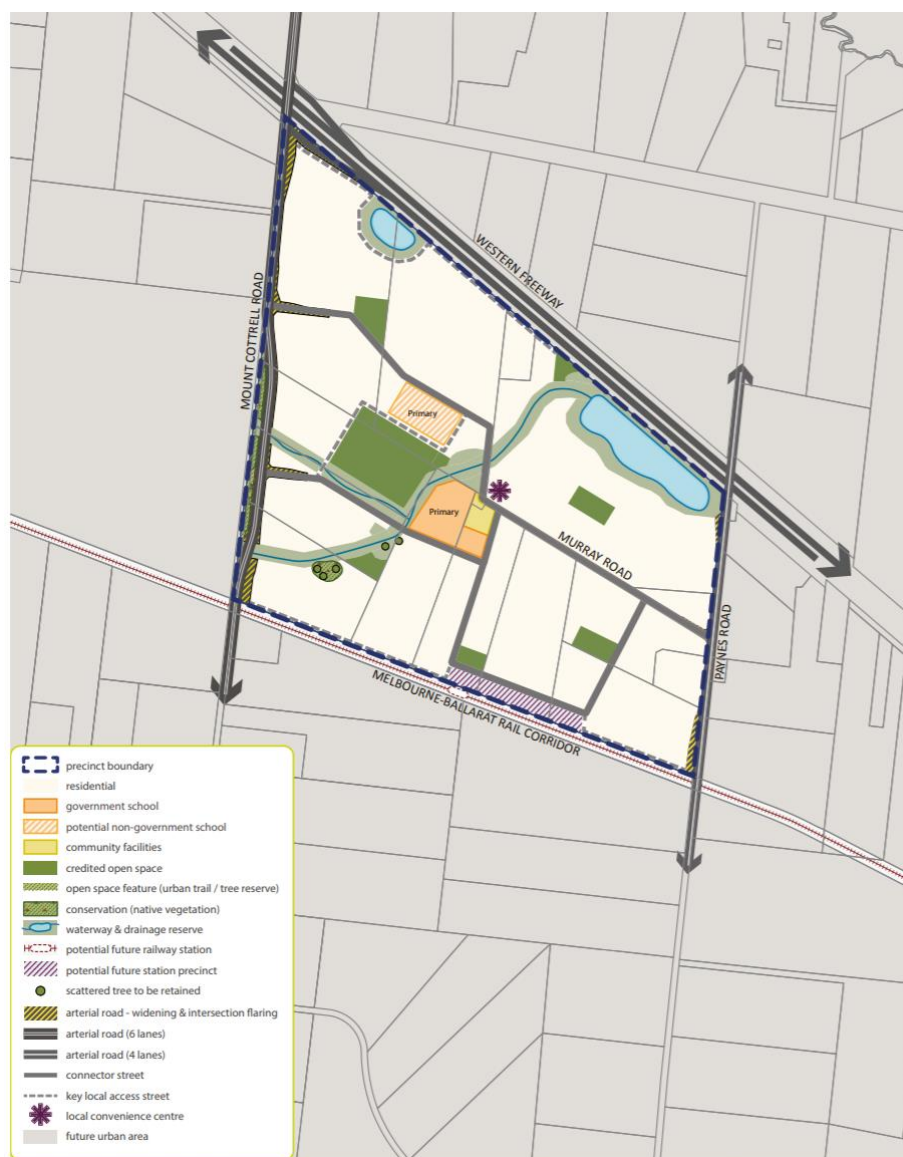
### 3.1. INTRODUCTION

This section sets out information on the proposed development of the precinct.

### 3.2. LOCAL PLANNING CONTEXT

The Precinct will be developed in accordance with the Paynes Road Precinct Structure Plan (PSP) which applies to all land. The future land use plan in the PSP is shown in Figure 3.

#### F3. PRECINCT STRUCTURE PLAN



Source: Paynes Road Precinct Structure Plan, MPA, 2016.

## LAND BUDGET

Table 1 shows a summary of the land budget for this DCP. The Precinct has a total site area of 194.91 hectares (not including existing road reserves) and a Net Developable Area (NDA) of 145.04 hectares.

The PSP land budget was used as the starting point for this DCP land budget, with refinements made to certain infrastructure items and associated land based on the land areas that have been provided through the early stages of development.

A full land budget by property is provided in Appendix A.

### T1. SUMMARY OF LAND BUDGET

	HA
<b>Total Site Area</b>	<b>194.91</b>
<b>Encumbered land and non-urban uses</b>	
Conversation Reserve	0.91
Waterway and drainage reserve	20.10
Local parks	4.87
Government school	3.50
Non-government school	2.60
Tree reserve	0.16
Future railway station	2.49
<b>DCP land to be provided</b>	
Roads, bridges and intersections	8.10
Community facilities	0.69
Active open space	6.45
<b>Net Developable Area</b>	<b>145.04</b>

Source: Melton City Council (analysed by Urban Enterprise), 2020.

For the purposes of this DCP, one demand unit is equivalent to one hectare of Net Developable Area as shown in Table 2.

### T2. DEMAND UNITS

Levy	Unit	Demand Units
DCP Levy	NDA	145.04

Source: Urban Enterprise, 2020

## 4. INFRASTRUCTURE ITEMS

### 4.1. INTRODUCTION

The infrastructure required to support development of the precinct has been identified through several sources, including:

- Paynes Road Precinct Structure Plan;
- Toolern Development Contributions Plan, MPA, 2015;
- Rockbank Development Contributions Plan, VPA, 2016; and
- Investigations specific to this DCP.

The infrastructure included in the DCP has been identified to support the entire Precinct. This DCP will enable collection of levies to ensure that shared infrastructure is equitably funded by all landowners.

