

CRAIGIEBURN NORTH EMPLOYMENT AREA

Development Contributions Plan



JUNE 2016 (Amended December 2023)

PLANS

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Version	Date	Amendment	Description of changes
1	December 2023	VC249	Incorporate changes associated with small second dwelling exemption.

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Table 1 provides an overview of the project categories, costs and charges levied by this Development contributions Plan (DCP). A more detailed explanation of projects funded by this DCP, calculation of contributions, description and costs of projects is listed within this document.

Table 1 Summary

SUMMARY - NET DEVELOPABLE AREA (NDA) FOR MAIN CHARGE AREA		
CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Employment	\$58,432,273	\$169,486

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY		
PROJECTS	TOTAL COST OF PROJECTS	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Road	\$24,032,152	\$69,706
Intersection	\$32,216,621	\$93,446
Bridges	\$2,183,500	\$6,333
Total	\$58,432,273	\$169,486

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY		
PROJECTS	TOTAL COST OF PROJECTS	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Land	\$6,977,939	\$20,240
Construction	\$51,454,334	\$149,246
Total	\$58,432,273	\$169,486

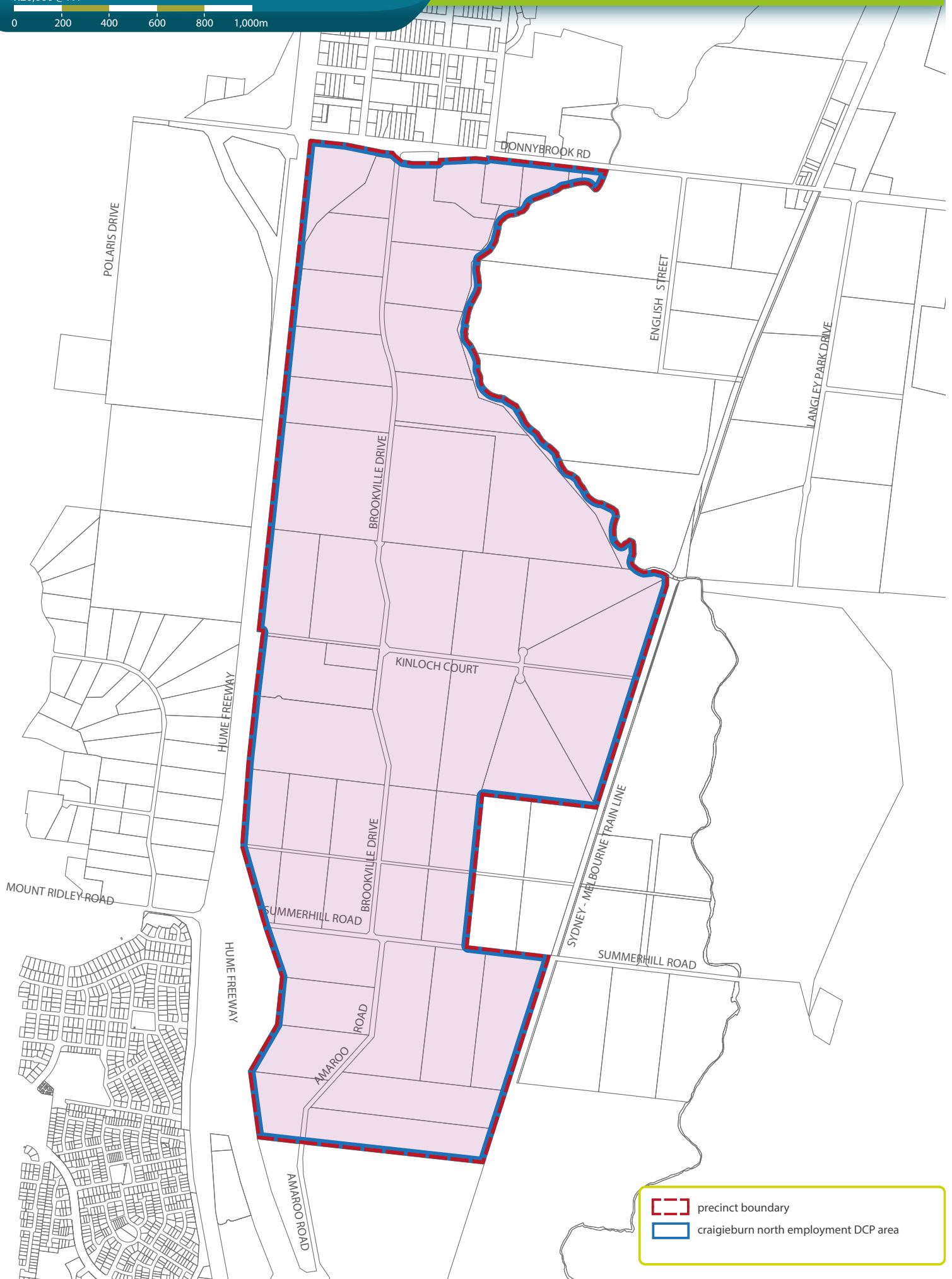
Plan 1 - Development Contributions Plan Area

