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# LILYDALE QUARRY

## APPROACH TO DEVELOPMENT CONTRIBUTIONS

INTRAPAC | OCTOBER 2020



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## AUTHORS

Paul Shipp

Brett Hannah

## FILE

Lilydale Quarry - Approach to Development Contributions  
301020

## VERSION

1

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

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# 1. INTRODUCTION

## 1.1. ENGAGEMENT

Urban Enterprise was engaged by Intrapac Property Pty Ltd (**Intrapac**) to provide advice and prepare information to inform an assessment of Development Contributions appropriate to support the proposed development of the Lilydale Quarry (the **site**).

## 1.2. SCOPE

This report has been prepared based on information provided to Urban Enterprise relevant to infrastructure planning for the Site. The compilation of this information has been iterative, having progressed through a series of workshops between Intrapac, the Victorian Planning Authority (**VPA**) and Yarra Ranges Shire Council (**Council**).

The scope of the report relates the public infrastructure that is needed to support development of the Site and proposes the most equitable and practical approach for this infrastructure to be provided. This includes recommendations regarding the planning and legal mechanisms that are best suited to implement development contributions.

## 2. DEVELOPMENT INFORMATION

### 2.1. INTRODUCTION

This section describes the development and the key metrics which inform infrastructure demand.

### 2.2. SITE

The site is located in the suburb of Lilydale and covers the majority of land commonly known as the Lilydale Quarry. The site is proposed to be redeveloped for urban purposes.

The development of the site has been separated into two Stages. Stage 1 is underway and has a separate planning permit and infrastructure funding agreement (details of which are discussed in Section 4.6). This report focuses on Stage 2 of the development which is the subject of a Planning Scheme Amendment request.

The proposed Framework Plan is shown in Figure 1.

### 2.3. LAND BUDGET

The Concept Plan land budget shows that Stage 2 of the development has a total site area of 143.81 hectares and an NDA of 115.69 hectares.

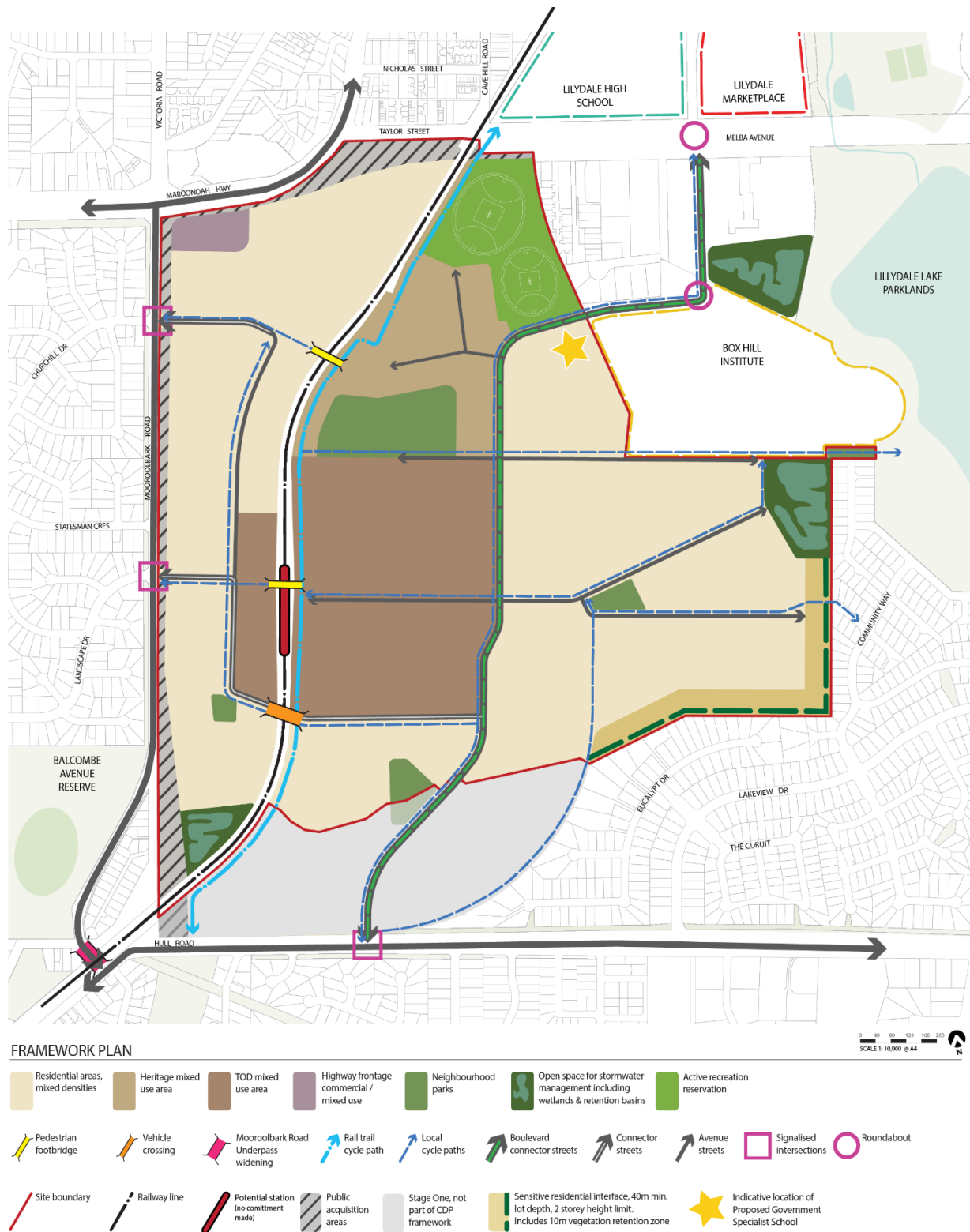
T1. SUMMARY OF LAND BUDGET, LILYDALE QUARRY

LAND BUDGET	AREA (HA)	% OF SITE AREA	% OF NDA+POS
Site Area	143.81	100.0%	
Encumbered Land			
Public Acquisition Areas	5.73	4.0%	
Retention Basin & Wetlands	3.68	2.6%	
CHMP Reservation	0.04	0.0%	
<b>Gross Developable Area</b>	<b>134.37</b>	<b>93.4%</b>	
Active recreation	6.77	4.7%	5.2%
Passive open space <sup>1</sup>	5.81	4.0%	4.4%
Urban Parks / Civic Plaza	1.70	1.2%	1.3%
Rail Trail Linear Open Space	1.38	1.0%	1.1%
<i>Total POS</i>	<i>15.67</i>	<i>10.9%</i>	<b>11.9%</b>
North-South Connector Road	3.01	2.1%	
<b>Net Developable Area</b>	<b>115.69</b>	<b>80.4%</b>	

Source: Lilydale Quarry Draft Concept Plan Land Budget and Yield Analysis Summary Table, Roberts Day, 14 October 2020;

1. Includes Major Parkland, Neighbourhood Parkland, Local Park.

## F1. PROPOSED FRAMEWORK PLAN



Source: Roberts Day, October 2020

## 2.4. DEVELOPMENT YIELD

### RESIDENTIAL

The dwelling yield shown in the Draft Concept Plan is 3,052 dwellings with an average density of 25.7 dwellings per hectare as shown in **Table 2**.

