1 INTRODUCTION

1.1 Purpose

The Joseph Road Precinct Development Contributions Plan (the ‘DCP’) has been prepared by the Victorian Planning Authority (VPA) with the assistance of the City of Maribyrnong, service authorities, and other major stakeholders.

The DCP:

- Outlines public realm projects required to assist in meeting the Joseph Road Precinct Objectives and Guidelines;
- Outlines infrastructure projects required to ensure that future residents, visitors and workers in the area can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle;
- Establishes a framework for development proponents to make a financial contribution towards the cost of the identified infrastructure projects in the public realm (principally on streets). It ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents in accordance with the demand to be created by each development; and
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects. In this way, it provides developers, investors and local communities with certainty about development contribution requirements and how these will be administered.

1.2 Report Structure

The DCP document comprises six parts:

Section 2 – Strategic Planning and Justification

Section 2 explains the strategic basis for the DCP, which includes information about the Joseph Road Precinct.

Section 3 – Charge Areas and Development Scenarios

Section 3 sets out the charge areas, development projections and project staging.

Section 4 – Infrastructure Projects and Calculation of Contributions

Section 4 outlines the projects to be funded by the DCP and sets out how the development contributions are calculated and costs apportioned.

Section 5 - Development Contributions Plan Administration and Implementation

Section 5 focuses on administration and implementation of the DCP

Section 6 - Other Information

Section 6 provides other supporting information.

1.3 Planning & Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Maribyrnong Planning Scheme. It is consistent with the Minister for Planning’s
Direction on Development Contributions made under section 46M(1) of the Act and has regard to the Victorian Government’s Development Contributions Guidelines (the ‘DCP Guidelines’).

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and facilities. The DCP will not be providing for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act.

The DCP forms part of the Maribyrnong Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 72.04 of the Maribyrnong Planning Scheme.

1.4 Area to which this Development Contributions Plan applies

The Development Contributions Plan Overlay applies to the area comprising approximately 15 hectares shown in Plan 1.

The area is generally bounded by the public reserves on the west bank of the Maribyrnong River to the east, the railway reserve between Footscray and South Kensington stations to the north and west, and Hopkins Street to the south. In accordance with section 46K(1)(a) of the Act the DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 1 of the Maribyrnong Planning Scheme.
2 STRATEGIC PLANNING AND JUSTIFICATION

Maribyrnong Planning Scheme

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the Maribyrnong Planning Scheme. The key sections of the Maribyrnong Planning Scheme are Clause 21.11-1, which is the local areas policy for the Footscray Metropolitan Activity Centre, Clause 21.12, which references the Footscray CAA Structure Plan, and Clause 37.08, the Activity Centre Zone Schedule 1.

The local area policy explains that the Footscray Metropolitan Activity Centre (FMAC) is the most regionally significant activity centre of Melbourne’s west.

Joseph Road is identified as Precinct 5 (Transformational Precinct) in the Activity Centre Zone Schedule 1. The Activity Centre Zone Schedule 1 identifies the following objectives for the Joseph Road Precinct:

- To create a vibrant, mixed use precinct that complements the role and function of the Footscray Central Activities Area through:
  - a diverse range of higher-density housing development accommodating
  - approximately 4,000 dwellings
  - a viable mix of commercial, retail, community, entertainment, and recreation land uses
  - a wide range of employment opportunities to complement the role of central Footscray.

- To encourage retail, entertainment and recreational uses along the existing and extended Warde Street, and along the riverfront.

- To encourage the provision of showroom, restricted retail and office along the Hopkins Street frontage.

- To establish a robust urban character with:
  - high quality architecture and urban design
  - an active, attractive and accessible riverfront with improved public recreation
  - opportunities and high amenity public spaces and places
  - an active and improved frontage to Hopkins Street that marks the precinct as a ‘gateway’ to Footscray.

- To provide a high amenity, upgraded street and pathway network with improved pedestrian and cyclist connections to areas beyond the precinct.