Craigieburn North Employment Development Contributions Plan
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1.0 INTRODUCTION

1.1 Purpose

The Craigieburn North Employment Area Development Contributions Plan (DCP) has been prepared by the Metropolitan Planning Authority with the assistance of Hume City Council, Government agencies, service authorities and major stakeholders.

The Craigieburn North Employment Area DCP:

- Outlines projects required to ensure that future businesses, visitors and workers within the Craigieburn North Employment Area can be provided with timely access to the services and transport necessary to support a quality, affordable place to work;
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects;
- Ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community;
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects;
- Provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered.

1.2 Report Basis

The DCP document comprises four parts:

PART 1 - Strategic Basis

Section 1.3 clearly explains the strategic basis for the DCP, which includes information about the various Craigieburn North Employment Area Precinct Structure Plan. Section 2.0 provides justification for the various infrastructure projects included in the DCP.



PART 2 - Calculation of Contributions

Section 3.0 sets out how the development contributions are calculated and costs apportioned.



PART 3 - Development Contributions Plan Administration & Implementation

Section 4.0 focuses on administration and implementation of the DCP.



PART 4 - Other Information

Section 5.0 and 6.0 provide other supporting information.

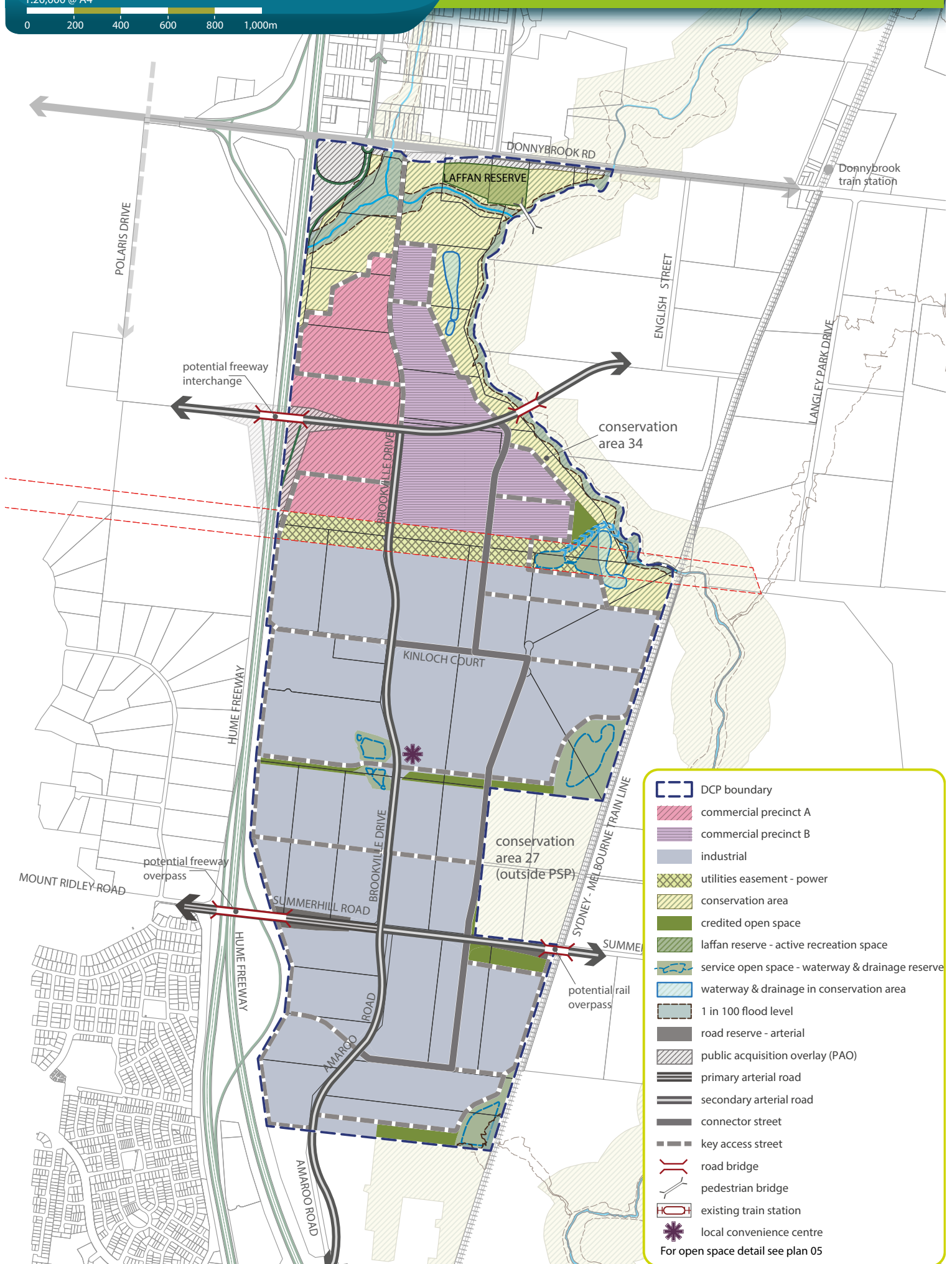
Plan 2 - Future Urban Structure

Craigieburn North Employment Development Contributions Plan
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1.3 Strategic Basis

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the Hume Planning Scheme. Key documents are:

- The *State Planning Policy Framework* set out in the *Hume Planning Scheme*;