#### T2. RESIDENTIAL DWELLING YIELD

Developable Area (ha)	Dwellings	Dwellings per hectare
68.27	3,052	25.7

Source: Lilydale Quarry Draft Concept Plan Land Budget and Yield Analysis Summary Table, Roberts Day, 14 October 2020;

### COMMERCIAL AND RETAIL

The commercial / retail yield estimates shown in the Draft Concept Plan is shown in **Table 3**.

#### T3. COMMERCIAL AND RETAIL FLOORSPACE

LAND USE	YIELD
Commercial Floorspace	18,550 sqm
Retail floorspace	5,300 sqm

Source: Intrapac, March 2020. Commercial includes 'Office commercial' and 'mixed use commercial' from Lilydale Quarry Draft Concept Plan Land Budget and Yield Analysis Summary Table, Roberts Day, 14 October 2020.

### DEMAND UNITS AND COST APPORTIONMENT

Demand units are typically used in Development Contributions Plans (and sometimes in other development contributions mechanisms) to apportion costs of infrastructure items across the future users of the infrastructure. Demand units are commonly expressed in dwellings, land areas (eg. hectares) or floorspace measures.

Where a variety of land use types are expected to make use of infrastructure and there are multiple landowners within the development site, equivalence ratios are commonly used to convert different units of measurement to a single demand unit.

**Table 4** shows the number of demand units relating to residential uses projected for the Lilydale Quarry (3,052 dwellings = 3,052 demand units), along with the 'equivalent' demand units relating to retail floorspace based on standard equivalent ratios (e.g. 19 sqm of commercial/retail floorspace is equivalent to 1 dwelling in terms of demand for infrastructure).

#### T4. DEMAND UNITS AND EQUIVALENCE RATIOS

LAND USE	UNIT	UNITS	EQUIVALENCE RATIO	DEMAND UNITS
Residential	Dwellings	3,052	1	3,052
Retail	Floorspace (sqm)	5,300	19	279
Commercial	Floorspace (sqm)	18,550	121	153
Total				3,484

Source: Lilydale Quarry Draft Concept Plan Land Budget and Yield Analysis Summary Table, Roberts Day, 14 October 2020; Intrapac, 2020, Urban Enterprise.

It is common practice for the costs of roads, bridges and drainage items to be divided by all demand units as they are commonly used by all land uses, while Open Space and Community Facilities are primarily used by residential land uses, therefore the residential demand units are applied to these items.

This approach to demand units can be applied to fairly apportion infrastructure costs between different precincts, landowners or land use types, however at present the site is in single ownership which means that this level of detail may not be required. Until an infrastructure funding agreement has been finalised, this information has been retained in the assessment.

## 2.5. DEVELOPMENT CONSIDERATIONS

This assessment relates to the infrastructure required to support the development in the order of 3,484 demand units (including in the order of 3,052 dwellings). The development yield – and subsequently the infrastructure required – is based on the assumption that a new train station will be established in the future, supporting the market delivery of higher density mixed-use urban form in proximity to the station.

It is understood that the ultimate dwelling yield may vary, for example, if catalyst infrastructure such as the potential future train station is delivered early. If a train station were to be confirmed and delivered in the short term, this may require the preparation of a further PSA that responds to the opportunity to increase density in Precinct 4.

The development contributions mechanism should acknowledge the need to provide flexibility to respond to changes in development yield over time, including subsequent changes to the infrastructure required to support different yields.



## 3. INFRASTRUCTURE

### 3.1. INTRODUCTION

This section summarises the infrastructure required to support the development that will form part of a development contribution.

### 3.2. TECHNICAL REPORTS

A series of technical reports have been prepared to identify the infrastructure requirements for the site. These are summarised in **Table 5**.

All technical reports were prepared on the basis that there would be in the order of 3,484 demand units (in the order of 3,052 dwellings).

#### T5. TECHNICAL REPORTS

Category	Technical Report	Detailed Designs
Roads and Intersections	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 (Cardno)	Cardno – multiple references
	Planning Permit YR-2014/932 (and subsequent Council Functional design approval)	Reeds (north-south collector plan)
Bridges	3527450/MEM/001 (Beca, 27 April 2020)	3527450/MEM/001 (Beca, 27 April 2020)
	3527450/MEM/002 (Beca, 22 April 2020)	3527450/MEM/002 (Beca, 22 April 2020)
Drainage	Lilydale Quarry Planning Scheme Amendment Integrated Water Management Strategy (Incitus, October 2020)  Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy	(currently under preparation by Reeds Consulting)
Open Space	Kinley Estate Open Space Strategy Report (TCL, April 2020)	Descriptions included in Ethos Urban Community Needs Assessment
Community Facilities	Lilydale Quarry Community Needs Assessment – Updated (Ethos Urban, October 2020) – Ethos Urban	Descriptions included in Ethos Urban Community Needs Assessment

Source: Urban Enterprise.

### 3.3. INFRASTRUCTURE LIST

Based on the findings of the technical reports and authority engagements, a range of transport, drainage, community and open space infrastructure will be required to support development of the site. An infrastructure list has been compiled based on the infrastructure types that can be funded through development contributions – this includes 'higher order' infrastructure that will benefit all land within the site and mitigate any impacts outside of the project.

The infrastructure list is summarised in **Table 6**, with the indicative location of each item shown in **Figure 2**. Further details regarding each infrastructure item is provided in **Appendix A** (Infrastructure Schedule) and **Appendix B** (Infrastructure Project Sheets).

Other 'lower order' infrastructure required to support the development would be provided directly as part of subdivision works, such as local roads and intersections and infrastructure required by utility services providers, including water, sewerage, electricity, gas and telecommunications.