- To encourage sustainable development that:
  - incorporates best practice energy efficiency and water management measures
  - promotes sustainable travel patterns through an integrated approach to transport planning
  - supports the inclusion of community facilities and housing affordability.

- To ensure that development responds to the site features and constraints including heritage values of the heritage listed features, potential contamination, flooding, and service infrastructure requirements.

- To provide built form that does not result in significant overshadowing of the St Monica’s Primary School.

The Joseph Road precinct guidelines envisage the following:

- A network of high amenity public places and pedestrian spaces should be provided as shown in the Precinct Plan.

- Visual and physical connections between the river and the precinct should be provided.

- Active frontages created by retail, entertainment, and recreation uses at ground level are encouraged along the main connections to the river along Warde Street and along Hopkins Street.

- Development proposals should respect planned pedestrian and cycling network.
- Pedestrian/cycle bridges provided across the passenger rail line and crossing points of the freight rail line should be defined by robust landscaping and clear sight lines, and designed to the satisfaction of VicTrack, the Department of Economic Development, Jobs, Transport and Resources and Public Transport Victoria.

- Development proposals with river frontage should include opportunities for activation along the riverside.

- Development should provide a high quality street environment which incorporates, footpaths, cycle paths, and on-street car parking, and maximises opportunities for street planting where appropriate.

- Opportunities should be provided to green the urban environment both in the public realm and as a part of new developments.

- The primary vehicle access point to and from the precinct should be via a signalised intersection at the corner of Hopkins Street and Hallenstein Street, with associated intersection treatments. Secondary vehicle access points should be provided at the intersection of Whitehall Street and Joseph Road, with Hopkins Street.

- On-street car parking should be provided in streets whilst ensuring sufficient width to accommodate parallel car parking spaces as well as bicycle lanes, pedestrian footpaths, and landscaping treatments.

Footscray CAA Structure Plan (2014)

The Footscray CAA Structure Plan is the basis for the local area policy. It is a reference document in Clause 21.12 of the Scheme, under Economic Development.

The vision for the Joseph Road Precinct as stated in the Footscray CAA Structure Plan is for a thriving, vibrant, mixed use precinct, with high quality public areas that is inviting to residents, workers and visitors alike. The Joseph Road Precinct will be home to approximately 4,000 new households which will enjoy proximity and access to the Maribyrnong River, Footscray station and the central precinct.

The Footscray CAA Structure Plan is now reflected in and given effect by the Activity Centre Zone Schedule 1 that was introduced to the Planning Scheme in March 2015.

To realise the Footscray CAA Structure Plan vision for the Joseph Road Precinct, Council has prepared the Joseph Road Precinct Public Realm Plan (2017). This will become a reference document in the Planning Scheme. It forms an important strategic foundation for the DCP.

A number of other reports also provide insight into the likely future development trends for the area. These include:

- Forecast of retail commercial and Housing Activity in Footscray CAD (Tim Nott, 2012)
- 22 Hopkins St Footscray Retail Economic Assessment (Essential Economics, 2012)
- Footscray Retail Study (Collie, 2009)
- Review of Retail Development and Activity Centre Policy (Peter McNabb and Associates 2009)
- Priority Development Panel Report on Joseph Road Precinct Footscray (PDP 2009)

These reports have been taken into account in the preparation of the Joseph Road Precinct Public Realm Plan (2017).

Joseph Road Precinct Public Realm Plan (2017)

The Joseph Road Precinct Public Realm Plan provides guidance on the design of the public realm areas and identifies the locations where new roads, footpaths, bike routes, drainage, street lighting and furniture, traffic signals and street trees will be needed.