### 4.2. INFRASTRUCTURE TYPES

This DCP funds the following types of infrastructure:

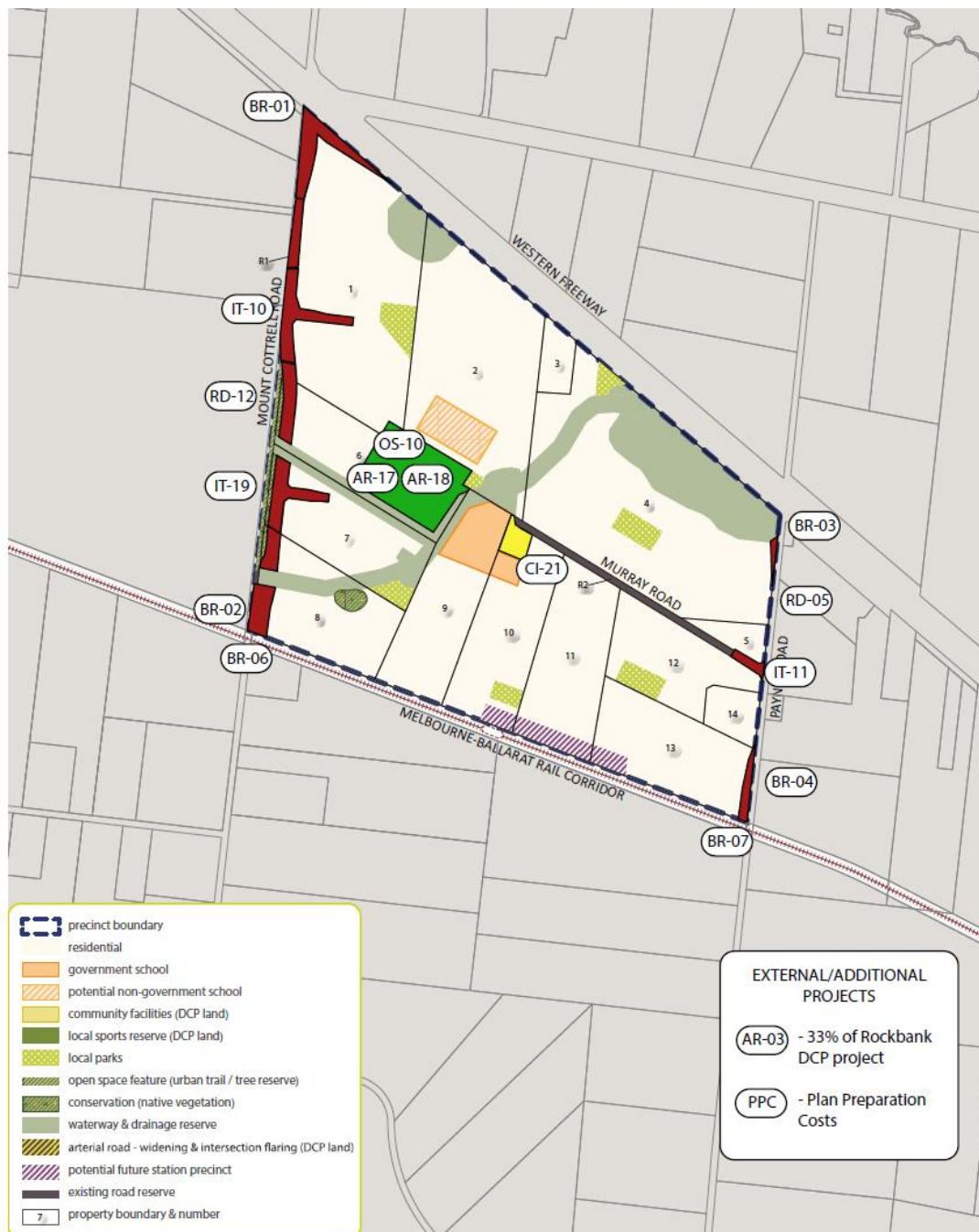
- Roads and intersections;
- Bridges;
- Active open space;
- Community facilities; and
- DCP Preparation costs.

Table 3 provides a summary of the infrastructure items in the DCP, the strategic justification for the item and the trigger for item delivery. The location of each infrastructure project is shown on the map in Figure 4.

For each infrastructure item, a project sheet in Appendix C provides full details of the proposed scope of work and information on the source of project scope and costs.

Although some items included in this DCP would be classified as CIL items under a formal DCP, given that the contributions will be made through a Section 173 Agreement all items (DIL and CIL) will be included in a single levy payable by the developer.

#### F4. INFRASTRUCTURE MAP



Source: MPA, 2015.

### T3. INFRASTRUCTURE LIST

Item	Title	Description	Type	Basis for item and source document
AR-03A	Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)	Land purchase in Rockbank North Community Hub (6.00 ha).	Land	Rockbank DCP, 2016
AR-03B	Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Construction	Rockbank DCP, 2016
AR-03C	Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)	Construction of a pavilion to serve the Rockbank North Sports Reserve, including all building works, landscaping and related infrastructure.	Construction	Rockbank DCP, 2016
OS-01	Paynes Road Sports Reserve (Paynes Road Community Hub)	Land purchase in Paynes Road Community Hub (6.45 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
AR-17	Paynes Road Sports Reserve (Paynes Road Community Hub)	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Construction	Paynes Road PSP, 2016; VPA Benchmark and Infrastructure Costs Guide, 2019
AR-18	Paynes Road Sports Reserve Pavilion (Paynes Road Community Hub)	Construction of a pavilion to serve Paynes Road Sports Reserve, including all construction works, landscaping and related infrastructure.	Construction	Paynes Road PSP, 2016; VPA Benchmark and Infrastructure Costs Guide, 2019
BR-01	Mount Cottrell Freeway Interchange (land purchase only)	Land purchase for the construction of a half-diamond freeway interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only) (1.48 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
BR-02	Mount Cottrell Road Rail Flyover (land purchase only)	Land purchase for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.3091 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
BR-03A	Paynes Road Freeway Flyover (land purchase only)	Land purchase within precinct for the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard, southern approach on east of existing Paynes Road only) (0.1804 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
BR-03C	Paynes Road Freeway Flyover (land purchase only)	Payment of habitat compensation to facilitate BR-03	Construction	Rockbank DCP, 2016
BR-04A	Paynes Road Rail Flyover (land purchase only)	Land purchase within precinct for the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.49 ha).	Land	Rockbank DCP, 2016

