



POINT COOK WEST DEVELOPMENT CONTRIBUTIONS PLAN

October 2012 (Amended July 2017)

Sneydes Road

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	November 2012	C163	N/A
2	January 2014	C193	Correct anomalies and errors
3	July 2015	C141	Reinstate Table 2, Table 3 Table 4 incorrectly omitted
4	June 2017	GC75	

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INTRODUCTION

The Point Cook West Precinct Structure Plan Development Contributions Plan (DCP) has been prepared by the Growth Areas Authority with the assistance of the Wyndham City Council, Government agencies, service authorities and major stakeholders.

The DCP has been developed to support the provision of works, services, and facilities to be used by the future community of Point Cook West which is generally covered by the Point Cook West Precinct Structure Plan in the Wyndham Growth Area (refer to Plan 1 for location).

The DCP outlines projects required to ensure that future residents, visitors and workers within the Point Cook West area can be provided with timely access to the services and transport necessary to support a quality, affordable lifestyle.

It also details requirements that must be met by future land use and development and provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered.

This DCP establishes a framework for development proponents to contribute a fair proportion towards the cost of works, services and facilities for the new community at Point Cook West. It ensures the cost of providing new infrastructure and services is shared equitably between various developers and the wider community. Fairness requires costs to be apportioned according to the projected share of use and the required works, services and facilities items.

DCP Structure

The Development Contributions Plan document comprises five parts.

1.0 STRATEGIC BASIS

Section 1 explains the strategic basis for the Development Contributions Plan, which includes information about the Point Cook West Precinct Structure Plan and justification for the various infrastructure projects included in the Development Contributions Plan.



2.0 CALCULATION OF CONTRIBUTIONS

Section 2 sets out how the development contributions are calculated and how costs are apportioned.



3.0 ADMINISTRATION AND IMPLEMENTATION

Section 3 focuses on administration and implementation of the Development Contributions Plan.



4.0 OTHER INFORMATION

Section 4 provides other information focusing on the administration and implementation of the Development Contributions Plan.



5.0 PROJECT COSTS

Part 5 provides further information on projects included cost estimate breakdowns.



**plan 1
context plan**

point cook west development contributions plan

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LEGEND

- Precinct boundary
- Watercourse
- Rail line (with station)
- Urban Growth Boundary
- Existing Bridge

1.0 STRATEGIC BASIS

The strategic basis for this DCP is established by the State and Local Planning Policy Framework of the Wyndham Planning Scheme. Key documents are Melbourne 2030, the Growth Area Framework Plans, the draft Growth Corridor Plans, the Municipal Strategic Statement and the Point Cook West Precinct Structure Plan (and supporting documents), which set out a broad, long term vision for the sustainable development of the DCP area.

The Growth Area Framework Plans, September 2006, have been incorporated into the Victoria Planning Provisions and illustrate the planned extent of residential, employment and other development as well as the location of larger activity centres for each growth area. They also include key elements of infrastructure and services including the regional open space network, the location of public transport networks, freeways and arterial roads.

On 29 July 2010, the Legislative Council of the Victorian Parliament passed Amendment VC68 to expand Melbourne's urban growth boundary. Amendment VC68 implemented new planning provisions to manage Melbourne's growth, including an urban extension in the City of Wyndham. The Government has prepared revised draft Growth Corridor Plans, with a view to having the Plans finalised in early 2012. The GAA anticipates no changes will be required to the draft Growth Corridor Plan for the Point Cook West DCP area as a consequence of this process.

The Point Cook West Precinct Structure Plan has been developed following a comprehensive planning process and provides an appropriate level of detail to guide the preparation of the DCP.

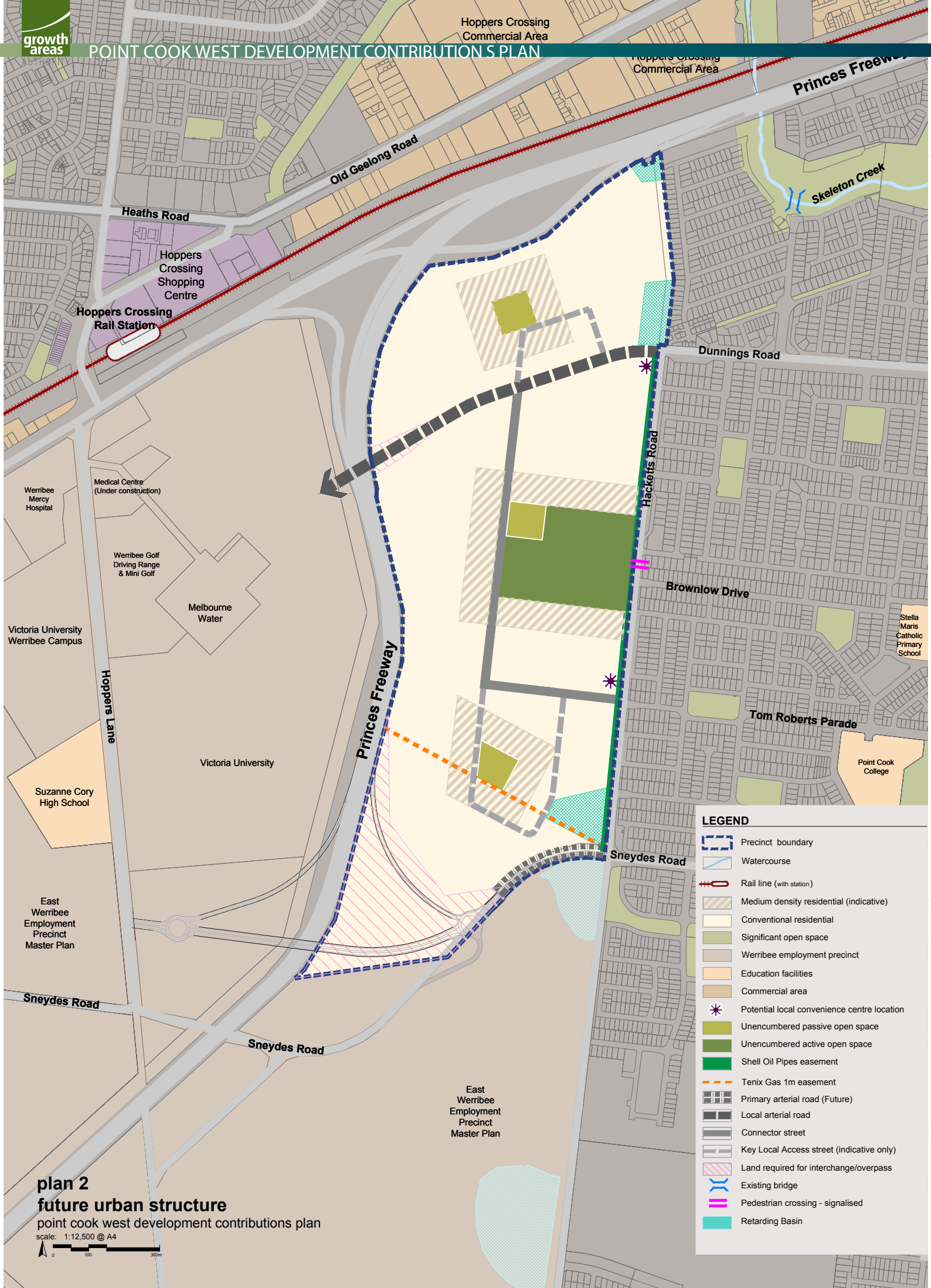
1.1 Planning and Environment Act 1987

This DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) and has been developed in line with the State and Local Planning Policy Frameworks of the Wyndham Planning Scheme as well as Victorian Government Guidelines.

The DCP provides for the charging of a 'development infrastructure levy' pursuant to Section 46J(a) of the Act towards works, services or facilities. It also provides for the charging of a 'community infrastructure levy' pursuant to Section 46J(b) of the Act as some items are classified as community infrastructure under the Act.

This DCP forms part of the Wyndham Planning Scheme pursuant to Section 46I of the Act, and is an incorporated document under Clause 81 of the Wyndham Planning Scheme.

The DCP is linked to Schedule 12 of the DCP Overlay in the Wyndham Planning Scheme.



LEGEND

- Precinct boundary
- Watercourse
- Rail line (with station)
- Medium density residential (indicative)
- Conventional residential
- Significant open space
- Werribee employment precinct
- Education facilities
- Commercial area
- Potential local convenience centre location
- Unencumbered passive open space
- Unencumbered active open space
- Shell Oil Pipes easement
- Tenix Gas 1m easement
- Primary arterial road (Future)
- Local arterial road
- Connector street
- Key Local Access street (indicative only)
- Land required for interchange/overpass
- Existing bridge
- Pedestrian crossing - signalled
- Retarding Basin