## T6. INFRASTRUCTURE LIST - SUMMARY

CI / DI	Project ID	Project Summary	Description
<b>Intersections</b>			
DI	DI-RD-01	Mooroolbark Road and Churchill Drive – new intersection	Construction of a new signalised intersection to provide site access and associated land acquisition within the site.
DI	DI-RD-02	Mooroolbark Road and Landscape Drive – new intersection	Construction of a new signalised intersection to provide site access and associated land acquisition within the site.
DI	DI-RD-03	Hull Road/North-South Connector Road intersection upgrade (ultimate)	Construction of the ultimate intersection at Hull Road/North-South Connector Road (to be fully constructed with Stage 1 works).
DI	DI-RD-04a	Melba Avenue and Hutchinson St intersection – new roundabout	Construction of a new roundabout including associated land acquisition.
DI	DI-RD-04b	Proposed Connector and Proposed Connector intersection – new roundabout	Construction of a new roundabout including associated land acquisition.
DI	DI-RD-05	Hutchinson Street and John Street intersection upgrade	Construction of minor upgrade to existing intersection via removal of on-street parking adjacent to intersection, signal phasing and timing optimisation. No land acquisition required.
DI	DI-RD-06	Maroondah Highway and Mooroolbark Road intersection upgrade	Construction of upgrade to existing intersection.
DI	DI-RD-07a	Mooroolbark Road and Hull Road intersection	Construction of upgrade existing intersection and associated land acquisition.
DI	DI-RD-07b	Mooroolbark Road and Hull Road intersection – bridge widening	Works to the existing rail bridge to facilitate proposed road works under DI-RD-07a.
DI	DI-RD-08	Hull Road and Swansea Road intersection upgrade	Construction of a minor upgrade to existing intersection to provide for a right turn lane from Hull Road to Swansea Road.
<b>Collector and Major Roads</b>			
DI	DI-RD-09	North South Connector Road extension	Construction of a new connector road from the site boundary to extent of works of item RD-04a and associated land acquisition.
DI	DI-RD-10	North South Connector Road	Construction of a new connector road within the site from the northern-eastern Site boundary to the southern Site boundary (Stage 1) and associated land provision.
<b>Bridges</b>			
DI	DI-BR-01	East West Road bridge (rail crossing)	Construction of a new road bridge across the rail-line in the southern section of the site.
DI	DI-BR-02	Pedestrian bridge (rail crossing)	Construction of a new pedestrian bridge across the rail-line in the northern section of the site.
<b>Drainage</b>			
DI	DI-DR-01	Drainage works for the Melba Avenue catchment	Construction of drainage works external to the Site on land owned by Council.
DI	DI-DR-02	Drainage works for the Lilydale Lake catchment	Construction of drainage works and associated land provision within the Site.
DI	DI-DR-03	Drainage works for the Hull Road catchment.	Construction of drainage works and associated land provision within the Site.
DI	DI-DR-04	Overland Flow Path to Lilydale Lake.	Construction of an overflow path from the eastern edge of the Site through Box Hill Institute of TAFE site to the Lilydale Lake and associated land acquisition (approx. 35m wide by 100m long).
<b>Open Space</b>			
DI	DI-OS-01	Active open reserve	Provision of active open space reserve (6.77ha), including land provision and improvements.
DI	DI-OS-02	Passive open spaces	Provision of passive open space reserves, including land provision (5.81ha) and improvements.
DI	DI-OS-03	Civic plazas	Provision of urban space / civic plazas, including land provision (1.7ha) and improvements.
DI	DI-OS-04	Rail trail linear open space	Construction of the rail trail linear open space throughout the site, including land provision (1.38ha) and improvements.
<b>Community Facilities</b>			
DI	DI-CF-01	Community facility	Construction of an early years and community facility within the site and associated land provision.

## 4. OPTIONS AND RECOMMENDED APPROACH

### 4.1. INTRODUCTION

This section discusses options and recommendations for the mechanisms best suited to facilitate development contributions.

### 4.2. PRINCIPLES

The principles proposed to be applied to development contributions for the site are that:

- The development proponent will contribute to the infrastructure items identified in this report commensurate to the level of demand or need generated as a result of the development.
- Development contributions are transparently defined and any mechanism is simple to administer considering that the site is currently in single ownership.
- The proponent will seek to facilitate delivery of infrastructure within and adjacent to the site (as identified in this report) when the infrastructure is needed to serve the community.
- Flexibility should be retained wherever possible to ensure the timing, location and scope of infrastructure delivered or contributed to by the proponent is directly relevant to the need generated by the development, including to any changes to development yield or community expectations.

### 4.3. MECHANISM OPTIONS

The mechanisms by which infrastructure items could be funded and delivered include:

- Planning Permit conditions;
- Public open space (**POS**) contributions under the Planning Scheme;
- Section 173 agreements;
- Development Contributions Plan (**DCP**); or
- Infrastructure Contributions Plan (**ICP**).

Planning permit conditions and POS contributions can be utilised to allocate responsibility for the funding and delivery of certain local infrastructure items and local open space, however some higher order infrastructure items will benefit the entire site and enable development to commence in particular areas of the site. This warrants consideration of a shared infrastructure funding mechanism, such as a section 173 agreement, DCP or ICP.

The site is currently within single ownership, indicating that a section 173 agreement is an option to formalise infrastructure contributions given that Council can directly negotiate contributions and delivery timing with a single party.

The ICP system is not yet available in established areas of Melbourne and timing and details of the system are unknown.

The primary options are therefore either a DCP or section 173 agreement. Table 7 provides a summary of the differences between a DCP and section 173 agreement.

## T7. DIFFERENCES BETWEEN DCP AND SECTION 173 AGREEMENT

TOPIC	DCP	SECTION 173
<b>Nature</b>	Mandatory (forms part of Planning Scheme) and must comply with legislation and guidelines.	Voluntary (parties must agree on content) and does not necessarily need to comply with DCP legislation / guidelines.
<b>Drafted by</b>	Experts	Legal, with input from experts.
<b>Administration and reporting</b>	Council responsible for administration and reporting to Minister.	No formal administration and reporting, however each party responsible for own monitoring and administration. Complexities can arise with multiple land owners (not the case here).
<b>Content</b>	Must be consistent with DCP legislation and guidelines.	Varies depending on how each agreement is constructed enabling flexible tailoring to specific sites.
<b>Responsibility for works</b>	Rests with Council, however parallel agreements can be made for delivery of works in-kind by developer(s).	Both parties agree on responsibilities. Landowners usually deliver the majority of the works, minimising risks to Council.
<b>Changes / Flexibility</b>	Requires a Planning Scheme Amendment	Requires a simple amendment to the agreement, unless drafted in a way which enables flexibility.

Source: Urban Enterprise.

### 4.4. RECOMMENDED MECHANISM AND ASSOCIATED PLANNING CONTROLS

Either a Development Contributions Plan or a section 173 agreement would be a suitable mechanism to formalise development contributions for the site.

Discussions with Council have indicated that a section 173 agreement is preferred as there is simplicity in negotiating contributions with a single land owner, the infrastructure will be provided by developers with no overall external apportionment and there is direct nexus between the development and the infrastructure. **The preferred mechanism for development contributions as part of this Planning Scheme Amendment is a section 173 agreement between Council and the site owner.**

In principle, the section 173 agreement could provide for matters such as:

- The direct delivery of all road, bridge and drainage infrastructure required within the site, including associated land;
- The requirement and expected steps for the owner to facilitate delivery of key projects external to the site, including:
  - Council approval for the developer to improve Council land for drainage purposes to support development within the Melba Avenue catchment;
  - The need to enter into a separate section 173 agreement with the Department of Transport (and potentially Council) regarding the intersection of the Maroondah Highway and Mooroolbark Road; and
  - Minor improvements to existing intersections external to the site.
- The quantum of open space land and the scope of open space improvements required within the site, which should explicitly replace the need for any public open space contributions under the Planning Scheme.

This type of agreement would need to be complemented by other planning mechanisms, including:

- The **Comprehensive Development Zone Schedule** and **Comprehensive Development Plan** which set out the overarching development framework, infrastructure requirements and provisions guiding the location of infrastructure (open space, road network, access intersections, drainage and community facilities); and
- **Planning permit conditions** regarding local (internal) infrastructure requirements.

## 4.5. CONTENT OF THE 173 AGREEMENT

The content of the section 173 agreement will need to be negotiated between the parties. The following should be included.

### Infrastructure details and delivery provisions:

- The **scope of work and location** of infrastructure items required, including any land provision or acquisition;
- The expected **timing of provision** of each infrastructure item and who is responsible for delivery;
- The cost of any items that are the subject of **financial contributions** rather than direct and complete delivery by the owner; and
- Necessary exemptions from any other contributions (eg. public open space contributions).

Information specific to each infrastructure item that is currently available in technical reports prepared to support the Planning Scheme Amendment package is set out in the Appendices. It is noted that some details may change during the course of finalisation of the Amendment and negotiation of the section 173 agreement.