Item	Title	Description	Type	Basis for item and source document
BR-04B	Paynes Road Rail Flyover (construction)	Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	Construction	Rockbank DCP, 2016
BR-04C	Paynes Road Rail Flyover (habitat compensation)	Payment of habitat compensation to facilitate BR-04	Construction	Rockbank DCP, 2016
BR-06	Mt Cottrell Road Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Rail Flyover (BR02).	Construction	Paynes Road PSP, 2016; Council MoU, 2020
BR-07B	Paynes Road Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Rail Flyover (BR04).	Construction	Rockbank DCP, 2016
CI-21A	Paynes Road Community Centre (Paynes Road Community Hub)	Land purchase for a multi-purpose community centre (Level 1) at Paynes Road Community Hub (0.69 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
CI-21B	Paynes Road Community Centre (Paynes Road Community Hub)	Construction of a multi-purpose community centre (Level 1) at Paynes Road Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.	Construction	Paynes Road PSP, 2016; VPA Benchmark and Infrastructure Costs Guide, 2019
IT-10A	Intersection: Mount Cottrell Road and Shogaki Drive	IT-10 additional land purchase (ultimate standard) (1.14 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
IT-10B	Intersection: Mount Cottrell Road and Shogaki Drive	Construction of a signalised 4-way intersection (interim standard) at the intersection of Mount Cottrell Road and Shogaki Drive, including additional land purchase (ultimate standard).	Construction	Paynes Road PSP, 2016; Toolern DCP, 2015.
IT-11A	Intersection: Paynes Road and Murray Road	Land purchase for the intersection of Paynes Road and Murray Road (0.1208 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
IT-11B	Intersection: Paynes Road and Murray Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road, including additional land purchase (ultimate standard).	Construction	Rockbank DCP, 2016
IT-11C	Intersection: Paynes Road and Murray Road	Payment of habitat compensation to facilitate IT-11b.	Construction	Rockbank DCP, 2016

Item	Title	Description	Type	Basis for item and source document
IT-19A	Intersection: Mount Cottrell Road and southern connector road	Additional land purchase (ultimate standard) (1.8054 ha).	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
IT-19B	Intersection: Mount Cottrell Road and southern connector road	Construction of a signalised T-intersection (interim standard) at the intersection of Mount Cottrell Road and southern connector road.	Construction	Paynes Road PSP, 2016; Toolern DCP, 2015.
RD-05B	Paynes Road: Western Freeway (BR03) to Murray Road (IT11)	Construction of a 2-lane arterial road (interim standard) within the existing Paynes Road reserve.	Construction	Rockbank DCP, 2016
RD-05C	Paynes Road: Western Freeway (BR03) to Murray Road (IT11)	Payment of habitat compensation to facilitate RD-05	Construction	Rockbank DCP, 2016
RD-12A	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line.	Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate) (2.5785 ha)	Land	Paynes Road PSP, 2016; Land Assessment, Charter Keck Cramer, 2020
RD-12B	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line.	Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres) *Interim layout*	Construction	Toolern DCP, 2015
PPC	Paynes Road DCP	Plan preparation costs	Planning	Consultant fees for Urban Enterprise (DCP) and

Source: Urban Enterprise, 2020 .

### **4.3. ITEMS NOT FUNDED BY THE DCP**

The DCP does not fund the following items which are to be delivered by developers or through other funding mechanisms:

- Local roads (land and construction);
- Local park land and improvements (to be funded through a separate agreement with council); and
- Drainage land and works;
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.



## 5. CALCULATION OF LEVIES

### 5.1. INTRODUCTION

The method and results of levy calculation is described in this section.

### 5.2. PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 4. The costs are expressed in July 2020 values and will be indexed annually in accordance with the method specified in this DCP.

Where projects are also partly funded by another Rockbank DCP, the costs in that DCP (as indexed) are adopted for this DCP.

### 5.3. COST APPORTIONMENT PRINCIPLES

The cost of each of the infrastructure items has been apportioned based on the expected usage by residents within and external to the MCA and by applying the principles used in preparing DCPs.

The following principles have been adopted:

- Where apportionments are already determined in other DCPs, those apportionments have been adopted.
- Where an infrastructure item is located at the boundary of the PSP area, costs are split between the two precincts. Where an item is located at a corner of the precinct, 25% of the cost is apportioned to the precinct, with the remaining 75% apportioned to the neighbouring precincts.
- All land located within the Precinct and required for DCP items (and the ultimate standard of those items) are apportioned fully to the DCP for consistency with the approach applied in other precincts (such as Rockbank DCP).

### 5.4. CALCULATION OF LEVIES

The cost attributable to the MCA for each infrastructure item (i.e. once external apportionment is deducted) is divided by the number of demand units for that item to calculate a levy for each item. The levy amounts for each item are then aggregated to form an overall levy per demand unit.

Table 4 provides details of the levy calculations for each infrastructure item. The levy amounts apply to all development within the Precinct.

See Appendix B for the cost history of each infrastructure item.