plan 2
future urban structure
point cook west development contributions plan

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1.2 Precinct Structure Plan

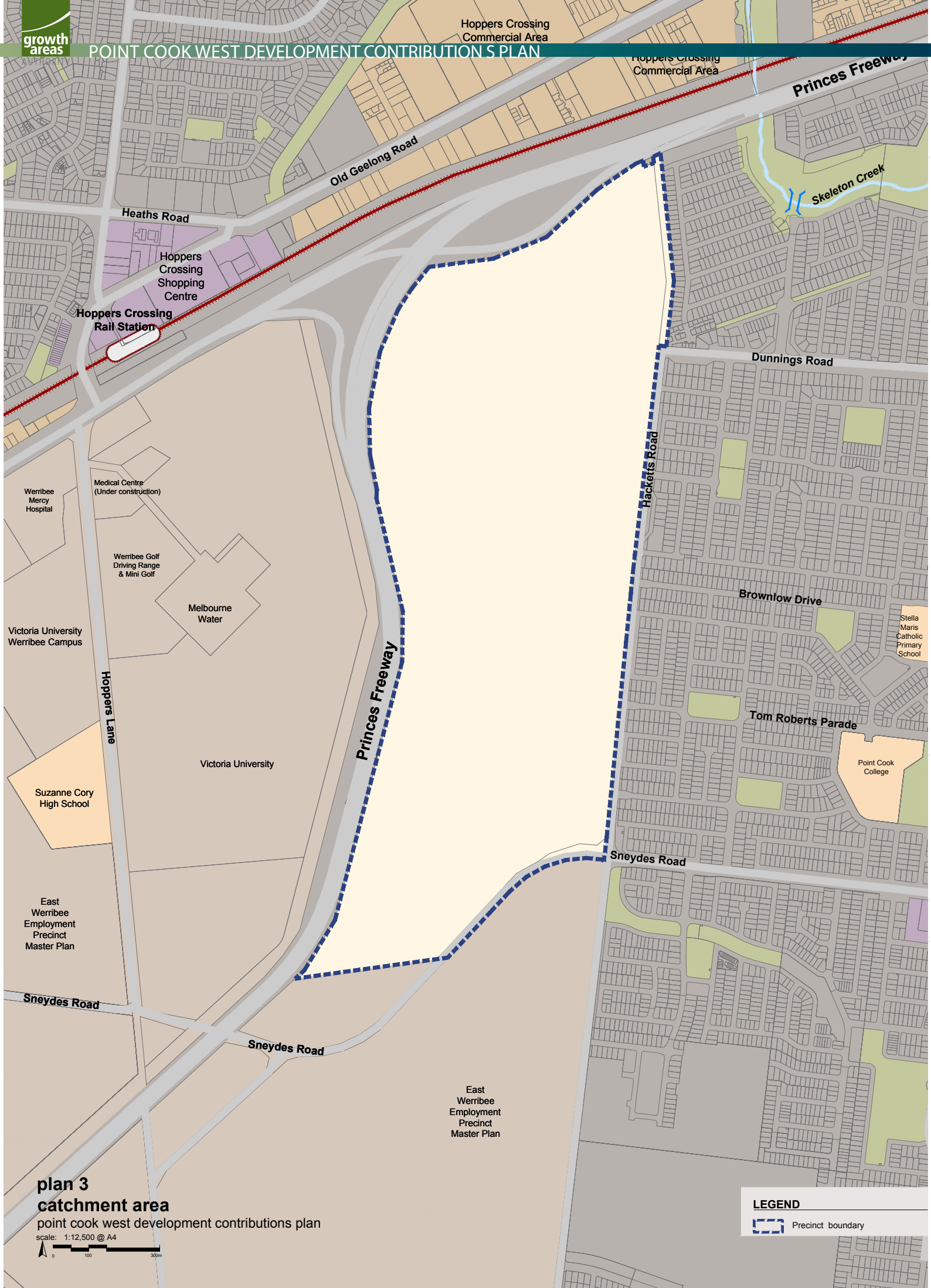
The Point Cook West Precinct Structure Plan is located to the west of the existing Point Cook area and was formally part of the Werribee Employment Precinct (WEP).

The Point Cook West Precinct Structure Plan area is expected to provide for a population of approximately 5,000 people, accommodated in 1,800 households.

The Precinct Structure Plan establishes the future urban structure of the new community which includes a range of networks including transport, open space and active recreation, social infrastructure, activity centres, and residential neighbourhoods (refer to Plan 2).

The need for the infrastructure has been determined according to the anticipated development scenario for Point Cook West as described in the Point Cook West Precinct Structure Plan. The DCP emanates from the Precinct Structure Plan, as the Precinct Structure Plan provides the rationale and justification for infrastructure items that have been included within the DCP.

Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.



1.3 The area to which the Development Contributions Plan applies

In accordance with Section 46K(1)(a) of the Planning and Environment Act 1987, the Point Cook West DCP applies to land shown in Plan 3. The area is also indicated in the relevant DCP Overlay in the Wyndham Planning Scheme (Schedule 12).

The Precinct Structure Plan applies to approximately 141 hectares of land as shown in Plan 3.

The DCP forms a single catchment area as shown in Plan 3, consistent with the Point Cook West Precinct Structure Plan.

1.4 Infrastructure Project Justification

1.4.1 Introduction

The need for infrastructure has been determined according to the anticipated development scenario for Point Cook West as described in the Point Cook West Precinct Structure Plan and its supporting documents.

Items can be included in a DCP if they will be used by the future community of an area. New development does not have to trigger the need for new items in its own right. The development is charged in line with its projected share of use. An item can be included in a DCP regardless of whether it is within or outside the DCP area.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the Point Cook West Precinct Structure Plan, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Point Cook West Precinct Structure Plan area. The cost apportionment methodology adopted in this DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item. A summary of how each item relates to projected growth area development is set out below.

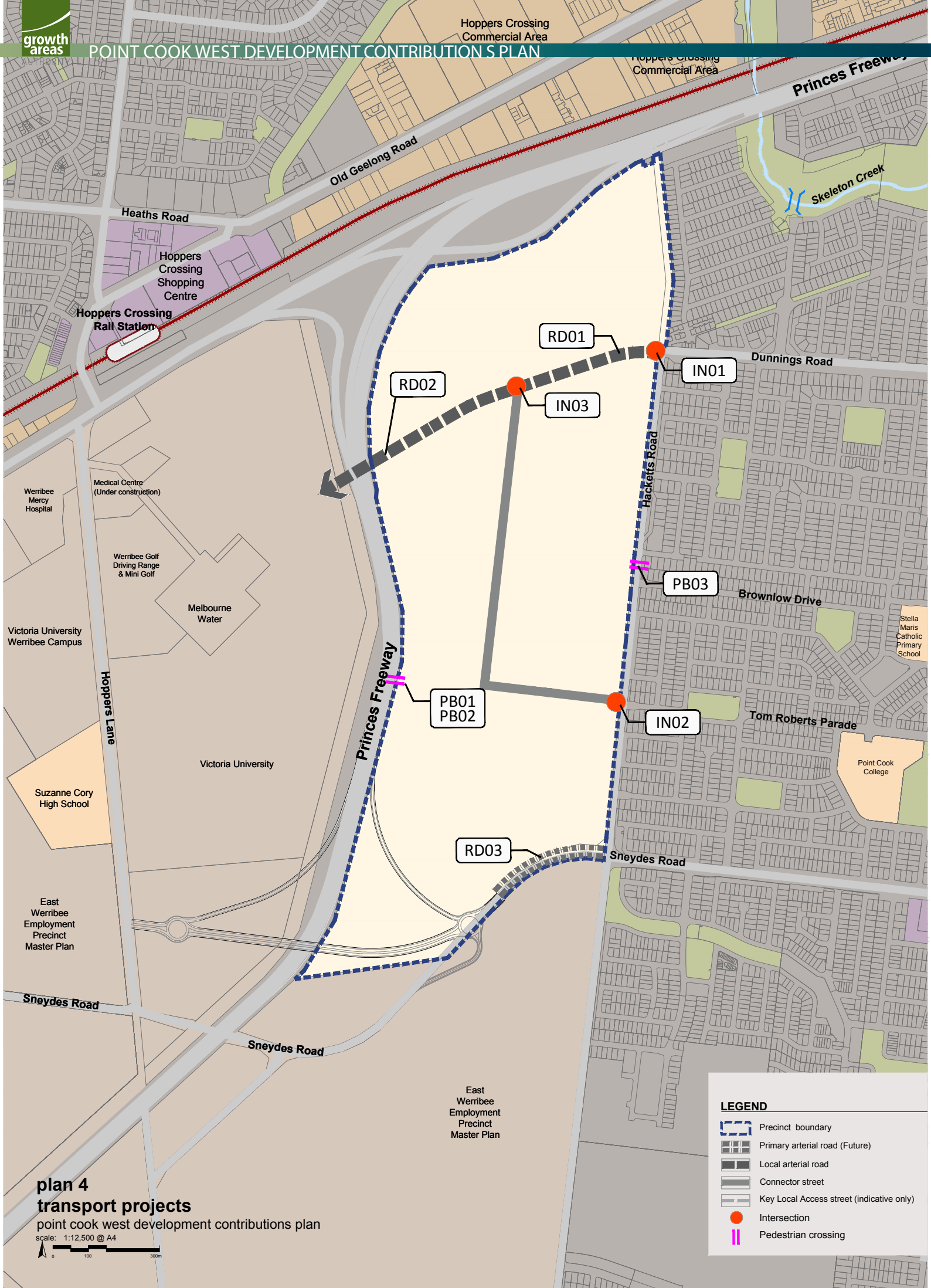
The items that have been included in the DCP all have the following characteristics:

- They are essential to the health, safety and well-being of the community;
- They will be used by a broad cross-section of the community;
- They reflect the vision and strategic aspirations as expressed in the Point Cook West Precinct Structure Plan; and
- They are not recurrent items.

1.4.2 Items not included in the Development Contributions Plan

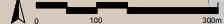
The following items are not included in the DCP, as they are not considered to be higher order items, but must be provided by developers as a matter of course:

- Internal streets and connector streets, and associated traffic management measures. This includes streets on the edge of the Point Cook West Precinct Structure Plan.
- Flood mitigation works;
- Local drainage systems;
- Main drainage works;
- Intersections connecting the development to the existing road network, except where specified as Development Contribution Plan projects;
- Water, sewerage, underground power, gas, and telecommunication services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, water tapping and landscaping of open space;
- Passive open space reserves and any agreed associated works required by the Precinct Structure Plan;
- Council's plan checking and supervision costs; and
- Bus stops.



plan 4
transport projects
point cook west development contributions plan

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- LEGEND**
- Precinct boundary
 - Primary arterial road (Future)
 - Local arterial road
 - Connector street
 - Key Local Access street (indicative only)
 - Intersection
 - || Pedestrian crossing