- The *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012);
- The *Local Planning Policy Framework of the Hume Planning Scheme*;
- The *Precinct Structure Planning Guidelines*;
- The *Development Contribution Plan Guidelines*;
- Craigieburn North Employment Area Precinct Structure Plan (PSP);
- Craigieburn North Employment Area PSP supporting documents.
- Reports from the Standard Development Contributions Advisory Committee and the Government response to the recommendations of the Advisory Committee.

These documents set out a broad, long term vision for the sustainable development of the Craigieburn North Employment Area DCP area and its surrounds.

The Craigieburn North Employment Area PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

1.4 Planning and Environment Act 1987

The 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 Framework of the Hume Planning Scheme as well as Victorian Government Guidelines. It is consistent with the Minister for Planning's Directions on Development Contributions made under section 46M(1) of the Act and has had regard to the Victorian Government's *Development Contribution Plan 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.

The DCP forms part of the Hume Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Hume Planning Scheme.

1.5 Craigieburn North Employment Area PSP

The Craigieburn North Employment Area PSP sets the vision for how land should be developed, illustrates the future urban structure and describes the objectives to be achieved by the future development.

The PSP applies to 488.37 hectares of land as shown on Plan 2.

The Precinct is located approximately 28 kilometres north of Melbourne's Central Business District. The site is strategically located on the Hume Freeway and Melbourne-Sydney rail line. The PSP area is generally bound by:

- the Sydney-Melbourne railway line and Merri Creek to the east,
- Donnybrook Road to the north;
- Hume Freeway to the west; and
- Amaroo Business Park (Commercial 2 Zone) to the south.