#### T4. INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

Item	Description	Total Cost	Apportionment	Cost to MCA (2020)	Demand Units	Levy (2020)
AR-03A	Rockbank North Sports Reserve Sports Reserve – land	\$8,769,296	33%	\$2,893,868	145.04	\$19,952.09
AR-03B	Rockbank North Sports Reserve Sports Reserve – construction	\$4,773,658	33%	\$1,575,307	145.04	\$10,861.13
AR-03C	Rockbank North Sports Reserve Sports Reserve – pavilion	\$3,319,810	33%	\$1,095,537	145.04	\$7,553.30
OS-01	Paynes Road Sports Reserve - Land	\$12,539,061	100%	\$12,539,061	145.04	\$86,451.96
AR-17	Paynes Road Sports Reserve – construction	\$8,158,260	100%	\$8,158,260	145.04	\$56,248.03
AR-18	Paynes Road Sports Reserve - pavilion	\$1,684,338	100%	\$1,684,338	145.04	\$11,612.86
BR-01	Mount Cottrell Freeway Interchange (land purchase only)	\$1,897,939	100%	\$1,897,939	145.04	\$13,085.55
BR-02	Mount Cottrell Road Rail Flyover (land purchase only)	\$532,794	100%	\$532,794	145.04	\$3,673.41
BR-03A	Paynes Road Freeway Flyover (land purchase only)	\$170,478	100%	\$170,478	145.04	\$1,175.38
BR-03C	Paynes Road Freeway Flyover (habitat compensation)	\$24,915	50%	\$12,457	145.04	\$85.89
BR-04A	Paynes Road Rail Flyover (land purchase only)	\$541,550	100%	\$541,550	145.04	\$3,733.78
BR-04B	Paynes Road Rail Flyover (construction)	\$14,656,766	25%	\$3,664,191	145.04	\$25,263.18
BR-04C	Paynes Road Rail Flyover (habitat compensation)	\$26,334	25%	\$6,584	145.04	\$45.39
BR-06	Mt Cottrell Road Level Crossing Upgrade	\$525,000	25%	\$131,250	145.04	\$904.92
BR-07B	Paynes Road Level Crossing Upgrade	\$618,789	25%	\$154,697	145.04	\$1,066.58
CI-21A	Paynes Road Community Centre – land	\$755,550	100%	\$755,550	145.04	\$5,209.22
CI-21B	Paynes Road Community Centre – construction	\$7,736,158	100%	\$7,736,158	145.04	\$53,337.81
IT-10A	Intersection: Mount Cottrell Road and Shogaki Drive – land	\$1,461,926	100%	\$1,461,926	145.04	\$10,079.41
IT-10B	Intersection: Mount Cottrell Road and Shogaki Drive – construction	\$1,333,543	50%	\$666,772	145.04	\$4,597.13
IT-11A	Intersection: Paynes Road and Murray Road – land	\$178,912	100%	\$178,912	145.04	\$1,233.53
IT-11B	Intersection: Paynes Road and Murray Road – construction	\$3,365,519	50%	\$1,682,760	145.04	\$11,601.97
IT-11C	Intersection: Paynes Road and Murray Road – habitat compensation	\$4,186	50%	\$2,093	145.04	\$14.43
IT-19A	Intersection: Mount Cottrell Road and southern connector road – land	\$3,681,630	100%	\$3,681,630	145.04	\$25,383.41
IT-19B	Intersection: Mount Cottrell Road and southern connector road – construction	\$1,055,722	50%	\$527,861	145.04	\$3,639.40
RD-05B	Paynes Road: Western Freeway (BR03) to Murray Road (IT11) – construction	\$1,142,901	50%	\$571,450	145.04	\$3,939.93
RD-05C	Paynes Road: Western Freeway (BR03) to Murray Road (IT11) – habitat compensation	\$2,641	50%	\$1,320	145.04	\$9.10
RD-12A	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line – land	\$4,860,000	100%	\$4,860,000	145.04	\$33,507.81
RD-12B	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line - construction	\$7,801,227	50%	\$3,900,614	145.04	\$26,893.22
PPC	Paynes Road DCP Preparation Costs	\$38,000	100%	\$38,000	145.04	\$262.00
<b>Total</b>		<b>\$91,656,902</b>		<b>\$61,123,358</b>		<b>\$421,421.82</b>

Source: Urban Enterprise, 2020.

## 5.5. LEVY HISTORY

Table 5 shows the DCP levy for each year since commencement of development. This table provides a reference for the reconciliation of liabilities associated with development which took place prior to the finalisation of this document.

T5. LEVY BY YEAR

Title	2016	2017	2018	2019	2020
Construction	\$190,406	\$194,536	\$201,994	\$209,062	\$217,936
Land	\$102,892	\$132,838	\$203,486	\$203,486	\$203,486
Levy per NDA ha	\$293,298	\$327,374	\$405,480	\$412,547	\$421,422

Source: Urban Enterprise, 2020.

## 6. ADMINISTRATION AND IMPLEMENTATION

### 6.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in July 2020 dollars. These will be indexed annually according to the following method:

The development contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
  - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or similar index if not available.
  - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land to be acquired under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

### VALUATION OF LAND

Charter Keck Cramer (CKC) valued the parent holdings subject to partial land acquisitions utilising the “before” and “after” methodology, reflecting a number of assumptions and qualifications detailed in their report.

To indicate value of the acquired land for the proposed DCP items, CKC assessed value in the “before” scenario and a separate assessment reflecting the holding “after” the acquisition. The difference between the “before” and “after” value assessment is the indicated value attributable to the land identified for the proposed road and intersection contribution projects, community facilities and active open space.

In accordance with instructions, CKC also applied the ‘Public Land Equalisation’ method (PLEM) of assessment. Under the PLEM:

- the combined area of land within the PSP that is to be utilised for public purposes is used to calculate the average public land contribution as a percentage;
- the public land contribution is calculated for each property;
- the PLEM equalises the public land contribution across a precinct by:
  - Determining the area that is ‘above’ and ‘below’ the average public land contribution for each property;
  - For properties containing less than the average public land percentage, assessing the value of that land at a ‘broadhectare’ rate. For properties containing more than the average public land percentage, assessing the value of the land in excess of the average at a ‘site specific’ rate, and assessing the value of the land that is less than the average at a ‘broadhectare’ rate, thus arriving at a ‘blended rate’ for such properties.

A ‘site specific’ valuation assessment was applied to the public land in excess of the average public land contribution within Properties 1, 6, 7 and 8.

### 6.2. RESPONSIBILITY FOR LEVY COLLECTION AND INFRASTRUCTURE DELIVERY

Melton City Council is responsible for collecting levies and for delivering infrastructure items using the funds collected.

### 6.3. COLLECTION OF LEVIES

The DCP levy will be payable to and collected by Melton City Council for the:

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

#### DEVELOPMENT REQUIRING A PERMIT

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

- Pay the DCP levy to the collecting agency within a time specified by Council which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with the collecting agency to pay the DCP levy to Council within the time for payment specified in the agreement.