### Operational and administrative provisions:

- Provisions for any **staged delivery** of items;
- How any **changes to infrastructure scope** would be managed;
- **Timing of payment** of any monetary contributions or levies;
- How any monetary amounts or land values will be **indexed** over time;
- How **works will be delivered by the owner and how council will assess successful completion**.
- How any **material changes** to development yield or infrastructure requirements will be addressed;
- How any changes to land **ownership** will be managed, including transfer of infrastructure delivery responsibilities.

These provisions should be drafted and agreed as part of the section 173 agreement prior to finalisation of the Amendment.

## 4.6. OTHER MATTERS

### COMMUNITY AND ACTIVE OPEN SPACE PROVISION

The recommendations of the community infrastructure assessment are for both a multi-purpose community centre and an active open space reserve to be provided within the site.

The community centre proposed would be greater than that needed by the future residents of the site alone, whereas the active open space reserve may not meet all modelled sports demand generated by the site (including Stage 1 and Stage 2). Table 8 summarises this issue.

Based on the information currently available, the section 173 agreement would need to agree on the apportionment of costs between Council and the proponent regarding the community facility and active open space reserve.

## T8. COMMUNITY AND ACTIVE OPEN SPACE DEMAND AND PROVISION

Category	Proposed facility	Demand generated by site (including Stage 1 and Stage 2)	Result
Community Facilities			
Kindergarten rooms	2 rooms	1.66 rooms	If the developer provides the proposed facility, this would equate to an 'over-provision' of 0.4 kindergarten rooms, 1 MCH room and 1 community room and associated facilities and land. External demand equates to approximately 36% of the facility (floorspace).
MCH rooms	2 rooms	1 room	
Community rooms	2 rooms	1 room	
Active open space			
Football ovals	2 ovals providing flexible usage	1.5 ovals	Depending on how the reserve is ultimately used and whether other sports facilities are provided elsewhere on the site, there is the possibility that not all modelled sports demand (including Stage 1 and Stage 2) will be met on site.
Cricket ovals		1.9 ovals	
Soccer fields		1.5 fields	
Tennis Courts	2 courts	2.5 courts	
Reconciliation			
The relevant principle is that the development contribution should equate to the demand generated by the development, with any further facilities constructed within the site to be funded by Council or offset against any 'under-provision' of other facilities within the site.			
The cost associated with the expected 'over-provision' of community infrastructure should be compared with the cost of any potential 'under-provision' of sports facilities, taking into account the financial contribution from Stage 1. Pending further concept design and cost information, it may ultimately be equitable for the development contribution to involve delivery of each of the two proposed facilities as described above, accounting for financial contributions from Stage 1 held by Council.			

Source: Urban Enterprise, based on Ethos Urban, 2020.

### INFRASTRUCTURE ON COUNCIL OWNED LAND

Land required for two items (DR-01 and part of RD-09) is located on land currently owned by Council external to the Site. It is understood that Council has agreed to provide the land required to facilitate these infrastructure items (acknowledging the broader open space benefits of DR-01 in particular) and will not seek compensation from the development proponent. The land will need to be made available at the time the relevant infrastructure is required or triggered - this will need to be set out in the section 173 agreement.

### LAND FOR STATE INFRASTRUCTURE

As part of an assessment of demand for state primary schools as a result of the development, the Community Needs Assessment concluded that "There is an opportunity to consider consolidation of the existing Lilydale Primary school with a new school/campus on the Kinley site." (p.19). Although the CDP indicates a potential school site, it is understood that no decision has yet been made as to whether a school site will ultimately be required within the site, and that this could be the subject of negotiations between the developer, Council and state government.

In this context, it is not appropriate to include any potential school land as part of the agreement regarding development contributions. Any such land will need to be acquired by the State government.

The Framework Plan shows a potential future train station. The delivery of the station is likely to require land for station infrastructure and related facilities such as car parking, pedestrian access ways and so on. The location, size and timing of any such land requirement is not yet known. These details will be the subject of future discussions between the developer and relevant State government agencies (such as the Department of Transport) – therefore, it is not appropriate to include any potential station land as part of the agreement with Council regarding development contributions.

The Planning Permit conditions relating to Stage 1 identify Potential VicRoads Arterial Road Land (PVAR Land) that will need to be acquired by the Department of Transport through either a Section 173 Agreement or the introduction of a Public Acquisition Overlay (PAO).

## RELATIONSHIP WITH STAGE 1 CONTRIBUTIONS

Stage 1 of the development of the Lilydale Quarry is not subject to this proposed Planning Scheme Amendment, as it already has a planning permit for a 177-lot residential subdivision. The Stage 1 development will deliver infrastructure and development contributions specified in permit conditions and in accordance with a section 173 agreement as follows (as relevant to development contributions):

### Permit conditions:

- Construction of an unsignalised intersection at Hull Road / Access Street;
- Construction of interim works on Hull Road near the intersection of Hull Road / Mooroolbark Road;
- Construction of a shared trail within the Rail Trail reserve that falls within the Stage 1 land; and
- Usual subdivision works (local roads, drainage and open space).

### Section 173 Agreement:

- Construction of the North-South Connector Road within the Stage 1 area (Hull Road to boundary with Stage 2);
- Provision of land for the Rail Trail; and
- A cash contribution of \$6,500 per lot in 2014 values, indexed annually (no projects specified).

Based on the above contributions, the only overlap between the Stage 1 contributions and the infrastructure identified in this report required to support Stage 2 is the cash contribution of \$6,500 per lot, which is payable to Council.

At full development of Stage 1 (177 dwellings), Council will have collected \$1.15m in 2014 values (\$1,207,231 in June 2020 values) that is dedicated towards 'off-site' infrastructure. Although not specified, it should be reasonably assumed that these cash contributions would be applied to contribute to the infrastructure required to support the new community, such as community and active recreation facilities. It is relevant that the assessment of community facility requirements undertaken by Ethos Urban relates to the demand from the entire Lilydale Quarry (both Stage 1 and Stage 2), meaning that the community facility requirements include the Stage 1 demand.

In these circumstances, it would be equitable for any cash contributions collected by Council from the development of Stage 1 to be offset / credited against the requirement to deliver a community facility as specified in this report.



## APPENDIX A INFRASTRUCTURE SCHEDULE

Note: all details are subject to finalisation and the outcomes of the section 173 agreement process. All cost estimates shown in this table are provided for the purposes of confirming the agreed scope of work of the item, as opposed to proposing a financial contribution amount. The proposed scope of work of each item is determined by both the description in this document, the description and designs included in the documents referenced, and any quantities, standards and allowances stated in the respective cost estimates referenced. It is expected that the Section 173 Agreement will note that any departure from this specification is not expected to be provided by the developer.