1.5 Infrastructure Projects

1.5.1 Transport

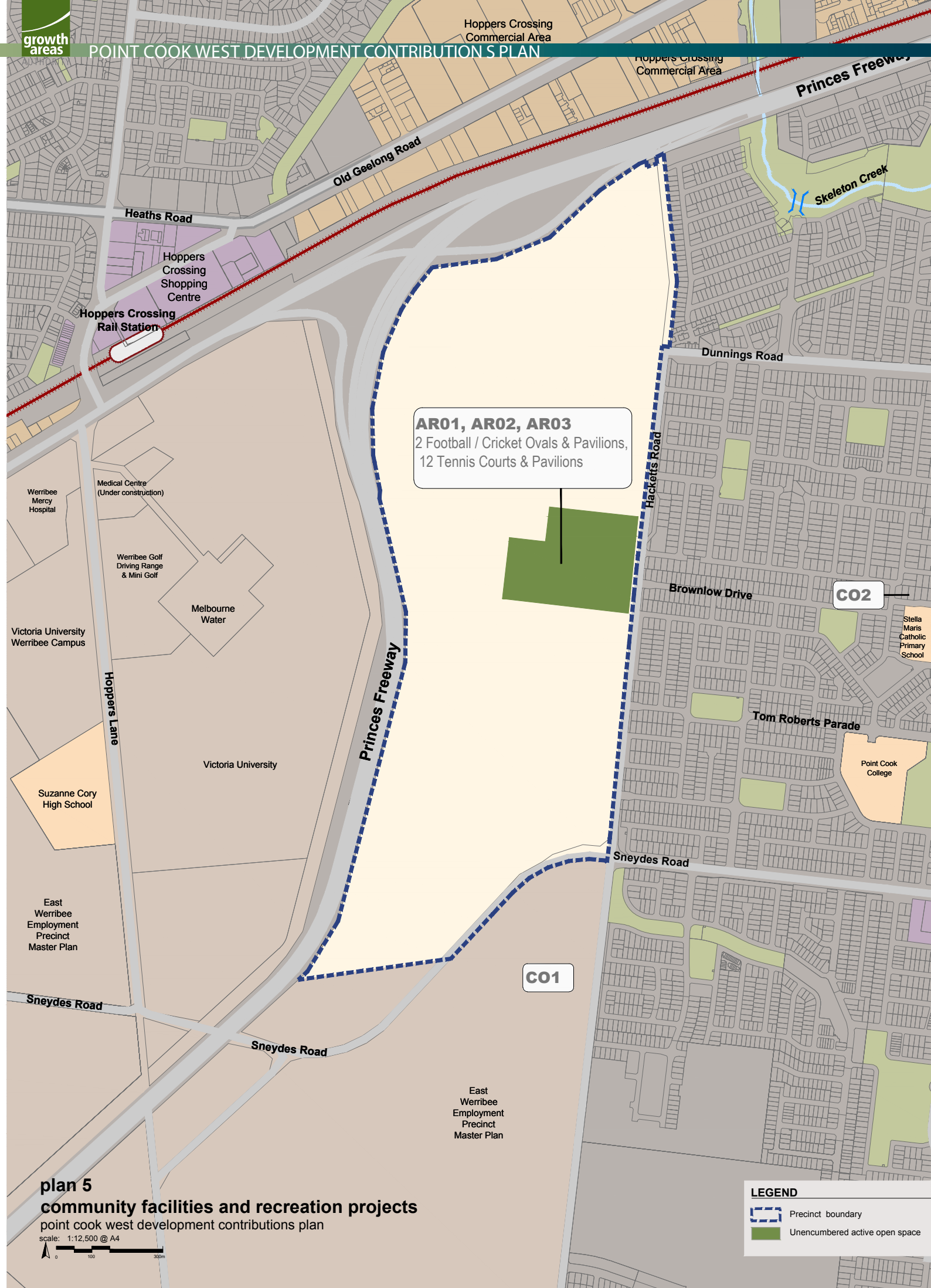
The transport related projects in the DCP are based on the transport network depicted in Plan 4 which is derived from the draft Traffic Analysis Report (GTA, December 2011). The transport projects comprise two categories:

- Road construction and duplication including land requirements; and,
- Construction of major controlled intersections.

The transport plan was prepared taking into account the requirements and objectives of the Point Cook West Precinct Structure Plan.

The road and intersection projects funded by the Development Contributions Plan include:

DCP PROJECT NUMBER	DESCRIPTION
RD01	Dunnings Road - Purchase of land to create road reserve 34m wide for 212m (ultimate treatment) and construction of 2 lane carriageway for 212m, excluding intersections (interim treatment) between Hacketts Road and the Princes Freeway.
RD02	Dunning Road Overpass - Purchase of land to create road reserve for road Freeway overpass totalling 1.93ha (ultimate treatment).
RD03	Sneydes Road - Purchase of land to create road reserve 41m wide totalling 1.34ha (ultimate treatment).
IN01	Dunnings Road / Hacketts Road - Purchase of land for intersection totalling 7,518sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 2 (ultimate treatment).
IN02	Hacketts Road / Tom Roberts Parade Extension - Purchase of land for intersection totalling 2,646sqm and construction of signalised 4-way intersection as illustrated in Costing Sheet 3 (ultimate treatment).
IN03	Dunnings Road & North-South Connector - Purchase of land for intersection totalling 2,000sqm.
PB01	Princes Freeway Pedestrian Overpass - Construction of a pedestrian Freeway overpass (ultimate treatment).
PB02	Princes Freeway Pedestrian Overpass - Purchase of land to create a pedestrian Freeway overpass totalling 0.08ha (ultimate treatment).
PB03	Brownlow Drive Pedestrian Crossing - Construction of a signalised pedestrian crossing



AR01, AR02, AR03

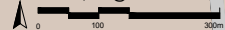
2 Football / Cricket Ovals & Pavilions,
12 Tennis Courts & Pavilions

C02

C01

plan 5
community facilities and recreation projects
point cook west development contributions plan

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LEGEND

- Precinct boundary
- Unencumbered active open space

1.5.2 Community facilities

The Community Infrastructure Assessment undertaken by ASR Research and assessment by Wyndham City Council determined the requirement for a range of community facilities which are illustrated in Plan 5.

The community and indoor facility projects funded by the Development Contributions Plan include:

DCP PROJECT NUMBER	DESCRIPTION
C01	Level 2 Community Centre - Contribution towards multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms located outside the Point Cook West PSP.
C02	Library - Contribution towards Point Cook Library

1.5.3 Active recreation

The analysis undertaken by ASR Research and Wyndham City Council determined a facility is required to be built on the active open space area to contribute to the needs of the future community, refer Plan 5.

The active recreation projects funded by the DCP include:

DCP PROJECT NUMBER	DESCRIPTION
AR01	Hacketts Road Active Recreation Reserve - Purchase of land for active recreation reserve
AR02	Hacketts Road Active Recreation Reserve - Funding equivalent to construction of x2 senior AFL / cricket ovals, x12 tennis courts, x120 car parking spaces and associated landscaping.
AR03	Hacketts Road Active Recreation Pavilions - Funding equivalent to construction of x1 oval pavilion, x1 tennis pavilion.

The detailed design and scope (as defined in Table 3) of the recreation projects will be reviewed by the Development Agency closer to the time that they are constructed.

In reviewing the scope of the facility, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may adjust and refine the scope of the facility to respond to these matters.

The Development Agency may also adjust and refine the scope of the facility to reflect the capacity of any non-DCP funds that can be made available (for example from a grant or some other funding stream).

In adjusting and refining any final project scope the Development Agency will ensure that at least the same total cost of the project item (as indexed from time to time) is invested into the recreational facilities as proposed

1.6 Project timing

Each item in the DCP has an assumed indicative provision trigger specified in Table 2. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared. The Development Agency will monitor and assess the required timing for individual items and may seek an amendment to the Wyndham Planning Scheme to adjust indicative provision triggers as part of the 5 year review (or earlier if justified).

While indicative provision triggers are provided these do not preclude the early provision of certain infrastructure to be constructed/provided by development proponents as works or land in-kind, if agreed to by the Collecting Agency.

1.7 Distinction between community and development infrastructure

In accordance with the Planning and Environment Act 1987 and the Ministerial Direction on Development Contributions, the DCP makes a distinction between “development” and “community” infrastructure. The timing of payment of contributions is linked to the type of infrastructure in question.

For community infrastructure, contributions are to be made by the home-builder at the time of building approval. Contributions relating to community infrastructure will be paid for at a “per dwelling” rate.

Amended
by GC75

The Planning and Environment Act 1987 stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per dwelling.

Inserted
by GC75

Variation to the Community Infrastructure Levy (CIL) payable under this Development Contributions Plan (DCP)

Inserted
by GC75

If the maximum amount of the CIL which may be collected under an approved DCP is varied under section 46L of the Planning and Environment Act 1987, the collecting agency may adjust the amount of the CIL payable under this DCP in accordance with section 46L of the Planning and Environment Act 1987.

Inserted
by GC75

The collecting agency must publish the adjusted amount of the CIL payable under this DCP on its website.

The following infrastructure projects are deemed to be community infrastructure:

DCP PROJECT NUMBER	DESCRIPTION
C02	Library - Contribution towards Point Cook Library
AR03	Hacketts Road Active Recreation Pavilions - Construction of x1 oval pavilion, x1 tennis pavilion.

All other infrastructure projects are considered to be in the development infrastructure category. Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of works.

2.0 CALCULATION OF CONTRIBUTIONS

Part 1 sets out the strategic basis for this DCP and identifies infrastructure items to be included in the DCP. Part 2 focuses on the calculation of contributions and apportionment of costs.

The general cost apportionment method includes the following steps: -

- Calculation of projects costs (refer Table 3);
- Allowance for external use, and cost apportionment (refer Table 3);
- Calculation of service catchments (refer Table 3);
- Identification of development types required to pay the levy (refer Table 3);
- A charge per net developable hectare for all land included in the DCP (Table 3); and
- Summary of costs payable by development type and precinct for each infrastructure category (refer Table 4).

2.1 Calculation of Net Developable Area and Demand Units

2.1.1 Introduction

The following section sets out how Net Developable Area (NDA) is calculated, provides a detailed land budget for every property within the Point Cook West Precinct Structure Plan and outlines the residential and employment projection anticipated for the Precinct Structure Plan area.

2.1.2 Net Developable Area

In this DCP, all development infrastructure contributions are payable on the net developable land on any given development site.

Residential development land including town centres will contribute to all items forming part of the DCP.

For the purposes of this DCP, Net Developable Area (NDA) is defined as the total amount of land within the precinct that is made available for development of housing and employment, including lots and local and connector streets. It is the total precinct area minus community facilities, government schools, existing educational facilities, open space, encumbered land, biolink, and arterial roads. Additional small local parks defined at the subdivision stage, particularly as related to town centres, are included in Net Developable Area.

The NDA for the DCP (DCP) has been calculated in Table 1 to ensure the levies are properly apportioned.

2.1.3 Land budget and demand units

Net Developable Hectares (NDHa) is the demand unit for this DCP.

The NDA is the basis upon which the development contribution levies are payable.

2.1.4 Development & population projections

The Point Cook West Precinct Structure Plan covers a total area of approximately 141 hectares.

The NDA for the Point Cook West Precinct Structure Plan is calculated in Table 1.

It should be noted that the area designated for the local convenience centre has been included as part of the NDA and is required to pay a development contribution.