#### DEVELOPMENT NOT REQUIRING A PERMIT

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

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

#### SUBDIVISIONS

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

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

### 6.4. ADMINISTRATIVE PROCEDURES

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

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

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

If Council resolves not to proceed with any of the infrastructure projects listed in this DCP, the responsible authority will comply with section 46(Q) of the *Planning and Environment Act* (1987).

## 6.5. PROVISION OF LAND AND WORKS IN-KIND

Payment of development contributions is to be made in cash (i.e. a financial contribution). Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of Council.

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

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

In determining whether to agree to the provision of works in lieu of cash, the collecting agency will have regard to the following:

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

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

- The credit for the works provided must equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works in-kind cannot be offset against future levy payments, including in other DCP areas if relevant, the developer must be reimbursed by the collecting agency for any excess credit at such time that cash to the equal value of the excess credit has been received by the collecting agency from other landowners in the Main Catchment Area;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral; and
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the method outlined in Section 7.1.

## 6.6. LAND

As with works-in-kind, the provision of land would be agreed between the developer and the responsible authority pursuant to Section 173 of the *Planning and Environment Act* (1987). The value of the off-set for providing land will equal the value shown in the DCP, subject to indexation.

## 6.7. RECONCILIATION

For any levy payments made under existing agreements prior to the finalisation of this DCP, levy payments and liabilities will be reconciled so that the ultimate liabilities and credits are consistent with the amounts shown in this DCP. Reconciliation will be completed on a case by case basis having regard to the content of the respective Section 173 agreements.

APPENDICES

APPENDIX A LAND BUDGET

T6. FULL PROPERTY SPECIFIC LAND BUDGET

Paynes PSP Prop ID	Total Area	Open Space						Community & Education				Transport											NDA	
		Service Open Space			Credit Open Space		Sub Total	Education		Community Facilities	Sub Total	Arterial Road	Public Transport	Bridges				Intersections			Roads	Sub Total		
		Conservation Reserve	Waterway and Drainage Reserve	Urban Trail	Local Sports Reserve (DCP Land)	Local Park (via cl 53.01)		Government School	Potential non-Government School	Community Facility (DCP Land)		Tree Reserve Abutting Road Reserve	Land Identified for Potential Future Railway Station	BD1 (DCP Land)	BD2 (DCP Land)	BD3 (DCP Land)	BD4 (DCP Land)	IN10 (DCP Land)	IN11 (DCP Land)	IN19 (DCP Land)	RD12 (DCP Land)			
1	29.48		1.7100		0.2900	1.0000	3.0000				0.0000			1.4800					1.1400			0.1921	2.8121	23.6679
2	26.34		1.5200		1.1200	0.2100	2.8500		2.6000		2.6000											0.0000	20.8900	
3	2.05						0.0000				0.0000											0.0000	2.0500	
4	39.04		10.2400			1.5000	11.7400				0.0000					0.1804						0.1804	27.1196	
5	1.78						0.0000				0.0000								0.0808			0.0808	1.6992	
6	12.13	0.1800	1.7500		5.0400		6.9700				0.0000	0.0100								0.1764	0.9419	1.1283	4.0317	
7	12.2	0.1100	2.8550			0.6600	3.6250				0.0000	0.1300								1.6290	0.1775	1.9365	6.6385	
8	12.13	0.6200	1.2500				1.8700				0.0000	0.0200			0.3091						1.2670	1.5961	8.6639	
9	12.18		0.7700				0.7700	2.8200			2.8200											0.0000	8.5900	
10	12.17					0.5000	0.5000	0.6800		0.6900	1.3700		0.7200									0.7200	9.5800	
11	12.16						0.0000				0.0000		1.2300									1.2300	10.9300	
12	9.32					1.0000	1.0000				0.0000								0.0400			0.0400	8.2800	
13	11.52						0.0000				0.0000		0.5400				0.4800					1.0200	10.5000	
14	2.41						0.0000				0.0000						0.0100					0.0100	2.4000	
Total	194.91	0.9100	20.0950	0.0000	6.4500	4.8700	32.3250	3.5000	2.6000	0.6900	6.7900	0.1600	2.4900	1.4800	0.3091	0.1804	0.4900	1.1400	0.1208	1.8054	2.5785	10.7542	145.0408	
Source:	Paynes Road PSP	Paynes Road PSP	Paynes Road PSP	Paynes Road PSP	Paynes Road PSP	Paynes Road PSP		Paynes Road PSP	Paynes Road PSP	Paynes Road PSP		Paynes Road PSP	Paynes Road PSP	Spiire	Spiire	Spiire	Spiire	Spiire	Spiire	Spiire	Spiire			

T7. SUMMARY PROPERTY SPECIFIC LAND BUDGET

Paynes PSP Prop ID	Total	Encumbered Land	Cl 53.01 land	DCP Land	NDA	Total Contribution Land*	Contribution %	% over / under	Amount over / under
1	29.48	1.71	1	3.1021	23.6679	26.77	11.59%	2.08%	0.5561
2	26.34	4.12	0.21	1.12	20.89	22.01	5.09%	-4.42%	-0.9733
3	2.05	0.00	0	0	2.05	2.05	0.00%	-9.51%	-0.1950
4	39.04	10.24	1.5	0.1804	27.1196	27.30	0.66%	-8.85%	-2.4160
5	1.78	0.00	0	0.0808	1.6992	1.78	4.54%	-4.97%	-0.0885
6	12.13	1.94	0	6.1583	4.0317	10.19	60.43%	50.92%	5.1892
7	12.2	3.095	0.66	1.8065	6.6385	8.45	21.39%	11.88%	1.0033
8	12.13	1.89	0	1.5761	8.6639	10.24	15.39%	5.88%	0.6022
9	12.18	3.59	0	0	8.59	8.59	0.00%	-9.51%	-0.8170
10	12.17	1.40	0.5	0.69	9.58	10.27	6.72%	-2.79%	-0.2867
11	12.16	1.23	0	0	10.93	10.93	0.00%	-9.51%	-1.0395
12	9.32	0.00	1	0.04	8.28	8.32	0.48%	-9.03%	-0.7513
13	11.52	0.54	0	0.48	10.50	10.98	4.37%	-5.14%	-0.5643
14	2.41	0.00	0	0.01	2.40	2.41	0.41%	-9.10%	-0.2192
Total	194.91	29.755	4.87	15.2442	145.0408	160.29	9.51%		0.0000