The infrastructure responsibilities and contributions identified have been identified on the basis of technical information provided to Urban Enterprise – the content of the table is based on the technical advice that these works are required to meet the needs of the site development. If there are any changes to this basis or to the technical work which underpins the need or apportionment of the items, consequential changes to the table would be required

PROJECT DESCRIPTION					DELIVERY			COST AND CONTRIBUTION				
PROJECT ID	PROJECT SUMMARY	DETAILED DESCRIPTION (SEE FIGURE 2 FOR INTENDED LOCATION)	DESIGN REFERENCE / WORKS PLAN	EXTERNAL LAND AREA	PROVISION TRIGGER	CONTRIBUTION TYPE	DELIVERY RESPONSIBILITY	LAND COST	CONST. COST	TOTAL ITEM COST	EXTERNAL %	DEVELOPER CONTRIBUTION
Roads and intersections												
RD-01	Mooroolbark Road / Churchill Drive – new intersection	Construction of a new four-leg signalised intersection at Mooroolbark Road / Churchill Drive to provide site access and land acquisition within the site.	V161623-TR-SK-0059	N/A	<p>It is assumed that interim access to Precinct 1 (Western Neighbourhood) is to be provided via Taylor Street.</p> <p>If DI-RD-01 is delivered before DI-RD-02, DI-RD-01 is to be constructed prior to the delivery of the 330th dwelling in Precinct 1.</p> <p>If delivered subsequent to DI-RD-02, DI-RD-01 is to be constructed prior to the delivery of the 1,000th dwelling.</p>	Direct delivery	Developer	N/A	\$5,080,723.65	\$5,080,723.65	0%	\$5,080,723.65
RD-02	Mooroolbark Road / Landscape Drive – new intersection	Construction of a new four-leg signalised intersection at Mooroolbark Road / Landscape Drive to provide site access and land acquisition within the site.	V161623-TR-SK-0059	N/A	<p>It is assumed that interim access to Precinct 1 (Western Neighbourhood) is to be provided via Taylor Street.</p> <p>If DI-RD-02 is delivered before DI-RD-01, DI-RD-02 is to be constructed prior to the delivery of the 330th dwelling in Precinct 1.</p> <p>If delivered subsequent to DI-RD-01, DI-RD-02 is to be constructed prior to the delivery of the 1,000th dwelling.</p>	Direct delivery	Developer	N/A	\$3,753,528.35	\$3,753,528.35	0%	\$3,753,528.35
RD-03	Hull Road/North-South Connector Road intersection upgrade (ultimate)	Construction of a new three-leg signalised intersection at Hull Road / North-South Connector Road (the interim unsignalised intersection already constructed as part of Stage 1).	V161623-TR-SK-0055	N/A	To be delivered in accordance with the existing agreed commitment reached under the Permit for Stage One.	Direct delivery	Developer	N/A	\$3,623,443.35	\$3,623,443.35	0%	\$3,623,443.35
RD-04a	Melba Avenue / Hutchinson St intersection – new roundabout	Construction of a new roundabout at the intersection of the internal collector road and Melba Avenue / Hutchinson Street and associated land acquisition.	V161623-TR-SK-0050	Included in RD-09	The street connection is to be delivered prior to DI-RD-03 exceeding a Degree of Saturation (DoS) of 0.90 in either the morning or evening commuter peak periods.	Direct delivery	Developer	N/A	Included in RD-09	N/A	0%	N/A
RD-04b	Proposed Connector road intersection – new roundabout	Construction of a new roundabout at the connection between the internal collector road and the collector road providing access to the TAFE land, including associated land acquisition.	V161623-TR-SK-0050	Included in RD-09	The street connection is to be delivered prior to DI-RD-03 exceeding a DoS of 0.90 in either the morning or evening commuter peak periods.	Direct delivery	Developer	N/A	Included in RD-09	N/A	0%	N/A
RD-05	Hutchinson Street / John Street intersection upgrade	Construction of upgrade to existing intersection (minor upgrade via removal of on-street parking adjacent to intersection, signal phasing and timing optimisation. No land acquisition required.	CG150284SK02	N/A	<p>Once DI-RD-04/09 &amp; DI-RD-10 works are fully delivered, the DI-RD-05 works will be triggered.</p> <p>Thus, DI-RD-05 works are to be constructed concurrently with DI-RD-04/09.</p>	Direct delivery	Council	N/A	\$1,723,139.99	\$1,723,139.99	0%	\$1,723,139.99
RD-06	Maroondah Highway / Mooroolbark Road intersection upgrade	Construction of upgrade to existing intersection, including additional lanes and lane alteration.	V161623-TR-SK-0051	N/A	To be constructed prior to the delivery of the 400th dwelling in Precinct 1.	Direct delivery	Developer by agreement with DoT (TBC)	N/A	\$1,573,086.03	\$1,573,086.03	0%	\$1,573,086.03

PROJECT DESCRIPTION					DELIVERY			COST AND CONTRIBUTION				
PROJECT ID	PROJECT SUMMARY	DETAILED DESCRIPTION (SEE FIGURE 2 FOR INTENDED LOCATION)	DESIGN REFERENCE / WORKS PLAN	EXTERNAL LAND AREA	PROVISION TRIGGER	CONTRIBUTION TYPE	DELIVERY RESPONSIBILITY	LAND COST	CONST. COST	TOTAL ITEM COST	EXTERNAL %	DEVELOPER CONTRIBUTION
RD-07a	Mooroolbark Road / Hull Road intersection	Construction of upgrade existing intersection including associated land acquisition (39 sqma)	V161623-TR-SK-002	39 sqm	To be constructed prior to the delivery of the final stage within Precinct 1 (Western Neighbourhood).	Direct delivery	Developer	Included in construction cost	\$3,195,147.23	\$3,195,147.23	0%	\$3,195,147.23
RD-07b	Mooroolbark Road / Hull Road intersection – bridge widening	Works to the existing rail bridge to facilitate proposed road works under DI-RD-07a.	Beca // 6 October 2020 / 3527395 - Memo No. 001	N/A	To be constructed prior to the delivery of the final stage within Precinct 1 (Western Neighbourhood).	Direct delivery	Developer	N/A	\$3,000,000	\$3,000,000	0%	\$3,000,000
RD-08	Hull Road / Swansea Road intersection upgrade	Construction of a minor upgrade to existing intersection, including linemarking change only to add a second right turn movement from Hull Road to Swansea Road.	V161623-TR-SK-001	N/A	To be delivered prior to the delivery of the first dwelling in any stage east of the railway line (within Precincts 2, 3 & 4).	Direct delivery	Council	N/A	\$38,450.45	\$38,450.45	0%	\$38,450.45
RD-09	North South Connector Road extension	Construction of a new connector road from the site boundary to extent of works of item RD-04a and associated land acquisition.	Kinley Estate - DCP Collector Road Estimation	1.73 ha	The street connection is to be delivered prior to DI-RD-03 exceeding a DoS of 0.90 in either the morning or evening commuter peak periods.	Direct delivery	Council to provide land in its ownership.  Developer to acquire land in other ownership.	N/A	\$5,933,152.37	\$5,933,152.37	0%	\$5,933,152.37
RD-10	North South Connector Road	Construction of a new connector road within the site from the northern site boundary to the southern site boundary (Phase 2) and associated land acquisition.	Kinley Estate - DCP Collector Road Estimation – RD-11 (Phase 2)	N/A	To be delivered sequentially as adjacent development progresses.	Direct delivery in stages	Developer	N/A	\$5,499,286.08	\$5,499,286.08	0%	\$5,499,286.08
Bridges												
BR-01	East West Road bridge (rail crossing)	Construction of a new road bridge across the rail-line in the southern section of the site.	3527450/MEM/001 (27 April 2020) - Beca	N/A	To be constructed once the delivery of the final stage within Precinct 1 (Western Neighbourhood) is complete and development has commenced in Precinct 4 (Urban Core).	Direct delivery	Developer	N/A	\$10,000,000	\$10,000,000	0%	\$10,000,000
BR-02	Pedestrian bridge (rail crossing)	Construction of a new pedestrian bridge across the rail-line in the northern section of the site.	3527450/MEM/002 (22 April 2020) - Beca	N/A	At the time when urban core is fully built out.	Direct delivery	Developer	N/A	\$4,000,000	\$4,000,000	0%	\$4,000,000
Drainage												
DR-01	Drainage works for Melba Avenue catchment	Construction of drainage works including a sediment pond and macrophyte zone, a treatment footprint of 1.13ha and land area of 2.3ha external to the subject site – north east. (pg. 11 – Integrated Water Management Plan)	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus	2.3 ha	When required to meet the drainage needs of the relevant drainage catchment (staged delivery may be suitable).	Direct delivery on land made available by Council (can be staged)	Land provided by Council at no cost to Developer	N/A	\$4,270,780	\$4,270,780	0%	\$4,270,780
DR-02	Drainage works for Lilydale Lake catchment	Construction of drainage works including sediment pond and macrophyte zone, a treatment footprint of 1.15ha and associated land provision of 2.45ha in eastern drainage reserve. (pg. 11 – Integrated Water Management Plan)	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus	N/A	When required to meet the drainage needs of the relevant drainage catchment (staged delivery may be suitable).	Direct delivery (can be staged)	Developer	N/A	\$3,023,990	\$3,023,990	0%	\$3,023,990