Table 1: Land use budget

DESCRIPTION	Hectares	% of Total Area	% of NDA
TOTAL PRECINCT AREA (ha)	141.03	100.0%	
TRANSPORT			
Arterial road (41m reservation - Sneydes Road)	1.34	0.95%	1.26%
Local arterial road (34m reservation - Dunnings Road)	3.37	2.39%	3.19%
Sneydes Road interchange	13.66	9.69%	12.93%
Sub-total	18.37	13.02%	17.38%
OPEN SPACE			
Encumbered land available for recreation			
Tenix easements	0.07	0.05%	0.07%
Shell easements	1.71	1.21%	1.62%
Sub-total	1.78	1.26%	1.68%
Retarding Basin	3.50	2.48%	3.31%
Unencumbered land available for recreation			
Active open space	8.73	6.2%	8.26%
Passive open space	3.00	2.1%	2.84%
Sub-total	11.73	8.3%	11.10%
TOTAL OPEN SPACE	17.01	12.1%	16.10%
NET DEVELOPABLE AREA (NDA) ha	105.66	74.92%	100.0%
HOUSING ESTIMATES			
	Hectares	Estimated Dw/Ha	Estimated Dwellings
Conventional residential	84.89	15	1273
Medium density residential	20.77	25	519
SUBTOTAL AGAINST NET RESIDENTIAL AREA (NRA)	105.66	17	1800 approx
COMBINED RES/ RETAIL / EMP / OTHER	NDA (Ha)	Dwell / NDHA	Dwellings
TOTALS RESIDENTIAL YIELD AGAINST NDA	105.66	17 approx.	1800 approx

2.2 Calculation of Contribution Charges

2.2.1 Calculation of costs

Each project has been assigned a land and/or construction cost. These costs are listed in Table 3. The costs are expressed in April 2012 dollars and will be indexed annually in accordance with the indexation method specified in Section 3.1.6. A summary of the total costs for each charge area by infrastructure category are provided in Table 4.

VALUATION OF LAND

The cost of land projects was determined by a sample valuation by a registered valuer appointed by the Growth Areas Authority based on a compensation based valuation to determine the current market value of the land required in accordance with the Precinct Structure Plan and DCP.

CALCULATION OF CONSTRUCTION COSTS

All road construction costs have been determined by an engineer appointed by the Growth Areas Authority. Detailed project cost sheets are included in Section 5 of this DCP.

All sports fields and community building construction costs have been determined by a certified engineer appointed by the Growth Areas Authority, and familiar with City of Wyndham requirements and standards.

2.2.2 External use

The strategic planning undertaken has determined the allowance for other use external to the Main Catchment Area (MCA) for specific projects – that is use that does not emanate from the Point Cook West Precinct Structure Plan DCP area alone.

Table 3 quantifies any external demand (as a percentage) for each infrastructure project. Where this is the case, a percentage discount has been made to the dollar amount that will be recovered.

In addition, any pre-existing funding commitments under other DCPs & Section 173 Agreements that impact upon this DCP are identified and quantified in Table 3.

2.2.3 Cost apportionment

This DCP apportions a charge to new development according to its projected share of use of identified infrastructure items. Since development contributions charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore costs must be shared in accordance with the estimated share of use.

This DCP cannot and does not require payment from existing or approved development. However, the share of use that existing development receives from these items is taken into account when calculating the contributions expected from new development. This means new development only pays its fair share of the estimated cost of new infrastructure and services (and does not pay for the use by existing development).

This DCP calculates what each new development should pay towards provision of the identified infrastructure item. This is the total cost of the items (after deducting other funding sources and making allowance for any external demand) divided by total (existing and proposed) demand units within its catchment, then aggregated for all items used by a new development.

If a new development is not in the catchment for a particular item, it does not pay towards the cost of that item. The balance of the cost of the items not recovered under this DCP will be funded from alternative sources.

To support this approach, a Main Catchment Area has been determined for each item.

2.2.4 Main catchment areas

The Main Catchment Area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use. The DCP has a single MCA to which the use of local infrastructure has been allocated (except for five apportioned DCP items shown in Table 3.

The spatial extent of the MCA is illustrated in Plan 3.

It is important to note that the number of demand units (net developable hectares) in the MCA is based on the Land Use budgets in Table 1.

The per hectare contributions rate will not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the Land use budget in Table 1.

For the purposes of the DCP, the number of developable hectares will only change if the Collecting Agency agrees to a variation to the Precinct Structure Plan, Land use budget and associated tables. Table 1 should be used to determine the number of developable hectares (for DCP purposes).

Table 2: STRATEGIC JUSTIFICATION

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED PROJECT COST \$2012			MAIN CATCHMENT AREA	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
			LAND	CONSTRUCTION	TOTAL			
ROADS								
RD01	Development	Purchase of land to create road reserve 34m wide for 212m (ultimate treatment) and construction of 2 lane carriageway for 212m, excluding intersections (interim treatment) between Hacketts Road and the Princes Freeway.	\$ 684,760	\$ 815,140	\$ 1,499,900	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
RD02	Development	Purchase of land to create road reserve for road Freeway overpass totalling 1.93ha (ultimate treatment).	\$ 1,833,500	\$	\$ 1,833,500	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
RD03	Development	Purchase of land to create road reserve 41m wide totalling 1.34ha (ultimate treatment).	\$ 1,273,000	\$	\$ 1,273,000	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
INTERSECTIONS								
IN01	Development	Purchase of land for intersection totalling 7,518sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 2 (ultimate treatment).	\$ 714,210	\$ 3,801,000	\$ 4,515,210	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
IN02	Development	Purchase of land for intersection totalling 2,646sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 3 (ultimate treatment).	\$ 251,370	\$ 2,879,000	\$ 3,130,370	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
IN03	Development	Purchase of land for intersection totalling 2,000sqm.	\$ 190,000	\$	\$ 190,000	The Point Cook West PSP area forms the MCA for this project	At time of subdivision / access demand	Growth Corridor Plan and Point Cook West PSP
COMMUNITY FACILITIES								
C01	Development	Contribution towards multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms located outside the Point Cook West PSP.	\$	\$ 6,371,379	\$ 6,371,379	The Point Cook West PSP area forms 32% catchment for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP
C02	Community	Contribution towards Point Cook Library	\$	\$ 4,373,719	\$ 4,373,719	The Point Cook West PSP area forms 30% catchment for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP
ACTIVE RECREATION								
AR01	Development	Purchase of land for active recreation reserve	\$ 8,293,500	\$	\$ 8,293,500	The Point Cook West PSP area forms the MCA for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP
AR02	Development	Construction of x2 senior AFL / cricket ovals, x12 tennis courts, x120 car parking spaces and associated landscaping.	\$	\$ 5,500,000	\$ 5,500,000	The Point Cook West PSP area forms 66% catchment for this project	When population growth generates demand	Growth Corridor Plan and Point Cook West PSP
AR03	Community	Construction of x1 oval pavilion, x1 tennis pavilion.	\$	\$ 2,850,000	\$ 2,850,000	The Point Cook West PSP area forms 66% catchment for this project	When population growth generates demand	Growth Corridor Plan and Point Cook West PSP
SHARED TRAILS								
PB01	Development	Construction of a pedestrian Freeway overpass (ultimate treatment).	\$	\$ 837,000	\$ 837,000	The Point Cook West PSP area forms 50% catchment for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP
PB02	Development	Purchase of land to create a pedestrian Freeway overpass totalling 0.08ha (ultimate treatment).	\$ 76,000	\$	\$ 76,000	The Point Cook West PSP area forms 50% catchment for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP
PB03	Development	Construction of a signalised pedestrian crossing	\$	\$ 300,000	\$ 300,000	The Point Cook West PSP area forms the MCA for this project	At time of subdivision	Growth Corridor Plan and Point Cook West PSP

Table 3: INFRASTRUCTURE PROJECT TIMING AND CALCULATION OF COSTS

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	WORKS DESCRIPTION	INDICATIVE PROVISION TRIGGER	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST ATTRIBUTABLE TO MCA	DEVELOPMENT TYPES MAKING CONTRIBUTION	DEVELOPMENT TYPES MAKING CONTRIBUTION	CONTRIBUTION PER NET DEVELOPABLE HECTARE
ROADS												
RD01	Dunnings Road	Development	Purchase of land to create road reserve 34m wide for 212m (ultimate treatment) and construction of 2 lane carriageway for 212m, excluding intersections (interim treatment) between Hacketts Road and the Princes Freeway.	At time of subdivision / access demand	\$ 684,760	\$ 815,140	\$ 1,499,900	100%	\$ 1,499,900	Residential	105.65	\$ 14,196.88
RD02	Dunning Road Overpass	Development	Purchase of land to create road reserve for road Freeway overpass totalling 1.93ha (ultimate treatment).	At time of subdivision / access demand	\$ 1,833,500	\$	\$ 1,833,500	100%	\$ 1,833,500	Residential	105.65	\$ 17,354.47
RD03	Sneydes Road	Development	Purchase of land to create road reserve 41m wide totalling 1.34ha (ultimate treatment).	At time of subdivision / access demand	\$ 1,273,000	\$	\$ 1,273,000	100%	\$ 1,273,000	Residential	105.65	\$ 12,049.22
INTERSECTIONS												
IN01	Dunnings Road / Hacketts Road	Development	Purchase of land for intersection totalling 7,518sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 2 (ultimate treatment).	At time of subdivision / access demand	\$ 714,210	\$ 3,801,000	\$ 4,515,210	100%	\$ 4,515,210	Residential	105.65	\$ 42,737.43
IN02	Hacketts Road / Tom Roberts Parade Extension	Development	Purchase of land for intersection totalling 2,646sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 3 (ultimate treatment).	At time of subdivision / access demand	\$ 251,370	\$ 2,879,000	\$ 3,130,370	100%	\$ 3,130,370	Residential	105.65	\$ 29,629.63
IN03	Dunnings Road & North-South Connector	Development	Purchase of land for intersection totalling 2,000sqm.	At time of subdivision / access demand	\$ 190,000	\$	\$ 190,000	100%	\$ 190,000	Residential	105.65	\$ 1,798.39
COMMUNITY FACILITIES												
C01	Level 2 Community Centre	Development	Contribution towards multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms located outside the Point Cook West PSP.	At time of subdivision	\$	\$ 6,371,379	\$ 6,371,379	29%	\$ 1,820,667	Residential	105.65	\$ 17,233.01
C02	Library	Community	Contribution towards Point Cook Library	At time of subdivision	\$	\$ 4,373,719	\$ 4,373,719	10%	\$ 416,607	Residential	105.65	\$ 3,943.28
ACTIVE RECREATION												
AR01	Hacketts Road Active Recreation Reserve	Development	Purchase of land for active recreation reserve	At time of subdivision	\$ 8,293,500	\$	\$ 8,293,500	100%	\$ 8,293,500	Residential	105.65	\$ 78,499.76
AR02	Hacketts Road Active Recreation Reserve	Development	Construction of x2 senior AFL / cricket ovals, x12 tennis courts, x120 car parking spaces and associated landscaping.	When population growth generates demand	\$	\$ 5,500,000	\$ 5,500,000	60%	\$ 3,300,000	Residential	105.65	\$ 31,235.21
AR03	Hacketts Road Active Recreation Pavilions	Community	Construction of x1 oval pavilion, x1 tennis pavilion.	When population growth generates demand	\$	\$ 2,850,000	\$ 2,850,000	66%	\$ 1,881,000	Residential	105.65	\$ 17,804.07
SHARED TRAILS												
PB01	Princes Freeway Pedestrian Overpass	Development	Construction of a pedestrian Freeway overpass (ultimate treatment).	At time of subdivision	\$	\$ 837,000	\$ 837,000	50%	\$ 418,500	Residential	105.65	\$ 3,961.19
PB02	Princes Freeway Pedestrian Overpass	Development	Purchase of land to create a pedestrian Freeway overpass totalling 0.08ha (ultimate treatment).	At time of subdivision	\$ 76,000	\$	\$ 76,000	100%	\$ 76,000	Residential	105.65	\$ 719.36
PB03	Brownlow Drive Pedestrian Crossing	Development	Construction of a signalised pedestrian crossing	At time of subdivision	\$	\$ 300,000	\$ 300,000	100%	\$ 300,000	Residential	105.65	\$ 2,839.56