\*Note: Contribution Land is "DCP land" + "NDA"

APPENDIX B INFRASTRCTURE COST HISTORY

Item	DIL / CIL	Type	Cost (July-20)	Internal Apportionment (Paynes Road)	Cost to Paynes Road (July-20)	Cost (July-16)	Cost (July-17)	Cost (July-18)	Cost (July-19)	Cost (July-20)
AR-03A	DIL	Land	\$8,769,296	33%	\$2,893,868	\$1,830,636	\$1,830,636	\$2,893,868	\$2,893,868	\$2,893,868
AR-03B	DIL	Construction	\$4,773,658	33%	\$1,575,307	\$1,376,100	\$1,376,100	\$1,459,930	\$1,511,083	\$1,575,307
AR-03C	DIL	Construction	\$3,319,810	33%	\$1,095,537	\$957,000	\$957,000	\$1,015,299	\$1,050,873	\$1,095,537
OS-01	DIL	Land	\$12,539,061	100%	\$12,539,061	\$5,679,468	\$7,726,875	\$12,539,061	\$12,539,061	\$12,539,061
AR-17	DIL	Construction	\$8,158,260	100%	\$8,158,260	\$7,126,350	\$7,340,653	\$7,560,767	\$7,825,655	\$8,158,260
AR-18	DIL	Construction	\$1,684,338	100%	\$1,684,338	\$1,471,292	\$1,515,537	\$1,560,981	\$1,615,669	\$1,684,338
BR-01	DIL	Land	\$1,897,939	100%	\$1,897,939	\$1,013,619	\$1,328,477	\$1,897,939	\$1,897,939	\$1,897,939
BR-02	DIL	Land	\$532,794	100%	\$532,794	\$310,598	\$398,299	\$532,794	\$532,794	\$532,794
BR-03A	DIL	Land	\$170,478	100%	\$170,478	\$88,396	\$115,456	\$170,478	\$170,478	\$170,478
BR-03C	DIL	Construction	\$24,915	50%	\$12,457	\$10,882	\$10,882	\$11,545	\$11,949	\$12,457
BR-04A	DIL	Land	\$541,550	100%	\$541,550	\$278,250	\$351,700	\$541,550	\$541,550	\$541,550
BR-04B	DIL	Construction	\$14,656,766	25%	\$3,664,191	\$3,200,832	\$3,200,832	\$3,395,823	\$3,514,806	\$3,664,191
BR-04C	DIL	Construction	\$26,334	25%	\$6,584	\$5,751	\$5,751	\$6,101	\$6,315	\$6,584
BR-06	DIL	Construction	\$525,000	25%	\$131,250	\$114,649	\$118,096	\$121,638	\$125,899	\$131,250
BR-07B	DIL	Construction	\$618,789	25%	\$154,697	\$135,135	\$135,135	\$143,367	\$148,390	\$154,697
CI-21A	DIL	Land	\$755,550	100%	\$755,550	\$389,850	\$493,350	\$755,550	\$755,550	\$755,550
CI-21B	DIL	Construction	\$7,736,158	100%	\$7,736,158	\$6,757,638	\$6,960,854	\$7,169,579	\$7,420,762	\$7,736,158
IT-10A	DIL	Land	\$1,461,926	100%	\$1,461,926	\$780,760	\$1,023,286	\$1,461,926	\$1,461,926	\$1,461,926
IT-10B	DIL	Construction	\$1,333,543	50%	\$666,772	\$582,441	\$599,956	\$617,937	\$639,588	\$666,772
IT-11A	DIL	Land	\$178,912	100%	\$178,912	\$81,780	\$98,888	\$178,912	\$178,912	\$178,912
IT-11B	DIL	Construction	\$3,365,519	50%	\$1,682,760	\$1,469,965	\$1,469,965	\$1,559,513	\$1,614,155	\$1,682,760
IT-11C	DIL	Construction	\$4,186	50%	\$2,093	\$1,829	\$1,829	\$1,940	\$2,008	\$2,093
IT-19A	DIL	Land	\$3,681,630	100%	\$3,681,630	\$1,952,836	\$2,581,086	\$3,681,630	\$3,681,630	\$3,681,630
IT-19B	DIL	Construction	\$1,055,722	50%	\$527,861	\$461,099	\$474,965	\$489,200	\$506,340	\$527,861
RD-05B	DIL	Construction	\$1,142,901	50%	\$571,450	\$499,187	\$499,187	\$529,597	\$548,153	\$571,450
RD-05C	DIL	Construction	\$2,641	50%	\$1,320	\$1,154	\$1,154	\$1,224	\$1,267	\$1,320
RD-12A	DIL	Land	\$4,860,000	100%	\$4,860,000	\$2,517,333	\$3,318,914	\$4,860,000	\$4,860,000	\$4,860,000
RD-12B	DIL	Construction	\$7,801,227	50%	\$3,900,614	\$3,407,280	\$3,509,743	\$3,614,930	\$3,741,589	\$3,900,614
PPC	DIL	Construction	\$38,000	100%	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000
Total						\$42,540,109	\$47,482,606	\$58,811,077	\$59,836,210	\$61,123,358



## APPENDIX C PROJECT SHEETS

**AR-03a - Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)**

Land purchase in Rockbank North Community Hub (6.00 ha).

	AR-03a
Scope	Land purchase in Rockbank North Community Hub (6.00 ha).
Cost Date	Jul-20
Current Cost	\$8,769,296
Internal Apportionment	33%
Cost to Paynes Road DCP	\$2,893,868
Demand units (Ha)	145.04
Levy (Jul-20)	\$19,952.09

**AR-03b - Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)**

Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.

	AR-03b
Scope	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.
Cost Date	Jul-20
Current Cost	\$4,773,658
Internal Apportionment	33%
Cost to Paynes Road DCP	\$1,575,307
Demand units (Ha)	145.04
Levy (Jul-20)	\$10,861.13

**AR-03c - Rockbank North Sports Reserve Sports Reserve (Rockbank North Community Hub)**

Construction of a pavilion to serve the Rockbank North Sports Reserve, including all building works, landscaping and related infrastructure.