The design of the Plan has been guided by standards specified in the Maribyrnong City Design Manual and urban design objectives including:

- Providing connections through the precinct and to surrounding areas.
• Providing a seamless transition in activity levels and function between Footscray central and Melbourne’s CBD.
• Having regard to the built form outcomes of the Precinct.
• Creating a public realm that complements active ground floor uses, provides for safe and pleasant pedestrian circulation, and encourages wider public access and usage.
• Prioritising pedestrians, cyclists and encourage active transport modes.
• Providing an accessible and equitable public realm.
• Providing services and infrastructure required for the level of development in ways that do not limit opportunities for quality green infrastructure in the streetscape.
• Considering and managing the grading of the site and stormwater drainage in a positive way to contribute towards a resilient city.
3 CHARGE AREAS & DEVELOPMENT SCENARIO

3.1 Main Charge Area

The Joseph Road Precinct DCP has a single Main Charge Area (MCA). Therefore, all demand units within the DCP area will be charged the same rate for all projects.

3.2 Development Projections

A projection of all development within the DCP area has been undertaken to understand:

- what infrastructure will be required to service the new development and calculate the rate per demand unit; and
- the likely duration of the life of the DCP.

The development projection for the DCP area out to 2033 is for approximately 4,500 dwellings and for complementary retail and office activity. The development projections are based on approved planning permits for a number of sites within the Precinct.

Assumed yields for sites not currently subject of an approved planning permit have been prepared. The scenarios are based on the provisions of the Maribyrnong Planning Scheme.

It is expected that the area will develop over the next 15 or so years to full build at a rate of approximately 300 dwellings per year.

Table 1 Development Projections to 2033

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>ADDRESS</th>
<th>SITE AREA (m² Approx)</th>
<th>DWELLINGS (Propd)</th>
<th>COMMERCIAL (m² Propd)</th>
<th>RETAIL (m² Propd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Permits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1 Warde Street</td>
<td>2,149</td>
<td>350</td>
<td>-</td>
<td>929</td>
</tr>
<tr>
<td>2</td>
<td>10 Moreland Street</td>
<td>1,248</td>
<td>198</td>
<td>-</td>
<td>425</td>
</tr>
<tr>
<td>3</td>
<td>2 Neilson Place</td>
<td>6,303</td>
<td>513</td>
<td>3,418</td>
<td>620</td>
</tr>
<tr>
<td>4</td>
<td>2 Hopkins Street</td>
<td>9,393</td>
<td>723</td>
<td>197</td>
<td>644</td>
</tr>
<tr>
<td>5</td>
<td>4 Hopkins Street (2-6 Hallenstein Street)</td>
<td>12,866</td>
<td>927</td>
<td>2,819</td>
<td>2,734</td>
</tr>
<tr>
<td>6</td>
<td>18-24 Hopkins Street</td>
<td>9,459</td>
<td>966</td>
<td>-</td>
<td>4,583</td>
</tr>
<tr>
<td>7</td>
<td>7 Wightman Street</td>
<td>710</td>
<td>57</td>
<td>383</td>
<td>192</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
<td></td>
<td>42,128</td>
<td>3,734</td>
<td>6,817</td>
<td>10,127</td>
</tr>
</tbody>
</table>
3.3 Equivalence Ratios and Demand Units

The purpose of this DCP is to ensure that the cost of providing new road and public realm infrastructure is shared between developers on a fair and reasonable basis. As all the new infrastructure demand will be created by the development within the Joseph Road Precinct, it is reasonable that development pays for the full cost of implementing the works identified in the Joseph Road Precinct Public Realm Plan (2017) and the Joseph Road Precinct Preferred WSUD Concepts report (2017).

All residential, commercial and retail including mixed use development within the charge area is required to pay the Development Infrastructure Levy. One dwelling or one dwelling lot is equal to one demand unit. For retail and commercial development, the equivalence ratios for all road, drainage and other public realm infrastructure are as follows:

Table 2 Proposed Development

<table>
<thead>
<tr>
<th>Demand Unit Type</th>
<th>Equivalence Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>19 sqm floor space = 1 demand unit</td>
</tr>
<tr>
<td>Office/Commercial</td>
<td>121 sqm floor space = 1 demand unit</td>
</tr>
</tbody>
</table>

For a mixed use development, the Development Infrastructure Levy is to be based on the total number of demand units comprising the development.