Table 4: SCHEDULE OF COSTS

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	WORKS DESCRIPTION	RESIDENTIAL DEVELOPMENT INFRASTRUCTURE LEVY PER NET DEVELOPABLE HECTARE	COMMUNITY INFRASTRUCTURE LEVY (PER DWELLING)
ROADS					
RD01	Dunnings Road	Development	Purchase of land to create road reserve 34m wide for 212m (ultimate treatment) and construction of 2 lane carriageway for 212m, excluding intersections (interim treatment) between Hacketts Road and the Princes Freeway.	\$ 14,197	\$ 0
RD02	Dunning Road Overpass	Development	Purchase of land to create road reserve for road Freeway overpass totalling 1.93ha (ultimate treatment).	\$ 17,354	\$ 0
RD03	Sneydes Road	Development	Purchase of land to create road reserve 41m wide totalling 1.34ha (ultimate treatment).	\$ 12,049	\$ 0
INTERSECTIONS					
IN01	Dunnings Road / Hacketts Road	Development	Purchase of land for intersection totalling 7,518sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 2 (ultimate treatment).	\$ 42,737	\$ 0
IN02	Hacketts Road / Tom Roberts Parade Extension	Development	Purchase of land for intersection totalling 2,646sqm and construction of local arterial to connector signalised 4-way intersection as illustrated in Costing Sheet 3 (ultimate treatment).	\$ 29,630	\$ 0
IN03	Dunnings Road & North-South Connector	Development	Purchase of land for intersection totalling 2,000sqm.	\$ 1,798	\$ 0
COMMUNITY FACILITIES					
C01	Level 2 Community Centre	Development	Contribution towards multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms located outside the Point Cook West PSP.	\$ 17,233	\$ 0
C02	Library	Community	Contribution towards Point Cook Library	\$	\$ Funded via CIL
ACTIVE RECREATION					
AR01	Hacketts Road Active Recreation Reserve	Development	Purchase of land for active recreation reserve	\$ 78,500	\$ 0
AR02	Hacketts Road Active Recreation Reserve	Development	Construction of x2 senior AFL / cricket ovals, x12 tennis courts, x120 car parking spaces and associated landscaping.	\$ 31,235	\$ 0
AR03	Hacketts Road Active Recreation Pavilions	Community	Construction of x1 oval pavilion, x1 tennis pavilion.	\$	\$ Funded via CIL
SHARED TRAILS					
PB01	Princes Freeway Pedestrian Overpass	Development	Construction of a pedestrian Freeway overpass (ultimate treatment).	\$ 3,961	\$ 0
PB02	Princes Freeway Pedestrian Overpass	Development	Purchase of land to create a pedestrian Freeway overpass totalling 0.08ha (ultimate treatment).	\$ 719	\$ 0
PB03	Brownlow Drive Pedestrian Crossing	Development	Construction of a signalised pedestrian crossing	\$ 2,840	\$ 0
TOTAL RESIDENTIAL DEVELOPMENT LEVY PER NET DEVELOPABLE HECTARE				\$ 252,254	
TOTAL COMMUNITY INFRASTRUCTURE LEVY PER DWELLING					\$ 1,150

Amended
by GC75

3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 Administration of the Development Contributions Plan

This section clearly sets out how the DCP will be administered and includes the timing of payment, provision of works and land in kind and how the DCP fund will be managed in terms of reporting, indexation and review periods.

The Point Cook West Precinct Structure Plan DCP Infrastructure Levy applies to subdivision and/or development of land.

The Point Cook West Precinct Structure Plan Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a Building Permit.

3.1.1 Payment of contribution Levies and Timing

DEVELOPMENT INFRASTRUCTURE

For subdivision of land

An infrastructure levy must be paid to the Collecting Agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan.

Where the subdivision is to be developed in stages the infrastructure levy for the stage to be developed only may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance for that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the Collecting Agency.

If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act with respect to the proposed works or provision of land in lieu to specify implementation requirements.

For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid on the subject land, an infrastructure levy must be paid to the Collecting Agency in accordance with the provision of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any development (for example: development includes buildings, car parks, access ways, landscaping and ancillary components). The Collecting Agency may require that contributions be made at either the planning or building permit stage for Development Infrastructure.

If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement or other suitable arrangement under Section 173 of the Planning and Environment Act in relation to the proposed works or land in lieu.

Where no planning permit is required

The following requirements apply where no planning permit is required.

- The land may only be used and developed subject to the following requirements being met.
- Unless some other arrangement has been agreed to by Collecting Agency in a Section 173 Agreement, prior to the commencement of any development, an infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of this approved DCP for the land.
- If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act in respect of the proposed works or provision of land in lieu.

COMMUNITY INFRASTRUCTURE

Contributions relating to community infrastructure are to be made by the home-builder prior to the issue of a Building Permit. However, development proponents are encouraged to pay the levy prior to the issue of a statement of compliance to reduce the administrative burden of collection from individual home builders.

Levies for 'residential buildings' will be calculated at the rate for a single dwelling. In all other forms of accommodation, the dwelling is the individual unit (such as each dwelling in a residential village, retirement village, serviced apartment and so on). 'Corrective institutions' are exempt.

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this DCP was first incorporated into the Wyndham Planning Scheme.

3.1.2 Works in kind

Works may be constructed in-lieu of a cash contribution on some projects. This is only possible where the arrangement has been approved in writing by the Collecting Agency.

As outlined in Section 4.1.1, payment of development contributions is to be made in cash.

Alternatively, infrastructure works and land may be provided by developers, with a credit provided against their development contribution, subject to the written agreement of the Collecting Agency. 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 the Collecting Agency and the developer;
- Detailed design must be approved by the Collecting Agency and generally accord with the standards outlined in the DCP and Precinct Structure Plan unless agreed by the Collecting Agency and the developer;
- The construction of works must be completed to the satisfaction of the Collecting Agency; and,
- There is no additional financial impact on the DCP.
- Where the Collecting Agency agrees that works are to be provided by a development proponent in lieu of cash contributions:
- The credit for the works provided shall 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 development proponent; and;
- The development proponent will not be required to make cash payments for contributions until the agreed value of any credits for the provision of agreed works –in-kind are exhausted/balanced.

3.1.3 Credit for over provision

Where the Collection Agency agrees that a development proponent can physically provide an infrastructure item (either works and/or land) the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP for the individual project.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent that they 'over contributed'. Alternatively, a developer may seek an agreement with the Collecting Agency to provide for a cash reimbursement where a significant over contribution has been made on a particular project.

The details of credits and reimbursements will need to be negotiated with, and agreed to by the Collecting Agency.

3.1.4 Open space provision

Pursuant to Clause 52.01 of the Wyndham Planning Scheme, all land is to contribute 2.84% of Net Developable Area for open space. Where land in a subdivision is required for unencumbered open space purposes, which is less than or equal to 2.84% of the Net Developable Area, this land is to be transferred to Wyndham City Council at no cost.

Where no land or less than 2.84% of the Net Developable Area within the subdivision is nominated for unencumbered open space, a cash contribution is to be made to Council so as to bring the total contribution up to 2.84% of Net Developable Area. The cash contribution is calculated on the basis of \$0.95 million per hectare (based on the January 2012 sample valuation within the precinct).

Where greater than 2.84% of the Net Developable Area in the subdivision is nominated for open space purposes, Wyndham City Council is required to make a purchase of land which is in excess of 2.84% of the Net Developable Area. The base value of the purchase is calculated on the basis of \$0.95 million per hectare with the final value to be negotiated and agreed between the land owner and Council.

3.1.5 Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the item. 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 Planning and Environment Act 1987.

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

- The amount and timing of funds collected;
- The source of the funds collected;
- The amount and timing of expenditure on specific projects;
- The project on which the expenditure was made;
- The account balances for individual projects; and
- Clearly show any pooling 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 46QB of the Planning and Environment Act 1987.

Should the Collecting Agency resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

3.1.6 Construction and land value costs and indexation

Capital costs of all infrastructure items except for land are in April 2012 dollars and will be indexed by the Collecting Agency annually for inflation in the following way.

In relation to the costs associated with the infrastructure items other than land, the cost must be adjusted according to the following method:

- The capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinson's Australian Construction handbook on 1st January and 1st July each year;
- In relation to the cost of land, the land value must be adjusted by adopting a revised value determined according to the following method:
- The land value will be adjusted on 1 July each year following site specific land valuations undertaken by a registered valuer. Within 14 days of the adjustments being made, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

3.1.7 Development Contributions Plan review period

This DCP adopts a long-term outlook for development. It takes into account future development in Point Cook West. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2025 has been adopted for this DCP.