	AR-03c
Scope	Construction of a pavilion to serve the Rockbank North Sports Reserve, including all building works, landscaping and related infrastructure.
Cost Date	Jul-20
Current Cost	\$3,319,810
Internal Apportionment	33%
Cost to Paynes Road DCP	\$1,095,537
Demand units (Ha)	145.04
Levy (Jul-20)	\$7,553.30

**OS-01 - Paynes Road Sports Reserve (Paynes Road Community Hub)**

Land purchase in Paynes Road Community Hub (6.45 ha).

	OS-01
Scope	Land purchase in Paynes Road Community Hub (6.45 ha).
Cost Date	Jul-20
Current Cost	\$12,539,061
Internal Apportionment	100%
Cost to Paynes Road DCP	\$12,539,061
Demand units (Ha)	145.04
Levy (Jul-20)	\$86,451.96

**AR-17 - Paynes Road Sports Reserve (Paynes Road Community Hub)**

Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.

	AR-17
Scope	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.
Cost Date	Jul-20
Current Cost	\$8,158,260
Internal Apportionment	100%
Cost to Paynes Road DCP	\$8,158,260
Demand units (Ha)	145.04
Levy (Jul-20)	\$56,248.03

**AR-18 - Paynes Road Sports Reserve Pavilion (Paynes Road Community Hub)**

Construction of a pavilion to serve Paynes Road Sports Reserve, including all construction works, landscaping and related infrastructure.

	AR-18
Scope	Construction of a pavilion to serve Paynes Road Sports Reserve, including all construction works, landscaping and related infrastructure.
Cost Date	Jul-20
Current Cost	\$1,684,338
Internal Apportionment	100%
Cost to Paynes Road DCP	\$1,684,338
Demand units (Ha)	145.04
Levy (Jul-20)	\$11,612.86

**BR-01 - Mount Cottrell Freeway Interchange (land purchase only)**

Land purchase for the construction of a half-diamond freeway interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only) (1.48 ha).

	BR-01
Scope	Land purchase for the construction of a half-diamond freeway interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only) (1.48 ha).
Cost Date	Jul-20
Current Cost	\$1,897,939
Internal Apportionment	100%
Cost to Paynes Road DCP	\$1,897,939
Demand units (Ha)	145.04
Levy (Jul-20)	\$13,085.55



**BR-02 - Mount Cottrell Road Rail Flyover (land purchase only)**

Land purchase for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.3091 ha).

	BR-02
Scope	Land purchase for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.3091 ha).
Cost Date	Jul-20
Current Cost	\$532,794
Internal Apportionment	100%
Cost to Paynes Road DCP	\$532,794
Demand units (Ha)	145.04
Levy (Jul-20)	\$3,673.41

**BR-03a - Paynes Road Freeway Flyover (land purchase only)**

Land purchase within precinct for the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard, southern approach on east of existing Paynes Road only) (0.1804 ha).

	BR-03a
Scope	Land purchase within precinct for the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard, southern approach on east of existing Paynes Road only) (0.1804 ha).
Cost Date	Jul-20
Current Cost	\$170,478
Internal Apportionment	100%
Cost to Paynes Road DCP	\$170,478
Demand units (Ha)	145.04
Levy (Jul-20)	\$1,175.38

**BR-03c - Paynes Road Freeway Flyover**

Payment of habitat compensation to facilitate the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor.

	BR-03c
Scope	Payment of habitat compensation to facilitate the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor.
Cost Date	Jul-20
Current Cost	\$24,915
Internal Apportionment	50%
Cost to Paynes Road DCP	\$12,457
Demand units (Ha)	145.04
Levy (Jul-20)	\$85.89

**BR-04a - Paynes Road Rail Flyover (land purchase only)**

Purchase of land for the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.49ha).

	BR-04a
Scope	Purchase of land for the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (ultimate standard) (0.49ha).
Cost Date	Jul-20
Current Cost	\$541,550
Internal Apportionment	100%
Cost to Paynes Road DCP	\$541,550
Demand units (Ha)	145.04
Levy (Jul-20)	\$3,733.78

**BR-04b - Paynes Road Rail Flyover**

Construction of a rail-road grade separation (interim standard) at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor.

	BR-04b
Scope	Construction of a rail-road grade separation (interim standard) at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor.
Cost Date	Jul-20
Current Cost	\$14,656,766
Internal Apportionment	25%
Cost to Paynes Road DCP	\$3,664,191
Demand units (Ha)	145.04
Levy (Jul-20)	\$25,263.18

**BR-04c - Paynes Road Rail Flyover**

Payment of habitat compensation to facilitate the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor.

	BR-04c
Scope	Payment of habitat compensation to facilitate the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor.
Cost Date	Jul-20
Current Cost	\$26,334
Internal Apportionment	25%
Cost to Paynes Road DCP	\$6,584
Demand units (Ha)	145.04
Levy (Jul-20)	\$45.39

**BR-06 - Mt Cottrell Road Level Crossing Upgrade**

Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).

Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Rail Flyover (BR02).

	BR-06
Scope	Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Rail Flyover (BR02).
Cost Date	Jul-20
Current Cost	\$525,000
Internal Apportionment	25%
Cost to Paynes Road DCP	\$131,250
Demand units (Ha)	145.04
Levy (Jul-20)	\$904.92

**BR-07b - Paynes Road Road Level Crossing Upgrade**

Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings.

	BR-07b
Scope	Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings.
Cost Date	Jul-20
Current Cost	\$618,789
Internal Apportionment	25%
Cost to Paynes Road DCP	\$154,697
Demand units (Ha)	145.04
Levy (Jul-20)	\$1,066.58



**CI-21a - Paynes Road Community Centre (Paynes Road Community Hub)**

Land purchase for a multi-purpose community centre (Level 1) at Paynes Road Community Hub (0.69 ha).