PROJECT DESCRIPTION					DELIVERY			COST AND CONTRIBUTION				
PROJECT ID	PROJECT SUMMARY	DETAILED DESCRIPTION (SEE FIGURE 2 FOR INTENDED LOCATION)	DESIGN REFERENCE / WORKS PLAN	EXTERNAL LAND AREA	PROVISION TRIGGER	CONTRIBUTION TYPE	DELIVERY RESPONSIBILITY	LAND COST	CONST. COST	TOTAL ITEM COST	EXTERNAL %	DEVELOPER CONTRIBUTION
DR-03	Drainage works for Hull Road catchment	Construction of drainage works including include a sediment basin and a rain garden to provide treatment to the stormwater runoff and associated land acquisition in western drainage reserve (pg. 10 – Integrated Water Management Plan)	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus	N/A	When required to meet the drainage needs of the relevant drainage catchment (staged delivery may be suitable).	Direct delivery (can be staged)	Developer	N/A	\$2,240,757	\$2,240,757	0%	\$2,240,757
DR-04	Overland Flow Path	Construction of an overflow path from the south-eastern corner of the site through Box Hill Institute of TAFE site to the Lilydale Lake and associated land acquisition (35m by 100m).	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus	0.35 ha	When required to meet the drainage needs of the relevant drainage catchment (staged delivery may be suitable).	Direct delivery	Developer to acquire or agree access to 0.35 ha in other ownership.	N/A	\$1,033,583	\$1,033,583	0%	\$1,033,583
Open Space												
OS-01	Active open space reserve	Provision of one active open space reserve, including land 6.77ha and improvements. Improvements will include 1 x district level football / cricket ovals, 1 x junior level football / cricket ovals, 2 x district level multipurpose tennis courts or equivalent, landscape (70% grass, 30% garden), semi-advanced trees, internal path system, maintenance and establishment.	Lilydale Quarry Community Needs Assessment (UPDATED) (April 2020) – Ethos Urban  Lilydale Quarry Active Open Space (24 August 2020) - Roberts Day	N/A	Prior to Statement of Compliance for the lot that creates the 5,000th resident (75% development) in Stage 1 and Stage 2 of Kinley.	Direct delivery	Developer	N/A	\$5,416,000	\$5,416,000	0%	\$5,416,000
OS-02	Passive open spaces	Provision of passive open space reserves, including land and improvements in accordance with the CDP, adding to a total of 5.81ha across the development or 5% of NDA on average. Improvements include general mix of planting, pavement and grass, semi-advanced trees, playgrounds, shelters, retaining walls / grading, furniture / fixtures / BBQs, lighting, maintenance and establishment.	Kinley Estate Open Space Strategy Report (April 2020) - TCL	N/A	With adjacent stage of subdivision	Direct delivery in stages	Developer	N/A	\$11,156,250	\$11,156,250	0%	\$11,156,250
OS-03	Civic plazas	Provision of urban space / civic plazas, including land and improvements generally in accordance with the CDP to a total of 1.7ha. Improvements will be generally consistent with the Open Space Strategy (pg. 44) including paving (80%), garden / lawns (20%), semi-advanced trees, shelters, furniture / fixtures, lighting, maintenance and establishment.	Kinley Estate Open Space Strategy Report (April 2020) - TCL	N/A	With adjacent stage of subdivision	Direct delivery in stages	Developer	N/A	\$4,250,000	\$4,250,000	0%	\$4,250,000

PROJECT DESCRIPTION					DELIVERY			COST AND CONTRIBUTION				
PROJECT ID	PROJECT SUMMARY	DETAILED DESCRIPTION (SEE FIGURE 2 FOR INTENDED LOCATION)	DESIGN REFERENCE / WORKS PLAN	EXTERNAL LAND AREA	PROVISION TRIGGER	CONTRIBUTION TYPE	DELIVERY RESPONSIBILITY	LAND COST	CONST. COST	TOTAL ITEM COST	EXTERNAL %	DEVELOPER CONTRIBUTION
OS-04	Rail trail linear open space	Construction of the rail trail throughout the site, including land provision 1.38ha and improvements which will be generally consistent with the Open Space Strategy (pg. 46) including mix of paving (30%) and planting (70%), semi-advanced trees, shelters, retaining walls / grading, furniture / fixtures, maintenance and establishment.	Kinley Estate Open Space Strategy Report (April 2020) - TCL	N/A	With adjacent stage of subdivision	Direct delivery in stages	Developer	N/A	\$1,173,000	\$1,173,000	0%	\$1,173,000
Community Facilities												
CF-01	Community facility	Construction of a community centre within the site and associated land acquisition. The community centre will include the following components - Two large meetings spaces with the capacity to be adapted into four smaller meeting spaces or one larger event space; - Two Maternal Child Health consulting rooms; and - 2 x kindergarten rooms (30 places capacity- to accommodate 2 groups of children of 33 per group (66 children). Land area maximum 0.5 ha if delivered as stand-alone. Alternative formats may require less land. Maximum 600sqm internal floorspace.	N/A	N/A	Prior to Statement of Compliance for the lot that creates the 5,000 <sup>th</sup> resident (75% development) in Stage 1 and Stage 2 of Kinley.	Direct delivery	Developer	N/A	\$3,500,000	\$3,500,000	36%	\$1,260,000

## APPENDIX B INFRASTRUCTURE PROJECT SHEETS

Note: all details are subject to finalisation and the outcomes of the section 173 agreement process.