The need for the infrastructure set out in this DCP has been determined according to the anticipated development scenario for Craigieburn North Employment Area as described in the Craigieburn North Employment Area PSP.

The DCP has a strong relationship to the PSP; as the Craigieburn North Employment Area PSP provides the rationale and justification for infrastructure items that have been included within the DCP.

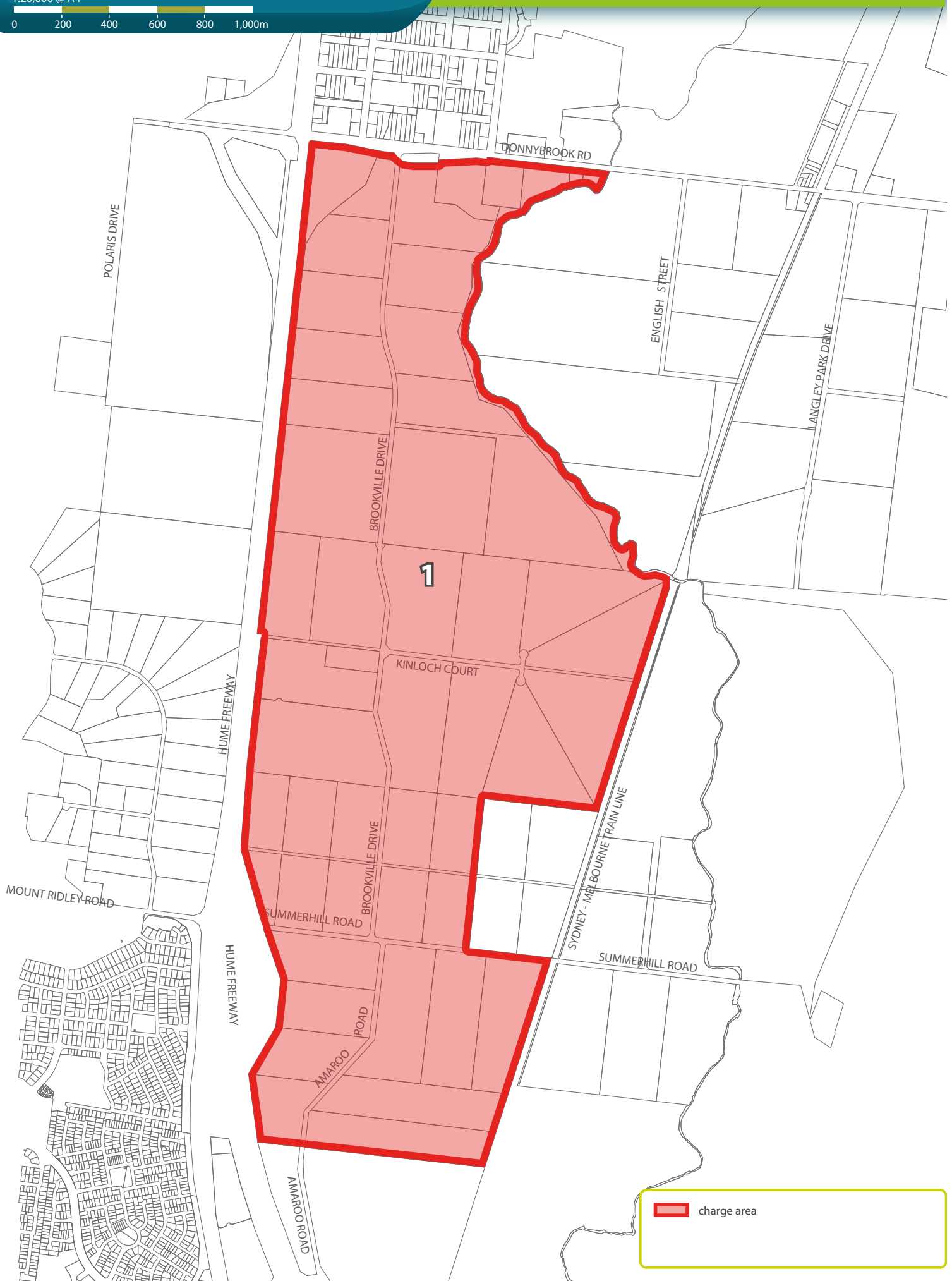
Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure items required by future business and apportions the cost of this infrastructure in an equitable manner across the plan area.