This DCP will commence on the date when it is first incorporated into the Wyndham Planning Scheme. This DCP will end when development within the DCP area is complete and when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every 5 years (or more often if required). This will require an amendment to the Wyndham Planning Scheme to replace this document with an alternative, revised document. This review is anticipated to include:

- Update any aspect of the plan which is required.
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger.
- Review of estimated net developable area (this will also be required if the Precinct Structure Plan is subject to a substantive amendment).
- Review of land values for land to be acquired through the plan.

3.1.8 Collecting Agency (Agency responsible for collecting infrastructure levy)

Wyndham 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, Wyndham City Council is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Planning and Environment Act (1987).

3.1.9 Development Agency (Agency responsible for works)

Wyndham City Council is the Development Agency and is responsible for the provision of the works funded. In the future the Development Agency for several road and intersection infrastructure projects may change from Wyndham City Council to VicRoads. However, any such transfer of responsibility would be dependent on the written agreement from VicRoads.

3.2 Implementation Strategy

This section provides further details regarding how the Collecting Agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

3.2.1 Rationale for the Implementation Strategy

This Implementation Strategy has been incorporated into the DCP to provide certainty to both the Collecting Agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the Collecting Agency, Development Agency, development proponent and future community.

The implementation strategy has been formulated by:

- Assessing the risk posed by the Precinct Structure Plan layout (identifying high risk items);
- Having regard to the development context;
- Assessing the need for finance requirements – upfront financing and pooling of funds;
- Agreeing the land value and indexing it appropriately (where possible);
- Seeking direct delivery of infrastructure and land by development proponents where appropriate;
- Identifying preferred implementation mechanism to achieve the above outcomes and reducing the risk associate with the DCP to ensure that it will be delivered as intended; and,
- Provision of adequate resources to administer the DCP.
- Implementation Mechanism

As set out in Section 46P of the Planning and Environment Act (1987), the Collecting Agency may accept (with the consent of the Development Agency where the Collecting Agency is not also the Development Agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable.

This can be agreed with the Collecting Agency before or after the application for the permit is made or before or after the development is carried out.

To coordinate the provision of infrastructure, the Urban Growth Zone Schedule for the Point Cook West PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the Responsible Authority. The Public Infrastructure and Land Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the Point Cook West PSP or reasonably required as a result of the subdivision of the land and address the following:

- Stormwater drainage works;
- Road works internal or external to the land consistent with any relevant traffic report or assessment;
- The reserving or encumbrance of land for infrastructure, including for public open space and community facilities;
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the Point Cook West DCP;
- The effects of the provision of infrastructure on the land or any other land; and,
- Any other relevant matter related to the provision of infrastructure reasonably required by the Responsible Authority.

Through the approval of this plan the Council (acting as the Collecting Agency) would consider if and what infrastructure should be provided as in-kind works under the Point Cook West DCP in accordance with Section 46P of the Act. The approved Infrastructure Plan must include a list of DCP infrastructure which the Collecting Agency has agreed in writing to allow to be provided as works in lieu.

Once approved, the Public Infrastructure and Land Plan must be implemented to the satisfaction of the Responsible Authority. The implementation of the Public Infrastructure Plan may include the requirement to enter into a Section 173 Agreement.

4.0 OTHER INFORMATION

4.1 Acronyms

'the Act' Planning and Environment Act 1987

AHD - Australian Height Datum

AFL - Australian Football League ovals

CAD - Central Activities District

CIL - Community Infrastructure Levy

DCP - Development Contributions Plan

DEECD - Department of Education & Early Childhood Development

DIL - Development Infrastructure Levy

DPCD - Department of Planning & Community Development

DoT - Department of Transport

DSE - Department of Sustainability & Environment

GAA - Growth Areas Authority

GDA - Gross Developable Area

Ha - Hectare

MCA - Main Catchment Area

MCH - Maternal & Child Health

MSS - Municipal Strategic Statement

NTC - Neighbourhood Town Centre

NDA - Net Developable Area

NDHa - Net Developable Hectare

PAC - Principle Activity Centre

PPTN - Principle Public Transport Network

PSP - Precinct Structure Plan

P-6 - State School Prep to Year 6

P-12 - State School Prep to Year 12

m² / Sqm - Square Metres

UGB - Urban Growth Boundary

UGZ - Urban Growth Zone

4.2 Glossary

Active Open Space

Land set aside for the specific purpose of formal/organised club based sports.

Activity Centre

See 'Town Centre'

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All arterials are managed by the State Government.

Co-location

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.

Community Facilities

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

Connector Street

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network. Managed by the relevant local council (see Table C1 in clause 56, and plans and sections in the Precinct Structure Plan).

Conventional Density Housing

Housing with an average density of 10 to 18 dwellings per net developable hectare.

Development Contributions Plan

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the Planning and Environment Act 1987.

Encumbered Land

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, landfill, conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, passive enjoyment, and sports fields).

Freeway

A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.

Growth Area

Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change, over many years from rural to urban use. Melbourne has six growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea and Wyndham, and Mitchell.

Growth Area Framework Plan / Growth Corridor Plan

Government document that sets long-term strategic planning direction to guide the creation of a more sustainable community in the growth areas.

High Density Housing

Housing with an average density of more than 30 dwellings per net developable hectare.

Housing Density (Net)

The number of houses divided by net developable area

Linear Open Space Network

Corridors of open space, mainly along waterways that link together, forming a network.

Land Budget Table

A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

Lower Density Housing

Housing with an average density of less than 10 dwellings per hectare.

Major Activity Centre

Activity centres that have similar characteristics to Principal Activity Centres, but serve smaller catchment areas. For further information refer to Melbourne 2030.

Major Employment Area

Areas identified on the Growth Area Framework Plan for economic and employment growth.

Medium Density Housing

Housing with an average density of 19 to 30 dwellings per net developable hectare.

Native Vegetation

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

Net Developable Area

Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

Net Residential Area

As per net developable area but excluding neighbourhood activity centres, non-government schools and golf course sites.

Passive Open Space

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Precinct Structure Plan

A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.

Principal Public Transport Network

A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.

Public Open Space

Land that is set aside in the precinct structure plan for public recreation or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.

Town Centre

Provide the focus for services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport, they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres. For further information refer to Melbourne 2030.

Urban Growth Boundary

A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.

Urban Growth Zone

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.

4.3 Supporting Information

The following documents may assist in understanding the background to the vision, objectives and other requirements of this DCP.

- Draft Traffic Analysis (December 2011) GTA
- Community Infrastructure Assessment (September 2009) ASR Research

5.0 PROJECT DETAILS

This section includes drawings and specifications for the construction projects included in this DCP.

5.1 Transport Projects

The drawings and specifications for the Transport Projects included in this DCP are included in the following DCP Costing Sheets:

RD01 – Dunnings Road Construction;

IN01 – Dunnings Road / Hacketts Road Intersection;

IN02 – Hacketts Road / Tom Roberts Boulevard Intersection;

PB01 – Princes Freeway Pedestrian Overpass; and

PB03 - Hacketts Road Mid Block Signalised Intersection

RD01

Infrastructure Project - Opinion of Cost

Project: Growth Areas Authority - Point Cook DCP
GAA Ref: RD01- Dunnings Road Construction
Drg Ref: Draft Arterial Road (Part)

Date: 27-Mar-12
By: TNR
Revision: A



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INFRASTRUCTURE - OPINION OF COST RD01 DUNNINGS ROAD CONSTRUCTION					
Item	Description	Quantity	Unit	Rate (\$/unit)	Sub Total (\$ excl. GST)
1.00	EARTHWORKS				
1.01	Excavation incl. and disposal off site	1,134	m3	30.00	34,020.00
1.02	Trim and prepare subgrade to receive sub-base	1,260	m2	1.60	2,016.00
1.03	Spread and Compact Fill Onsite	113	m3	8.80	997.92
1.04	Tests (Density etc.)	3	No.	220.00	660.00
2.00	CONCRETE WORKS				
2.01	Kerb & Channel (SM1, SM2 & SM3)	200	L.m	52.00	10,400.00
2.02	Traffic Islands - 200mm thick reinforced	0	m2	80.00	0.00
2.03	Shared Pathway - 125mm thick reinforced	250	m2	51.00	12,750.00
3.00	PAVEMENT WORKS				
3.01	40mm Thick Asphalt (wearing course)	1,000	m2	18.10	18,100.00
3.02	60mm Thick Asphalt (intermediate course)	1,000	m2	31.70	31,700.00
3.03	75mm Thick Asphalt (base course)	1,000	m2	33.90	33,900.00
3.04	Prime	1,260	m2	3.60	4,536.00
3.05	150mm CTR Base	1,260	m2	13.50	17,010.00
3.06	150mm FCR Base	1,260	m2	9.90	12,474.00
3.07	200mm Select Sub-base Course	1,260	m2	6.00	7,560.00
3.08	Subgrade Improvement (allow 10% of area)	126	m2	13.40	1,688.40
4.00	DRAINAGE WORKS				
4.01	AG Drain	200	Lm	31.50	6,300.00
4.02	Drainage Pits (70m spacing)	2	No.	2,750.00	4,714.29
4.03	375mm dia RCP (crushed rock backfill)	120	m	240.00	28,800.00
4.04	375mm dia RCP (earth backfill)	0	m	200.00	0.00
4.05	Break-in and Connection to Existing Drainage	0	Item	1,500.00	0.00
5.00	SIGN AND LINEMARKING				
5.01	Linemarking (allowance)	1	Item	500.00	500.00
5.02	Regulatory Signage	1	No.	400.00	400.00
6.00	TRAFFIC SIGNAL WORKS				
6.01	Traffic Signals (incl. 10yr maintenance fee)	0	No.	380,000.00	0.00
6.02	Traffic Signal Conduit (incl. allowance for pits)	0	Lm	85.00	0.00
7.00	ELECTRICAL WORKS				
7.01	Street Light poles @ 50m spacing	2	No.	6,500.00	13,000.00
7.02	Street Lighting cabling and conduit	120	Lm	80.00	9,600.00
8.00	LANDSCAPE WORKS				
8.01	Landscaping (topsoil and turf only)	490	m2	8.30	4,067.00
8.02	Landscaping (trees)	3	No.	350.00	1,166.67
9.00	SERVICE RELOCATION / PROTECTION				
9.01	Allowance for relocation of existing services	0	Item	280,000.00	0.00
Sub-total					\$ 256,360