ID	RD-01	Category	Development
Project Summary	Mooroolbark Road / Churchill Drive – new intersection		
Project details	Construction of a new four-leg signalised intersection at Mooroolbark Road / Churchill Drive to provide site access and land acquisition within the site.		
Land area to be acquired	N/A		
Cost estimate	\$5,080,723.65	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0059		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-02	Category	Development
Project Summary	Mooroolbark Road / Landscape Drive – new intersection		
Project details	Construction of a new four-leg signalised intersection at Mooroolbark Road / Churchill Drive to provide site access and land acquisition within the site.		
Land area to be acquired	N/A		
Cost estimate	\$3,753,528.35	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0059		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-03	Category	Development
Project Summary	Hull Road/North-South Connector Road intersection upgrade (ultimate)		
Project details	Construction of a new three-leg signalised intersection at Hull Road / North-South Connector Road (the interim unsignalised intersection already constructed as part of Stage 1).		
Land area to be acquired	N/A		
Cost estimate	\$3,623,443.35	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0055		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-04a	Category	Development
Project Summary	Melba Avenue / Hutchinson St intersection – new roundabout		
Project details	Construction of a new roundabout at the intersection of the internal collector road and Melba Avenue / Hutchinson Street and associated land acquisition.		
Land area to be acquired	Included in RD-09		
Cost estimate	Included in RD-09	Cost estimate source	Kinley Estate - DCP Collector Road Estimation
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0050		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-04b	Category	Development
Project Summary	Proposed Connector road intersection – new roundabout		
Project details	Construction of a new roundabout at the connection between the internal collector road and the collector road providing access to the TAFE land, including associated land acquisition.		
Land area to be acquired	Included in RD-09		
Cost estimate	Included in RD-09	Cost estimate source	Kinley Estate - DCP Collector Road Estimation
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0050		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-05	Category	Development
Project Summary	Hutchinson Street / John Street intersection upgrade		
Project details	Construction of upgrade to existing intersection (minor upgrade via removal of on-street parking adjacent to intersection, signal phasing and timing optimisation. No land acquisition required.		
Land area to be acquired	N/A		
Cost estimate	\$1,723,139.99	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	CG150284SK02		
Contribution type	Direct delivery		
Delivery responsibility	Council		
Notes			

ID	RD-06	Category	Development
Project Summary	Maroondah Highway / Mooroolbark Road intersection upgrade		
Project details	Construction of upgrade to existing intersection, including additional lanes and lane alteration.		
Land area to be acquired	N/A		
Cost estimate	\$1,573,086.03	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-0051		
Contribution type	Direct delivery		
Delivery responsibility	Developer by agreement with DoT (TBC)		
Notes			

ID	RD-07a	Category	Development
Project Summary	Mooroolbark Road / Hull Road intersection		
Project details	Construction of upgrade existing intersection including associated land acquisition.		
Land area to be acquired	39 sqm		
Cost estimate	\$3,195,147.23	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-002		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	RD-07b	Category	Development
Project Summary	Mooroolbark Road / Hull Road intersection – bridge widening		
Project details	Works to the existing rail bridge to facilitate proposed road works under DI-RD-07a.		
Land area to be acquired	N/A		
Cost estimate	\$3,000,000	Cost estimate source	Beca // 6 October 2020 / 3527395 - Memo No. 001
Development contribution	100%	External contribution	0%
Supporting technical report	Beca // 6 October 2020 / 3527395 - Memo No. 001		
Design drawing reference	V161623-TR-SK-002		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			



ID	RD-08	Category	Development
Project Summary	Hull Road / Swansea Road intersection upgrade		
Project details	Construction of a minor upgrade to existing intersection, including linemarking change only to add a second right turn movement from Hull Road to Swansea Road.		
Land area to be acquired	N/A		
Cost estimate	\$38,450.45	Cost estimate source	Cardno - V161623
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	V161623-TR-SK-001		
Contribution type	Direct delivery		
Delivery responsibility	Council		
Notes			

ID	RD-09	Category	Development
Project Summary	North South Connector Road extension		
Project details	Construction of a new connector road from the site boundary to extent of works of item RD-04a and associated land acquisition.		
Land area to be acquired	1.73 ha		
Cost estimate	\$5,933,152.37	Cost estimate source	Kinley Estate - DCP Collector Road Estimation
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	Kinley Estate - DCP Collector Road Estimation		
Contribution type	Direct delivery		
Delivery responsibility	Council to provide land in its ownership. Developer to acquire land in other ownership.		
Notes			

ID	RD-10	Category	Development
Project Summary	North South Connector Road		
Project details	Construction of a new connector road within the site from the northern site boundary to the southern site boundary (Phase 2) and associated land acquisition.		
Land area to be acquired	N/A		
Cost estimate	\$5,499,286.08	Cost estimate source	Kinley Estate - DCP Collector Road Estimation – RD-11 (Phase 2)
Development contribution	100%	External contribution	0%
Supporting technical report	Integrated Transport Plan, Lilydale Quarry Urban Renewal V161623 - Cardno		
Design drawing reference	Kinley Estate - DCP Collector Road Estimation – RD-11 (Phase 2)		
Contribution type	Direct delivery in stages		
Delivery responsibility	Developer		
Notes			

ID	BR_01	Category	Development
Project Summary	East West Road bridge (rail crossing)		
Project details	Construction of a new road bridge across the rail-line in the southern section of the site.		
Land area to be acquired	N/A		
Cost estimate	\$10,000,000	Cost estimate source	3527450/MEM/001 (27 April 2020) - Beca
Development contribution	100%	External contribution	0%
Supporting technical report	3527450/MEM/001 (27 April 2020) - Beca		
Design drawing reference	3527450/MEM/001 (27 April 2020) - Beca		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes			

ID	BR-02	Category	Development
Project Summary	Pedestrian bridge (rail crossing)		
Project details	Construction of a new pedestrian bridge across the rail-line in the northern section of the site.		
Land area to be acquired	N/A		
Cost estimate	\$4,000,000	Cost estimate source	3527450/MEM/002 (22 April 2020) - Beca
Development contribution	100%	External contribution	0%
Supporting technical report	3527450/MEM/002 (22 April 2020) - Beca		
Design drawing reference	3527450/MEM/002 (22 April 2020) - Beca		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes	Cost estimate includes \$2 million allowance for ramps/stairs (assume 50m long) & 2No. lifts at end of the bridge.		

ID	DR-01	Category	Development
Project Summary	Drainage works for Melba Avenue catchment		
Project details	Construction of drainage works including a sediment pond and macrophyte zone, a treatment footprint of 1.13ha and land area of 2.3ha external to the subject site – north east. (pg. 11 – Integrated Water Management Plan)		
Land area to be acquired	2.3 ha		
Cost estimate	\$4,270,780	Cost estimate source	DCP_Drainage_Schedule_06102020_B - Reeds
Development contribution	100%	External contribution	0%
Supporting technical report	Lilydale Quarry Planning Scheme Amendment Integrated Water Management Strategy (October 2020) – Incitus Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
Design drawing reference	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
Contribution type	Direct delivery on land made available by Council (can be staged)		
Delivery responsibility	Land provided by Council at no cost to Developer		
Notes			

ID	DR-02	Category	Development
<b>Project Summary</b>	Drainage works for Lilydale Lake catchment		
<b>Project details</b>	Construction of drainage works including sediment pond and macrophyte zone, a treatment footprint of 1.15ha and associated land provision of 2.45ha in eastern drainage reserve. (pg. 11)		
<b>Land area to be acquired</b>	N/A		
<b>Cost estimate</b>	\$3,023,990	<b>Cost estimate source</b>	DCP_Drainage_Schedule_06102020_B - Reeds
<b>Development contribution</b>	100%	<b>External contribution</b>	0%
<b>Supporting technical report</b>	Lilydale Quarry Planning Scheme Amendment Integrated Water Management Strategy (3 April 2020) – Incitus Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
<b>Design drawing reference</b>	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
<b>Contribution type</b>	Direct delivery (can be staged)		
<b>Delivery responsibility</b>	Developer		
<b>Notes</b>			