There is no exempt development other than development which is exempted under a Ministerial Direction applying at the time of the Approval Date of this DCP.

3.4 Items not included in this Development Contributions Plan

The following items are not included in the DCP. These items are considered to be normal to the construction of a development and do not warrant cost sharing arrangements.

Planning permits for development in the area covered by the DCP must contain conditions which require the provision of the infrastructure set out below:

- Waterway management works and drainage systems.
- Water, sewerage, underground power, gas and telecommunications services.
- Basic levelling, provision of biodiversity offsets, water tapping and landscaping of open space.
- Public open space reserve masterplans and any agreed associated works.
- Council’s plan checking and supervision fees.
- Bus stops.
3.5 Contributions made under existing Planning Permits or Infrastructure Agreements

There are existing permit with conditions requiring some contributions to the public realm.

Where under such a permit condition, or an agreement entered into under such a permit condition, a monetary contribution is required to be made for public realm improvements or infrastructure works are to be provided in the public realm, those monetary contributions and infrastructure works may be recognised by the Collecting Agency and credited towards an owner’s liability to pay any Development Infrastructure Levy that is imposed pursuant to this DCP provided that the infrastructure which is to be or has been provided is included as infrastructure which is funded by this DCP.

However, where the quantum of any such monetary contribution or the value of the infrastructure works in respect of the public realm are less than the Development Infrastructure Levy required to be paid under this DCP, the development must pay a top-up payment to make the Development Infrastructure Levy in respect of each Demand Unit equal to the amount of the Development Infrastructure Levy required under this DCP.

3.6 Public Open Space Contributions

This DCP does not provide funding towards the cost of land for local parks (credited open space). Local Parks are provided through Clause 53.01 of the Maribyrnong Planning Scheme.
4 INFRASTRUCTURE PROJECTS & CALCULATION OF CONTRIBUTIONS

4.1 Infrastructure Projects

The DCP uses a project identification system of project category and sequential number in its tables and plans. The following types of projects are included in the DCP (refer to Plan 2):

- RD – Road Projects;
- TR – Traffic Improvement Works Projects;
- GPT01 – Gross Pollutant Trap;
- BR01 – Bio-Retention System

Plan 2: DCP infrastructure project areas

4.2 Calculation of costs

The costs of projects RD01-12, TR01-02, and GPT01 were determined by a detailed costing advice provided by WT Partnership Quantity Surveyor. The cost of project BR01 was determined by a proposal and costing advice provided by Alluvium Consulting. A copy of the cost estimates used to inform this DCP may be obtained from the City of Maribyrnong upon request.

Further information on the nature of the infrastructure projects which are funded is provided in Attachment 1.
Table 3: Infrastructure Projects and calculation of costs