Traffic Management 5%	\$ 12,818
Site Establishment 2.5%	\$ 6,409
Survey and Design 12.5%	\$ 32,045
Supervision and Project Management 10%	\$ 25,636

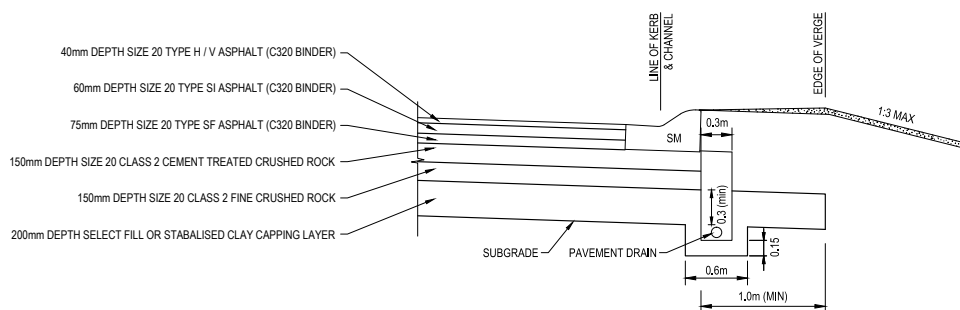
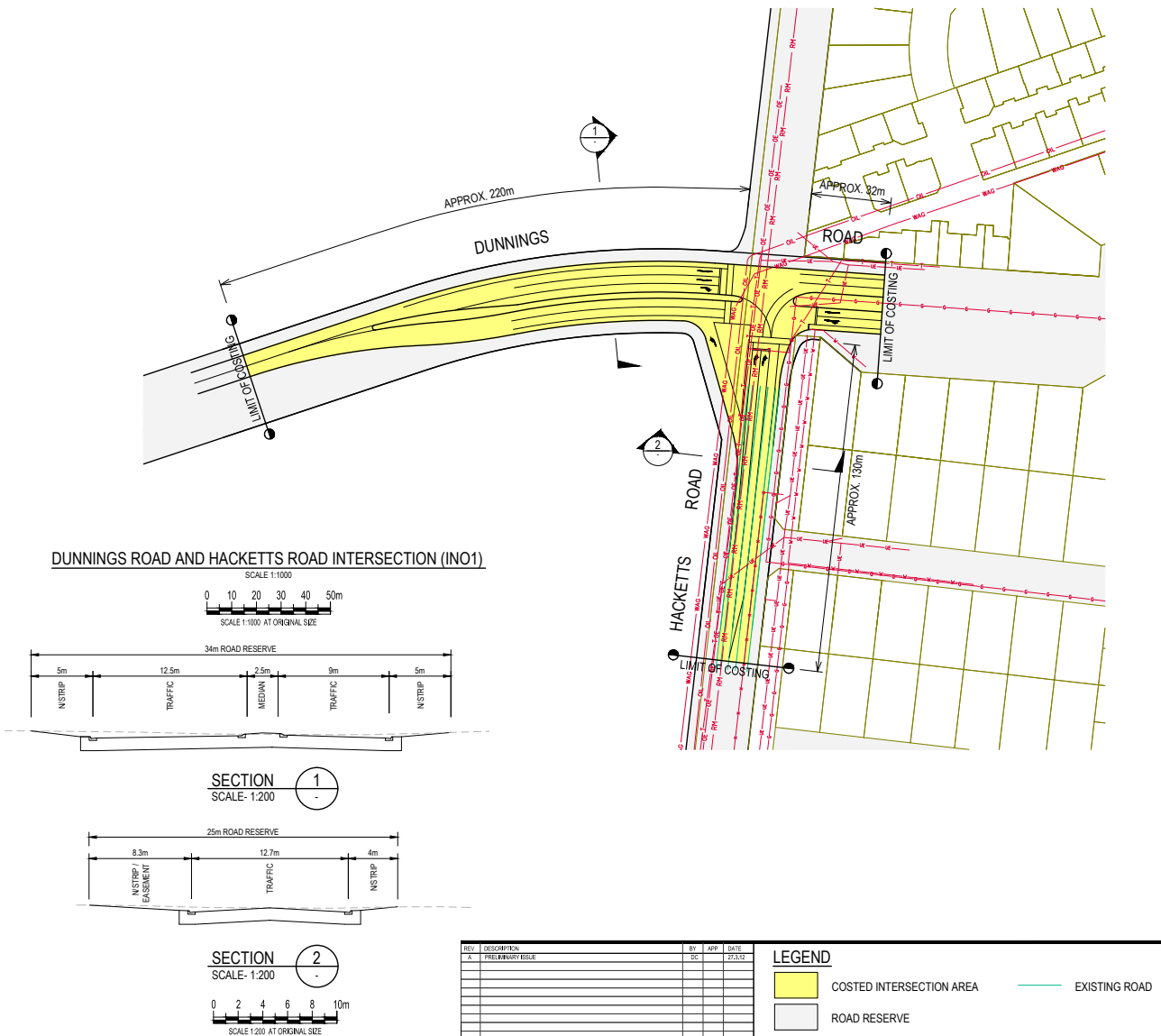
Contingency 20%	\$ 51,272
Total Estimated Cost (excl. GST)	\$ 384,540

Total Length of Road Costed 100 m
Per m Rate \$ 3,845



NOTES

1. All costs exclude GST.
2. Costs determined using typical construction rates from similar projects.
3. No allowance has been made for Community Liaison, Cultural Heritage, Flora and Fauna / Net Gain Offsets.
4. Costing based on draft DCP Arterial Road Section (part) dated 21 Feb 2012 supplied by GAA.
5. Pavement design is indicative only, subject to geotechnical investigation and design.

IN01



TYPICAL PAVEMENT DETAIL WITH KERB AND CHANNEL
(HIGH AND LOW SIDE SIMILAR)
NOT TO SCALE

 <p>L12, 501 Swanston Street, Melbourne, VIC, Australia 3000 Telephone: (03) 8678 1200 Fax: (03) 8678 1201 www.meinhardtgroup.com A.C.N. 052 275 635 © Copyright</p>	CLIENT GROWTH AREAS AUTHORITY				PROJECT POINT COOK DEVELOPMENT CONTRIBUTION PLAN INFRASTRUCTURE COSTING			
	DESIGNED AAA	DRAWN DC	APPROVED --	SCALE @ A1 AS SHOWN				
	STATUS PRELIMINARY NOT FOR CONSTRUCTION				TITLE DUNNINGS ROAD AND HACKETT'S ROAD INTERSECTION (INO1)	PROJECT No 107937	DRAWING No MIE01	
							REV A	

IN01 (continued)

INFRASTRUCTURE - OPINION OF COST IN01 - DUNNINGS ROAD AND HACKETTS ROAD INTERSECTION					
Item	Description	Quantity	Unit	Rate (\$/unit)	Sub Total (\$ excl. GST)
1.00	EARTHWORKS				
1.01	Excavation incl. and disposal off site	11,475	m3	30.00	344,253.00
1.02	Trim and prepare subgrade to receive sub-base	8,827	m2	1.60	14,123.20
1.03	Spread and Compact Fill Onsite	1,148	m3	8.80	10,098.09
1.04	Tests (Density etc.)	1	Item	15,000.00	15,000.00
2.00	CONCRETE WORKS				
2.01	Kerb & Channel (SM1, SM2 & SM3)	1,208	L.m	52.00	62,816.00
2.02	Traffic Islands - 200mm thick reinforced	665	m2	80.00	53,200.00
2.03	Shared Pathway - 125mm thick reinforced	1,088	m2	51.00	55,462.50
3.00	PAVEMENT WORKS				
3.01	40mm Thick Asphalt (wearing course)	6,972	m2	18.10	126,193.20
3.02	60mm Thick Asphalt (intermediate course)	6,972	m2	31.70	221,012.40
3.03	75mm Thick Asphalt (base course)	6,972	m2	33.90	236,350.80
3.04	Prime	8,827	m2	3.60	31,777.20
3.05	150mm CTCR Base	8,827	m2	13.50	119,164.50
3.06	150mm FCR Base	8,827	m2	9.90	87,387.30
3.07	200mm Select Sub-base Course	8,827	m2	6.00	52,962.00
3.08	Subgrade Improvement (allow 20% of area)	1,765	m2	13.40	23,656.36
4.00	DRAINAGE WORKS				
4.01	AG Drain	1,208	Lm	31.50	38,052.00
4.02	Drainage Pits (60m spacing)	12	No.	2,750.00	33,220.00
4.03	375mm dia RCP (crushed rock backfill)	725	m	240.00	173,952.00
4.04	375mm dia RCP (earth backfill)	0	m	200.00	0.00
4.05	Break-in and Connection to Existing Drainage	2	Item	1,500.00	3,000.00
5.00	SIGN AND LINEMARKING				
5.01	Linemarking (allowance)	1	Item	24,950.00	24,950.00
5.02	Regulatory Signage	20	No.	400.00	8,000.00
6.00	TRAFFIC SIGNAL WORKS				
6.01	Traffic Signals (incl. 10yr maintenance fee)	1	No.	380,000.00	380,000.00
6.02	Traffic Signal Conduit (incl. allowance for pits)	160	Lm	85.00	13,600.00
7.00	ELECTRICAL WORKS				
7.01	Street Light poles @ 50m spacing	6	No.	6,500.00	39,000.00
7.02	Street Lighting cabling and conduit	350	Lm	80.00	28,000.00
8.00	LANDSCAPE WORKS				
8.01	Landscaping (topsoil and turf only)	5,345	m2	8.30	44,363.50
8.02	Landscaping (trees)	40	No.	350.00	14,093.33
9.00	SERVICE RELOCATION / PROTECTION				
9.01	Allowance for relocation of existing services	1	Item	280,000.00	280,000.00
Sub-total					2,533,687

Traffic Management 5%	126,684
Site Establishment 2.5%	63,342
Survey and Design 12.5%	316,711
Supervision and Project Management 10%	253,369

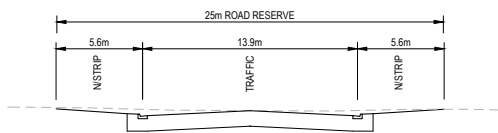
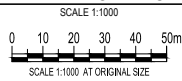
Contingency 20%	506,737
Total Estimated Cost (excl. GST)	3,801,000

NOTES

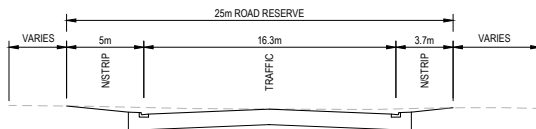
1. All costs exclude GST.
2. Costs determined using typical construction rates from similar projects.
3. No allowance has been made for Community Liaison, Cultural Heritage, Flora and Fauna / Net Gain Offsets.
4. Costing based on GTA Consultants functional layout plan 12M1349000-01-02P3 dated 22 Mar 2012.
5. Pavement design is indicative only, subject to geotechnical investigation and design.