	CI-21a
Scope	Land purchase for a multi-purpose community centre (Level 1) at Paynes Road Community Hub (0.69 ha).
Cost Date	Jul-20
Current Cost	\$755,550
Internal Apportionment	100%
Cost to Paynes Road DCP	\$755,550
Demand units (Ha)	145.04
Levy (Jul-20)	\$5,209.22

**CI-21b - Paynes Road Community Centre (Paynes Road Community Hub)**

Construction of a multi-purpose community centre (Level 1) at Paynes Road Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.

	CI-21b
Scope	Construction of a multi-purpose community centre (Level 1) at Paynes Road Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.
Cost Date	Jul-20
Current Cost	\$7,736,158
Internal Apportionment	100%
Cost to Paynes Road DCP	\$7,736,158
Demand units (Ha)	145.04
Levy (Jul-20)	\$53,337.81

**IT-10a - Intersection: Mount Cottrell Road and Shogaki Drive**

Additional land purchase (ultimate standard) (1.14 ha).

	IT-10a
Scope	Additional land purchase (ultimate standard) (1.14 ha).
Cost Date	Jul-20
Current Cost	\$1,461,926
Internal Apportionment	100%
Cost to Paynes Road DCP	\$1,461,926
Demand units (Ha)	145.04
Levy (Jul-20)	\$10,079.41

**IT-10b - Intersection: Mount Cottrell Road and Shogaki Drive**

Construction of a signalised 4-way intersection (interim standard) at the intersection of Mount Cottrell Road and Shogaki Drive.

	IT-10b
Scope	Construction of a signalised 4-way intersection (interim standard) at the intersection of Mount Cottrell Road and Shogaki Drive.
Cost Date	Jul-20
Current Cost	\$1,333,543
Internal Apportionment	50%
Cost to Paynes Road DCP	\$666,772
Demand units (Ha)	145.04
Levy (Jul-20)	\$4,597.13

**IT-11a - Intersection: Paynes Road and Murray Road**

Purchase of land within precinct to facilitate IT-11b (ultimate standard) (0.1208 ha).

	IT-11a
Scope	Purchase of land within precinct to facilitate IT-11b (ultimate standard) (0.1208 ha).
Cost Date	Jul-20
Current Cost	\$178,912
Internal Apportionment	100%
Cost to Paynes Road DCP	\$178,912
Demand units (Ha)	145.04
Levy (Jul-20)	\$1,233.53

**IT-11b - Intersection: Paynes Road and Murray Road**

Contruction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road.

	IT-11b
Scope	Contruction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road.
Cost Date	Jul-20
Current Cost	\$3,365,519
Internal Apportionment	50%
Cost to Paynes Road DCP	\$1,682,760
Demand units (Ha)	145.04
Levy (Jul-20)	\$11,601.97

**IT-11c - Intersection: Paynes Road and Murray Road**

Payment of habitat compensation to facilitate IT-11b

	IT-11c
Scope	Payment of habitat compensation to facilitate IT-11b
Cost Date	Jul-20
Current Cost	\$4,186
Internal Apportionment	50%
Cost to Paynes Road DCP	\$2,093
Demand units (Ha)	145.04
Levy (Jul-20)	\$14.43

**IT-19a - Intersection: Mount Cottrell Road and southern connector road**

Additional land purchase (ultimate standard) (1.8054 ha).

	IT-19a
Scope	Additional land purchase (ultimate standard) (1.8054 ha).
Cost Date	Jul-20
Current Cost	\$3,681,630
Internal Apportionment	100%
Cost to Paynes Road DCP	\$3,681,630
Demand units (Ha)	145.04
Levy (Jul-20)	\$25,383.41



**IT-19b - Intersection: Mount Cottrell Road and southern connector road**

Construction of a signalised T-intersection (interim standard) at the intersection of Mount Cottrell Road and southern connector road.

	IT-19b
Scope	Construction of a signalised T-intersection (interim standard) at the intersection of Mount Cottrell Road and southern connector road.
Cost Date	Jul-20
Current Cost	\$1,055,722
Internal Apportionment	50%
Cost to Paynes Road DCP	\$527,861
Demand units (Ha)	145.04
Levy (Jul-20)	\$3,639.40

**RD-05b - Paynes Road: Western Freeway (BR03) to Murray Road (IT11)**

Construction of 2-land arterial road (interim standard) within the Paynes Road reserve.

	RD-05b
Scope	Construction of 2-land arterial road (interim standard) within the Paynes Road reserve.
Cost Date	Jul-20
Current Cost	\$1,142,901
Internal Apportionment	50%
Cost to Paynes Road DCP	\$571,450
Demand units (Ha)	145.04
Levy (Jul-20)	\$3,939.93

**RD-05c - Paynes Road: Western Freeway (BR03) to Murray Road (IT11)**

Payment of habitat compensation to facilitate RD-05b.

	RD-05c
Scope	Payment of habitat compensation to facilitate RD-05b.
Cost Date	Jul-20
Current Cost	\$2,641
Internal Apportionment	50%
Cost to Paynes Road DCP	\$1,320
Demand units (Ha)	145.04
Levy (Jul-20)	\$9.10

**RD-12a - Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line.**

Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate) (2.5785 ha).

	RD-12a
Scope	Purchase of land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate) (2.5785 ha).
Cost Date	Jul-20
Current Cost	\$4,860,000
Internal Apportionment	100%
Cost to Paynes Road DCP	\$4,860,000
Demand units (Ha)	145.04
Levy (Jul-20)	\$33,507.81

**RD-12b - Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line.**

2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres) \*Interim layout\*

	RD-12b
Scope	2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 1,680 metres) *Interim layout*
Cost Date	Jul-20
Current Cost	\$7,801,227
Internal Apportionment	50%
Cost to Paynes Road DCP	\$3,900,614
Demand units (Ha)	145.04
Levy (Jul-20)	\$26,893.22

PPC - Paynes Road DCP

Plan preparation costs

	PPC
Scope	Plan preparation costs
Cost Date	Jul-20
Current Cost	\$38,000
Internal Apportionment	100%
Cost to Paynes Road DCP	\$38,000
Demand units (Ha)	145.04
Levy (Jul-20)	\$262.00