<table>
<thead>
<tr>
<th>DCP Project No.</th>
<th>Project</th>
<th>Infrastructure Category</th>
<th>Estimated Project Cost: Construction</th>
<th>% Apportioned to DCP</th>
<th>Total cost recovered by DCP</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD01</td>
<td>Whitehall Street</td>
<td>Development</td>
<td>$1,792,624</td>
<td>100.0%</td>
<td>$1,792,624</td>
</tr>
<tr>
<td>RD02</td>
<td>Hallenstein Street</td>
<td>Development</td>
<td>$3,338,111</td>
<td>100.0%</td>
<td>$3,338,111</td>
</tr>
<tr>
<td>RD03</td>
<td>Hopkins Street (Central West)</td>
<td>Development</td>
<td>$895,816</td>
<td>100.0%</td>
<td>$895,816</td>
</tr>
<tr>
<td>RD04</td>
<td>Warde Street</td>
<td>Development</td>
<td>$2,515,929</td>
<td>100.0%</td>
<td>$2,515,929</td>
</tr>
<tr>
<td>RD05</td>
<td>South Joseph Road</td>
<td>Development</td>
<td>$3,008,287</td>
<td>100.0%</td>
<td>$3,008,287</td>
</tr>
<tr>
<td>RD06</td>
<td>Hopkins Street (Central East)</td>
<td>Development</td>
<td>$910,426</td>
<td>100.0%</td>
<td>$910,426</td>
</tr>
<tr>
<td>RD07</td>
<td>Hopkins Street (East)</td>
<td>Development</td>
<td>$449,968</td>
<td>100.0%</td>
<td>$449,968</td>
</tr>
<tr>
<td>RD08</td>
<td>Neilson Place (East)</td>
<td>Development</td>
<td>$3,034,501</td>
<td>100.0%</td>
<td>$3,034,501</td>
</tr>
<tr>
<td>RD09</td>
<td>North Joseph Road</td>
<td>Development</td>
<td>$4,485,355</td>
<td>100.0%</td>
<td>$4,485,355</td>
</tr>
<tr>
<td>RD10</td>
<td>Neilson Place (West)</td>
<td>Development</td>
<td>$1,262,101</td>
<td>100.0%</td>
<td>$1,262,101</td>
</tr>
<tr>
<td>RD11</td>
<td>Wightman Street</td>
<td>Development</td>
<td>$1,483,981</td>
<td>100.0%</td>
<td>$1,483,981</td>
</tr>
<tr>
<td>RD12</td>
<td>Hopkins Street (Far West)</td>
<td>Development</td>
<td>$995,009</td>
<td>100.0%</td>
<td>$995,009</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total Road Projects</strong></td>
<td></td>
<td><strong>$24,172,108</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>$24,172,108</strong></td>
</tr>
<tr>
<td>TR01</td>
<td>Hopkins St &amp; Hallenstein St - Traffic Lights - Construction</td>
<td>Development</td>
<td>$1,929,482</td>
<td>96.2%</td>
<td>$1,856,294</td>
</tr>
<tr>
<td>TR02</td>
<td>Hopkins St - Pedestrian Crossing - Construction</td>
<td>Development</td>
<td>$202,199</td>
<td>100.0%</td>
<td>$202,199</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total Traffic Improvement Works</strong></td>
<td></td>
<td><strong>$2,131,681</strong></td>
<td><strong>96.6%</strong></td>
<td><strong>$2,058,493</strong></td>
</tr>
<tr>
<td>GPT01</td>
<td>Gross Pollutant Trap</td>
<td>Development</td>
<td>$396,211</td>
<td>100.0%</td>
<td>$396,211</td>
</tr>
<tr>
<td>BR01</td>
<td>Bio-Retention System</td>
<td>Development</td>
<td>$397,000</td>
<td>100.0%</td>
<td>$397,000</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total Infrastructure Project</strong></td>
<td></td>
<td><strong>$793,211</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>$793,211</strong></td>
</tr>
<tr>
<td>PP01</td>
<td>Plan Preparation Charge</td>
<td>Development</td>
<td>$0</td>
<td>100.0%</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total Plan Preparation Charges</strong></td>
<td></td>
<td>$0</td>
<td>-</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>$27,097,000</strong></td>
<td><strong>99.7%</strong></td>
<td><strong>$27,023,812</strong></td>
</tr>
</tbody>
</table>

Total cost all projects $27,097,000 99.7% $27,023,812
4.3 Cost apportionment

This DCP apportions a charge to all new development within the MCA according to each site’s projected shared use of an identified infrastructure item. Costs must be shared in accordance with the projected development outcomes and estimated shared use of each infrastructure project.

This DCP calculates what each new development should pay towards the provision of each identified infrastructure project. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by the total demand units (dwellings, or non-residential floor space) for the main charge area.

A contribution of $73,188 has been sought towards Traffic Improvement Works (TR01) at the intersection of Hopkins Street and Hallenstein Street. The remainder of the funding will be sought from the development.

The balance of the cost of the items not recovered under this DCP will be funded by alternative sources such as development contributions from outside of the DCP area.

4.4 Summary of costs

Table Four sets out a summary of costs payable for each infrastructure category.