IN02

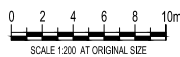
TOM ROBERTS PARADE AND HACKETTS ROAD INTERSECTION



SECTION 1
SCALE: 1:200



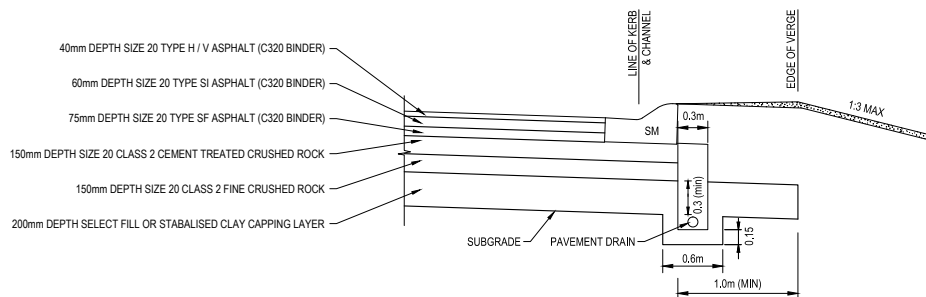
SECTION 2
SCALE: 1:200



REV	DESCRIPTION	BY	APP	DATE
A	PRELIMINARY ISSUE	DC		27.3.12

LEGEND

	COSTED INTERSECTION AREA		EXISTING ROAD
	ROAD RESERVE		



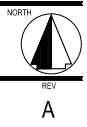
TYPICAL PAVEMENT DETAIL WITH KERB AND CHANNEL
(HIGH AND LOW SIDE SIMILAR)
NOT TO SCALE



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CLIENT	GROWTH AREAS AUTHORITY		
DESIGNED	DRAWN	APPROVED	SCALE @ A1
TNR	DC	---	AS SHOWN
STATUS	PRELIMINARY NOT FOR CONSTRUCTION		

PROJECT	POINT COOK DEVELOPMENT CONTRIBUTION PLAN INFRASTRUCTURE COSTING		
TITLE	TOM ROBERTS PARADE AND HACKETTS ROAD INTERSECTION (IN02)		
PROJECT No	107937	DRAWING No	MIE02



REV A

IN02 (continued)

Infrastructure Project - Opinion of Cost

Project: Growth Areas Authority - Point Cook DCP
GAA Ref: IN02 - Tom Roberts Parade and Hacketts Road Intersection
Drg Ref: GTA Consultants, 12M1349000-01-03P2 (16 Dec 2011)

Date: 27-Mar-12
By: TNR
Revision: A

MEINHARDT
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INFRASTRUCTURE - OPINION OF COST					
IN02 - TOM ROBERTS PARADE AND HACKETTS ROAD INTERSECTION					
Item	Description	Quantity	Unit	Rate (\$/unit)	Sub Total (\$ excl. GST)
1.00	EARTHWORKS				
1.01	Excavation incl. and disposal off site	7,524	m3	30.00	225,732.00
1.02	Trim and prepare subgrade to receive sub-base	4,864	m2	1.60	7,782.40
1.03	Spread and Compact Fill Onsite	752	m3	8.80	6,621.47
1.04	Tests (Density etc.)	1	Item	10,000.00	10,000.00
2.00	CONCRETE WORKS				
2.01	Kerb & Channel (SM1, SM2 & SM3)	682	L.m	52.00	35,464.00
2.02	Traffic Islands - 200mm thick reinforced	83	m2	78.20	6,490.60
2.03	Shared Pathway - 125mm thick reinforced	766	m2	50.20	38,465.75
3.00	PAVEMENT WORKS				
3.01	40mm Thick Asphalt (wearing course)	4,864	m2	18.10	88,038.40
3.02	60mm Thick Asphalt (intermediate course)	4,864	m2	31.70	154,188.80
3.03	75mm Thick Asphalt (base course)	4,864	m2	33.90	164,889.60
3.04	Prime	4,864	m2	3.60	17,510.40
3.05	150mm CTCR Base	5,788	m2	13.50	78,138.00
3.06	150mm FCR Base	5,788	m2	9.90	57,301.20
3.07	200mm Select Sub-base Course	5,788	m2	6.00	34,728.00
3.08	Subgrade Improvement (allow 20% of area)	1,158	m2	13.40	15,511.84
4.00	DRAINAGE WORKS				
4.01	AG Drain	682	Lm	31.50	21,483.00
4.02	Drainage Pits (60m spacing)	7	No.	2,750.00	18,755.00
4.03	375mm dia RCP (crushed rock backfill)	368	m	240.00	88,387.20
4.04	375mm dia RCP (earth backfill)	41	m	200.00	8,184.00
4.05	Break-in and Connection to Existing Drainage	2	Item	1,500.00	3,000.00
5.00	SIGN AND LINEMARKING				
5.01	Linemarking (allowance)	1	Item	24,950.00	24,950.00
5.02	Regulatory Signage	16	No.	400.00	6,400.00
6.00	TRAFFIC SIGNAL WORKS				
6.01	Traffic Signals (incl. 10yr maintenance fee)	1	No.	380,000.00	380,000.00
6.02	Traffic Signal Conduit (incl. allowance for pits)	110	Lm	85.00	9,350.00
7.00	ELECTRICAL WORKS				
7.01	Street Light poles @ 50m spacing	10	No.	6,500.00	65,000.00
7.02	Street Lighting cabling and conduit	500	Lm	80.00	40,000.00
8.00	LANDSCAPE WORKS				
8.01	Landscaping (topsoil and turf only)	2,700	m2	8.30	22,410.00
8.02	Landscaping (trees)	30	No.	350.00	10,500.00
9.00	SERVICE RELOCATION / PROTECTION				
9.01	Allowance for relocation of existing services	1	Item	280,000.00	280,000.00
				Sub-total	\$ 1,919,282

Traffic Management 5%	\$ 95,964
Site Establishment 2.5%	\$ 47,982
Survey and Design 12.5%	\$ 239,910
Supervision and Project Management 10%	\$ 191,928
Contingency 20%	\$ 383,856
Total Estimated Cost (excl. GST)	\$ 2,879,000

NOTES

1. All costs exclude GST.
2. Costs determined using typical construction rates from similar projects.
3. No allowance has been made for Community Liaison, Cultural Heritage, Flora and Fauna / Net Gain Offsets.
4. Costing based on GTA Consultants functional layout plan 12M1349000-01-03P2 dated 16 Dec 2011.
5. Pavement design is indicative only, subject to geotechnical investigation and design.

PB01

Infrastructure Project - Opinion of Cost

Project: Growth Areas Authority - Point Cook DCP
GAA Ref: PB01 - Pedestrian Bridge over Princes Freeway
Drg Ref: N/A

Date: 27-Mar-12
By: TNR
Revision: A

Span: 50 m
Width: 2.5 m
Ramps: 100 m



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INFRASTRUCTURE - OPINION OF COST PB01 PEDESTRIAN BRIDGE OVER PRINCES FREEWAY						
Item	Description	Unit Qty	Unit	Rate (\$/unit)	Rate (\$/m)	Sub Total (\$ excl. GST)
1.00	STRUCTURE					
1.01	Foundations (Piles, Footings)	3.0	No.	25,000.00		75,000.00
1.02	Sub-Structure (Abutments, Piers)	3.0	No.	35,000.00		105,000.00
1.03	Super-T Pre-stressed Beams	2.5	m2	650.00	1,625.00	81,250.00
1.04	Deck Slab and Footpaths/Kerb	2.5	m2	95.00	237.50	11,875.00
1.05	Approach Ramps	2.5	m2	550.00	1,375.00	137,500.00
2.00	HAND RAILINGS / BARRIERS					
2.01	Balustrade / Barrier on structure (Steel)	2	m	235.00	470.00	23,500.00
2.02	Handrails on ramps (Steel)	2	m	155.00	310.00	31,000.00
2.03	Steel Mesh Protection Cover over Freeway	50	m	1,850.00		92,500.00
Sub-total						\$ 557,625
Overheads 30%						\$ 167,288
Contingency 20%						\$ 111,525
Total Estimated Cost (excl. GST)						\$ 837,000

NOTES

1. All costs exclude GST.
2. Costs determined using typical construction unit rates for road bridges.
3. No allowance has been made for Community Liaison, Cultural Heritage, Flora and Fauna / Net Gain Offsets.
4. Costing based on simple concrete T-Beam bridge (no FLP provided).
5. No allowance for lighting, drainage, conduits or service crossings.

PB03

Point Cook West

PB03: Mid-block Pedestrian Operated Signal Crossing

Prepared by the Growth Areas Authority March 2012

Description	Quantity	Units	Rate	Amount
Works				
Public Lighting	6	No.	\$ 4,750.00	\$ 28,500.00
Traffic Signals	4	LM	\$ 25,000.00	\$ 100,000.00
Conduits	200	LM	\$ 30.00	\$ 6,000.00
Linemarking	100	LM	\$ 80.00	\$ 8,000.00
RRPM's	30	No.	\$ 8.00	\$ 240.00
Advanced Pedestrian Signs	2	No.	\$ 435.00	\$ 870.00
Directional Signs	2	No.	\$ 435.00	\$ 870.00
Concrete Footpath	72	m2	\$ 65.00	\$ 4,680.00
Pram Crossing	4	No.	\$ 500.00	\$ 2,000.00
Tactile Pavers	70	No.	\$ 115.00	\$ 8,050.00
Traffic Management	1	Item	\$ 40,000.00	\$ 40,000.00
Sub-total Works				\$ 199,210.00
Delivery				
Overheads	30.0%	Item		\$ 59,763.00
Contingency	20%	Item		\$ 39,842.00
Rounding	1	Item		\$ 1,185.00
Total				\$ 300,000.00



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