Plan 3 - Charge Area

Craigieburn North Employment Development Contributions Plan
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1.6 The Area to Which the DCP Applies

In accordance with section 46K(1)(a) of the Act the Craigieburn North Employment Area DCP applies to land shown on Plan 3. The area is also clearly shown on Development Contributions Plan Overlay (DCPO) Schedule 8 in the Hume Planning Scheme.

The Craigieburn North Employment Area DCP applies to a single charge area within the Craigieburn North Employment Area PSP. The main charge area contains various infrastructure projects required within the Craigieburn North Employment Area PSP.

A breakdown of the charge area is provided in Table 2.

Table 2 Charge Areas

	AREA	LAND USE
Area 1	344.76	Employment

1.7 The infrastructure items included in the DCP

The need for infrastructure included in the DCP has been determined on the basis of the development scenario as described in the Craigieburn North Employment Area PSP and its supporting documents.

Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future workforce. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Craigieburn North Employment Area PSP 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 and individual item use apportionments are identified in Table 6.

The items that have been included in this DCP all have the following characteristics; namely they:

- Are essential to the health, safety and well-being of the future workforce;
- Will be used by a broad cross-section of the future workforce;
- Reflect the vision and strategic aspirations as expressed in the Craigieburn North Employment Area PSP;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

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1.8 Items Not Included in the DCP

1.8.1 Developer Works

The following items are not included in the DCP, as they are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP; they must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the Craigieburn North Employment Area PSP:

- Internal streets and connector streets and associated traffic management measures, including streets on the edge of the Craigieburn North Employment Area PSP, except where specified as DCP projects;
- Intersections connecting the development to the existing and proposed road network, except where specified as DCP projects: Upgrade of the existing road network to an urban (industrial) standard will be implemented through subdivision permit conditions as outlined in Section 3.5.3 'Road Network' of the *Craigieburn North Employment Area PSP* to the satisfaction of the Responsible Authority, except where specified as a development contributions plan project.
- Water, sewerage, underground power, gas and telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, provision of biodiversity offsets, water tapping and landscaping of local parks;
- Local park reserve master plans and any agreed associated works required by the PSP;
- Council's plan checking and supervision costs; and
- Bus stops.

The items listed above may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

1.8.2 State Infrastructure

Construction of the following items has not been included within the DCP as they are determined to be State Infrastructure:

- Public transport;
- Upgrades to the declared road network.

The delivery of State Infrastructure will be provided as warranted.