Table 4: Summary of total costs by project type

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Total Costs of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Projects</td>
<td>$24,172,108</td>
</tr>
<tr>
<td>Traffic Improvement Works</td>
<td>$2,131,681</td>
</tr>
<tr>
<td>Traffic Improvement Works Previously Recovered</td>
<td>$73,188</td>
</tr>
<tr>
<td>Drainage Project</td>
<td>$793,211</td>
</tr>
<tr>
<td>Total</td>
<td>$27,097,000</td>
</tr>
<tr>
<td>Total Cost Recovered by DCP</td>
<td>$27,023,812</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Total Costs of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total - Development Infrastructure Levy (DIL)</td>
<td>$27,097,000</td>
</tr>
<tr>
<td>Total - Community Infrastructure Levy (CIL)</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$27,097,000</td>
</tr>
<tr>
<td>Total Cost Recovered by DCP</td>
<td>$27,023,812</td>
</tr>
</tbody>
</table>
4.5 Summary of contributions

The table below sets out charges payable for each main charge area.

Table 5: Summary of contributions rates for development outcomes

<table>
<thead>
<tr>
<th>MAIN CHARGE AREA</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCA1 (Residential)</td>
<td>$5,230.69 per lot/dwelling</td>
</tr>
<tr>
<td>MCA1 (Commercial)</td>
<td>$43.23 per m2 leasable floorspace</td>
</tr>
<tr>
<td>MCA1 (Retail)</td>
<td>$275.30 per m2 leasable floorspace</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAIN CHARGE AREA</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCA1 (Residential)</td>
<td>$0.00 per lot/dwelling</td>
</tr>
</tbody>
</table>

4.6 Project Staging

For the purpose of preparation of the DCP, each item to be funded by the DCP has an assumed indicative provision date specified (Table 6). The indicative timing of the provision of the items is consistent with the information available at the time that this DCP was prepared. The Collecting Agency will monitor and will determine when items should be provided after having regard to funding available through capital works programs, the staging and progression of development and the availability of development contribution funds to undertake the items.

The Collecting Agency may re-order the timing of the delivery of infrastructure works or land where:

- Infrastructure is to be constructed / provided by development proponents as works in kind, as agreed by the Collecting Agency;
- Network priorities require the delivery of works or land in a different order to facilitate broader road network connections.

Every endeavour will be made to provide all items in this DCP as soon as is practicable provided sufficient contributions are available and also having regard to the Development Agency’s capacity to source any balance of funds not recovered under this DCP.

All items included in the DCP will be provided before the expiry date of this DCP which is 15 years from when this DCP is incorporated into the Maribyrnong Planning Scheme. If development projections vary as against what is anticipated in this DCP, an application will be made to the Minister pursuant to the Act to extend the life of the DCP.
Table 6: Estimated project staging and sequencing of projects

<table>
<thead>
<tr>
<th>DCP Project No.</th>
<th>Project</th>
<th>Project Staging</th>
<th>Estimate year of construction works</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Road Projects</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RD01</td>
<td>Whitehall Street</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>RD02</td>
<td>Hallenstein Street</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>RD03</td>
<td>Hopkins Street (Central West)</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>RD04</td>
<td>Warde Street</td>
<td>2</td>
<td>2020-2022</td>
</tr>
<tr>
<td>RD05</td>
<td>South Joseph Road</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>RD06</td>
<td>Hopkins Street (Central East)</td>
<td>2</td>
<td>2020-2022</td>
</tr>
<tr>
<td>RD07</td>
<td>Hopkins Street (East)</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>RD08</td>
<td>Neilson Place (East)</td>
<td>3</td>
<td>2021-2024</td>
</tr>
<tr>
<td>RD09</td>
<td>North Joseph Road</td>
<td>4</td>
<td>2023 or later</td>
</tr>
<tr>
<td>RD10</td>
<td>Neilson Place (West)</td>
<td>3</td>
<td>2021-2024</td>
</tr>
<tr>
<td>RD11</td>
<td>Wightman Street</td>
<td>5</td>
<td>2025 or later</td>
</tr>
<tr>
<td>RD12</td>
<td>Hopkins Street (Far West)</td>
<td>2</td>
<td>2020-2022</td>
</tr>
<tr>
<td></td>
<td><strong>Traffic Improvement Works</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TR01</td>
<td>Hopkins St &amp; Hallenstein St - Traffic Lights - Construction</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td>TR02</td>
<td>Hopkins St - Pedestrian Crossing - Construction</td>
<td>1</td>
<td>2019-2021</td>
</tr>
<tr>
<td></td>
<td><strong>Drainage Project</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPT01</td>
<td>Gross Pollutant Trap</td>
<td>4</td>
<td>2023 or later</td>
</tr>
<tr>
<td>BR01</td>
<td>Bio-Retention System</td>
<td>4</td>
<td>2023 or later</td>
</tr>
</tbody>
</table>
5 DEVELOPMENT CONTRIBUTIONS PLAN
ADMINISTRATION & IMPLEMENTATION