ID	DR-03	Category	Development
<b>Project Summary</b>	Drainage works for Hull Road catchment		
<b>Project details</b>	Construction of drainage works including include a sediment basin and a rain garden to provide treatment to the stormwater runoff and associated land provision in western drainage reserve (pg. 10)		
<b>Land area to be acquired</b>	N/A		
<b>Cost estimate</b>	\$2,240,757	<b>Cost estimate source</b>	DCP_Drainage_Schedule_06102020_B - Reeds
<b>Development contribution</b>	100%	<b>External contribution</b>	0%
<b>Supporting technical report</b>	Lilydale Quarry Planning Scheme Amendment Integrated Water Management Strategy (October 2020) – Incitus Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
<b>Design drawing reference</b>	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
<b>Contribution type</b>	Direct delivery (can be staged)		
<b>Delivery responsibility</b>	Developer		
<b>Notes</b>	The drainage infrastructure within the adjacent Stage 1 has been designed to accommodate some of the requirements of Stage 2 and will form part of the overall drainage network in the southern section of the overall development. Delivery of the Stage 1 drainage works is a permit requirement of that development.		

ID	DR-04	Category	Development
Project Summary	Overland Flow Path		
Project details	Construction of an overflow path from the south-eastern corner of the site through Box Hill Institute of TAFE site to the Lilydale Lake and associated land acquisition (35m by 100m).		
Land area to be acquired	0.35ha		
Cost estimate	\$1,033,583	Cost estimate source	DCP_Drainage_Schedule_06102020_B - Reeds
Development contribution	100%	External contribution	0%
Supporting technical report	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
Design drawing reference	Lilydale Quarry Planning Scheme Amendment (Balance Land) Stormwater Strategy - Incitus		
Contribution type	Direct delivery		
Delivery responsibility	Developer to acquire or agree access to 0.35 ha in other ownerships		
Notes			

ID	OS-01	Category	Development
Project Summary	Active open space reserve		
Project details	Provision of one active open space reserve, including land 6.77ha and improvements. Improvements will include 1 x district level football / cricket ovals, 1 x district level soccer pitch, 2 x district level multipurpose tennis courts or equivalent, landscape (70% grass, 30% garden), semi-advanced trees, internal path system, maintenance and establishment.		
Land area to be acquired	N/A		
Cost estimate	\$5,416,000.00	Cost estimate source	Landsite email (6/5/20)
Development contribution	100%	External contribution	0%
Supporting technical report	Kinley Estate Open Space Strategy Report (April 2020) – TCL Lilydale Quarry Community Needs Assessment (UPDATED) – Ethos Urban Lilydale Quarry Active Open Space (24 August 2020) - Roberts Day		
Design drawing reference	INT LIL RD 3306 M – Roberts Day		
Contribution type	Direct delivery		
Delivery responsibility	Developer		
Notes	Any under-provision to be reconciled with community over-provision following confirmation of design of reserve elements.		

ID	OS-02	Category	Development
Project Summary	Passive open spaces		
Project details	Provision of passive open space reserves, including land and improvements in accordance with the CDP, adding to a total of 5.81ha across the development or 5% of NDA on average. Improvements include general mix of planting, pavement and grass, semi-advanced trees, playgrounds, shelters, retaining walls / grading, furniture / fixtures / BBQs, lighting, maintenance and establishment.		
Land area to be acquired	N/A		
Cost estimate	\$11,156,250	Cost estimate source	Landsite email (6/5/20)
Development contribution	100%	External contribution	0%
Supporting technical report	Kinley Estate Open Space Strategy Report (April 2020) - TCL		
Design drawing reference	INT LIL RD 3306 M – Roberts Day		
Contribution type	Direct delivery in stages		
Delivery responsibility	Developer		
Notes			

ID	OS-03	Category	Development
Project Summary	Civic plazas		
Project details	Provision of urban space / civic plazas, including land and improvements generally in accordance with the CDP to a total of 1.7ha. Improvements will be generally consistent with the Open Space Strategy (pg. 44) including paving (80%), garden / lawns (20%), semi-advanced trees, shelters, furniture / fixtures, lighting, maintenance and establishment.		
Land area to be acquired	N/A		
Cost estimate	\$4,250,000.00	Cost estimate source	Landsite email (6/5/20)
Development contribution	100%	External contribution	0%
Supporting technical report	Kinley Estate Open Space Strategy Report (April 2020) - TCL		
Design drawing reference	INT LIL RD 3306 M – Roberts Day		
Contribution type	Direct delivery in stages		
Delivery responsibility	Developer		
Notes			

ID	OS-04	Category	Development
Project Summary	Rail trail linear open space		
Project details	Construction of the rail trail throughout the site, including land provision 1.38ha and improvements which will be generally consistent with the Open Space Strategy (pg. 46) including mix of paving (30%) and planting (70%), semi-advanced trees, shelters, retaining walls / grading, furniture / fixtures, maintenance and establishment.		
Land area to be acquired	N/A		
Cost estimate	\$1,173,000.00	Cost estimate source	Landsite email (6/5/20)
Development contribution	100%	External contribution	0%
Supporting technical report	Kinley Estate Open Space Strategy Report (April 2020) - TCL		
Design drawing reference	INT LIL RD 3306 M – Roberts Day		
Contribution type	Direct delivery in stages		
Delivery responsibility	Developer		
Notes			

<b>ID</b>	CF-01	<b>Category</b>	Development
<b>Project Summary</b>	Community facility		
<b>Project details</b>	<p>Construction of a community centre within the site and associated land acquisition. The community centre will include the following components</p> <ul style="list-style-type: none"> <li>- Two large meetings spaces with the capacity to be adapted into four smaller meeting spaces or one larger event space;</li> <li>- Two Maternal Child Health consulting rooms; and</li> <li>- 2 x kindergarten rooms (30 places capacity- to accommodate 2 groups of children of 33 per group (66 children).</li> </ul> <p>Land area maximum 0.5 ha if delivered as stand-alone. Alternative formats may require less land. Maximum 600sqm internal floorspace.</p>		
<b>Land area to be acquired</b>	N/A		
<b>Cost estimate</b>	\$3,500,000	<b>Cost estimate source</b>	Urban Enterprise derived from VPA ICP Benchmarks
<b>Development contribution</b>	64% (approx.)	<b>External contribution</b>	36% (approx.)
<b>Supporting technical report</b>	Lilydale Quarry Community Needs Assessment (UPDATED) – Ethos Urban		
<b>Design drawing reference</b>	N/A		
<b>Contribution type</b>	Direct delivery		
<b>Delivery responsibility</b>	Developer		
<b>Notes</b>	<p>Over-provision to be reconciled with any underprovision (eg. active open space). Costing adopt cost of VPA ICP Benchmark with the following broad variations / breakdown:</p> <ul style="list-style-type: none"> <li>- Kindergarten + outdoor space + playground = 66%</li> <li>- MCH + Community Rooms = 100%</li> <li>- Other costs = 100%</li> <li>- Delivery = 40.25% of construction cost</li> </ul>		