1.8.3 Public Open Space Contributions

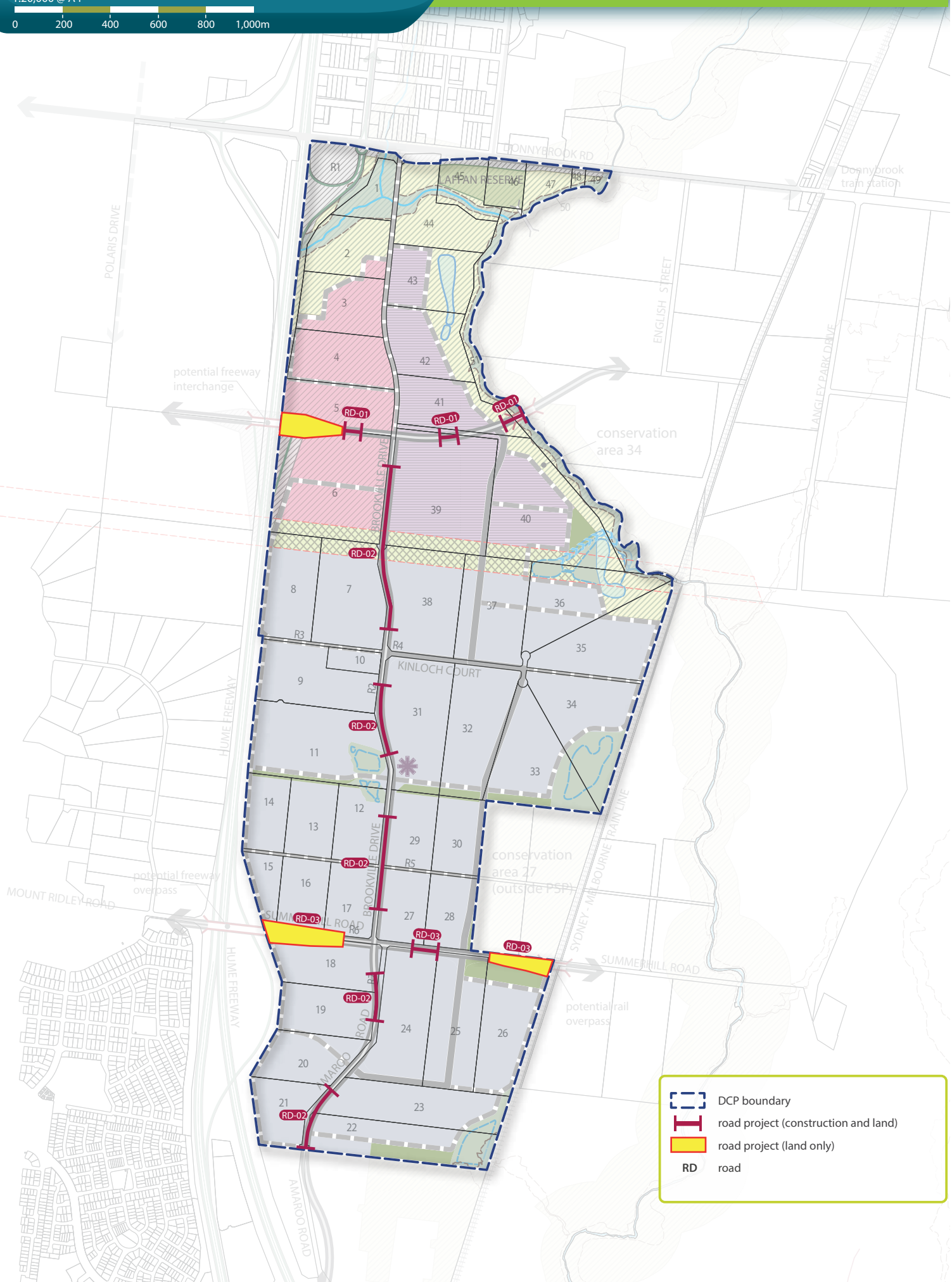
This DCP does not provide funding for passive local open space. Passive open space is provided through Clause 52.01 of the Hume Planning Scheme.

Plan 4 - Road Projects

Craigieburn North Employment Development Contributions Plan
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- DCP boundary
- road project (construction and land)
- road project (land only)
- RD road

2.0 INFRASTRUCTURE PROJECTS

2.1 Project Identification

The DCP uses a project identification system of project category and sequential numbers in its tables and plans.

The following types of projects are included in the DCP:

- RD - Road Projects
- IN - Intersection Projects
- BR - Bridge Projects

2.1.1 Road Projects

The key road projects in the DCP are based on the transport network depicted in Plan 2 and are for arterial road construction, less pavement and works for controlled intersections.