This section sets out how this DCP will be administered and covers the timing of payment, provision of works-in-kind and how funds generated by this DCP will be managed in terms of reporting, indexation and review periods.

The DCP applies to the subdivision and/or development of land.

5.1 Collecting Agency

Maribyrnong City Council is the Collecting Agency pursuant to section 46K(1)(fa) of the Planning and Environment Act 1987 which means that it is the public authority to whom all levies are payable. As the Collecting Agency, Maribyrnong City Council is also responsible for the administration of the DCP and its enforcement pursuant to Section 46QC of the Act.

5.2 Development Agency

Maribyrnong City Council is the Development Agency pursuant to section 46K(1)(fb) of the Planning and Environment Act 1987 and is responsible for the provision of all the infrastructure projects identified in this DCP.

5.3 Payment of Contribution Levies and Payment Timing

Where a planning permit is issued, the following conditions must be included on the planning permit:

5.3.1 Planning Permit for subdivision of land

A Development Infrastructure Levy in accordance with the approved Development Contributions Plan which applies to the land must be paid to the Collecting Agency for the land in respect of each demand unit within the following specified time, namely after the certification of the relevant plan of subdivision but no earlier than up to 21 days prior to the issue of a Statement of Compliance for that plan of subdivision.

Where the subdivision is to be developed in stages, the Development Infrastructure Levy for the stage to be developed may only be paid to the Collecting Agency no earlier than up to 21 days prior to the issue of a Statement of Compliance for that stage.

The Collecting Agency may agree to a different time for payment.

A Schedule of Development Contributions must be submitted with each stage of a plan of subdivision. The Schedule of Development Contributions must show the amount of the Development Infrastructure Levy payable for each stage to the satisfaction of the Collecting Agency.

If the Collecting agency agrees to works-in-kind in lieu of the payment of the Development Infrastructure Levy, the owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed work in kind arrangements.

5.3.2 Planning Permit for development of land

A Development Infrastructure Levy in accordance with the approved Development Contributions Plan which applies to the land must be paid to the Collecting Agency for each demand unit proposed to be developed. The Development Infrastructure Levy must be paid prior to the issue of any Building Approval under the Building Act 1993 unless the Collecting Agency agrees to a different time for payment.

If the Collecting agency agrees to works-in-kind in lieu of the payment of the Development Infrastructure Levy, the owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed works-in-kind arrangements.
5.3.3 Where no planning permit is required

Where no planning permit is required to use or develop land, the land may only be used and developed when a Development Infrastructure Levy in accordance with the approved Development Contributions Plan that applies to the land is paid to the Collecting Agency prior to the issue of a Building Approval under the Building Act 1993 unless the Collecting Agency agrees to any other time for payment.

If the Collecting Agency agrees to works-in-kind in lieu of the payment of the Development Infrastructure Levy, the owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed work-in-kind arrangement.

5.4 Works-In-Kind

The Collecting Agency may allow a development proponent to satisfy its obligations under this DCP by undertaking building or works provided that:

- The building or works constitute infrastructure funded by this DCP.
- The Collecting Agency agrees that the timing of the building or works would be consistent with the priorities as determined by the Collecting Agency to relevant matters including to this DCP.
- The building or works are defined and agreed in an agreement made under Section 173 of the Act.
- The building or works are to be provided to a standard that accords with this DCP to the satisfaction of the Development Agency, unless an alternative is agreed by both the Development and Collecting Agencies.
- Detailed design are approved by the Development and Collecting Agencies which generally accord with the design upon which this DCP is based unless an alternative is agreed by both the Development and Collecting Agencies.
- The construction of the buildings and works are completed to the satisfaction of the Development and Collecting Agencies.
- There is no negative financial impact on this DCP to the satisfaction of the Collecting Agency.
- Buildings and works will only be accepted in lieu of a financial contribution required by this DCP to the extent that they constitute part or all of the design of an infrastructure funded by this DCP or otherwise reduce the cost to complete that design, to the Collecting Agency’s satisfaction. Temporary works will not be accepted as works-in-kind unless they can be incorporated into the final design at no additional cost to the DCP.

5.5 Funds Administration

The administration of the development contributions made under the DCP will be held until required for provision of the items in that class of development (transport, community buildings or sporting reserves). Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

- Amount and timing of funds collected;
- Source of the funds collected;
- Amount and timing of expenditure on specific projects;
- Project on which the expenditure was made;
- Account balances for individual project classes;
- Details of works-in-kind arrangements for project provision;
- Pooling or quarantining of funds to deliver specific projects where applicable.
The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this DCP, as required under Section 46Q of the Act.

Should the Collecting Agency resolve to not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

5.6 Project Indexation

The Development Contributions Levy must be indexed on 1 July 2017 for the 2017/2018 financial year and on 1 July for each subsequent financial year in accordance with the following requirement. The amount of the Development Infrastructure Levy must be indexed using the Producer Price Index Numbers for Road and Bridge construction – Victoria published by the Australian Bureau of Statistics (catalogue 6427.0, Table 17, Output of the Construction of Industries, subdivision and class index numbers) for the June, September, December and March quarters occurring immediately before the beginning of the financial year in respect of which the indexed rate is being determined.

5.7 Development Contributions Plan review period

This DCP adopts a long term outlook for development. It takes into account planned future development in the Joseph Road Precinct. For the purposes of the preparation of this DCP, a 'full development' horizon of fifteen years after gazettal of the DCP has been adopted.

This DCP commences on the Approval Date of the amendment introducing the DCP into the Maribyrnong Planning Scheme. This DCP will end on the 15th anniversary from the Approval Date unless it is extended in accordance with the provision of the Act.

The DCP should be reviewed and if necessary updated every five years (or more frequently if required). This may require an amendment to the Maribyrnong Planning Scheme to amend, review, or replace this document. Any review should have regard to any arrangements (for example an agreement under s173 of the Act) for the implementation of this DCP and the rate that development is occurring including the rate of collection of funds.

The projected development outcome in Table 1 is based on the proposed yield of new developments with planning permits and the expected yield of sites that are likely to be developed but not currently in receipt of a planning permit. In determining the expected yield, preferred maximum height provisions in the Maribyrnong Planning Scheme were used to estimate the number of dwellings that may be developed. If there is evidence to suggest that a site is not likely to be developed within the 15 year time frame of the DCP, it is excluded from DCP calculations.

In the event that the excluded sites are proposed to be developed within the time frame of the DCP, they will be required to pay the relevant contribution and the DCP will be amended (through a planning scheme amendment) accordingly.
6 OTHER INFORMATION

6.1 Supporting Documentation

The DCP is supported by the following documents and reports:

- DCP Project Areas and Cost Estimates by WT Partnership and Alluvium Consulting (Attachment 1)
- Joseph Road Precinct Public Realm Plan by Aspect Studios, 7 July 2017 (Attachment 2)
- Joseph Road Precinct Preferred WSUD Concepts Report by Alluvium Consulting, 12 May 2017 (Attachment 3)