The road projects funded by the DCP, as shown in Plan 4 are:

Table 3 Road Projects

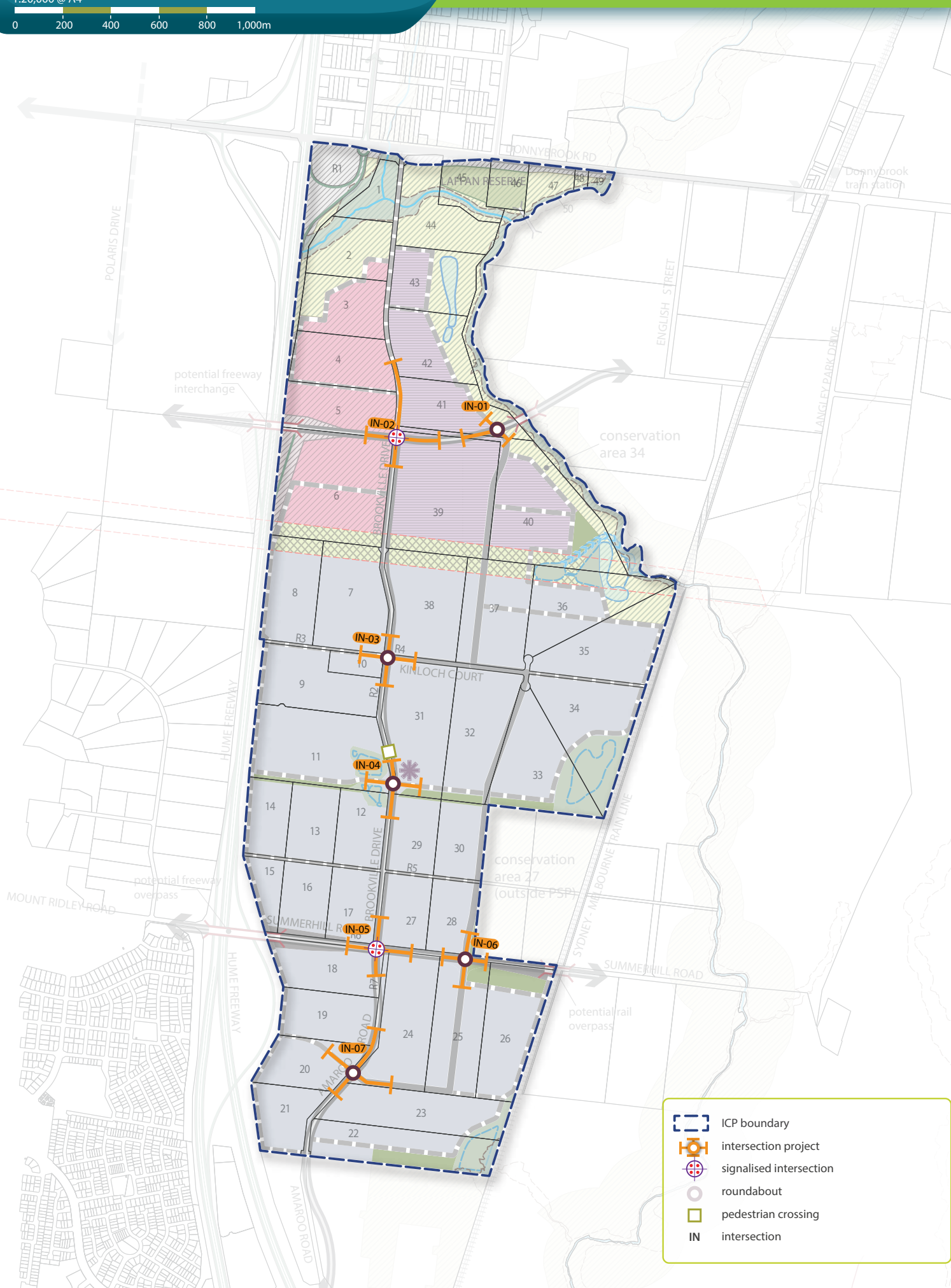
DCP PROJECT ID	PROJECT TITLE PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
RD-01	English Street (West): Hume Freeway Interchange to Merri Creek Purchase of land for a road reserve 34m wide (ultimate treatment)	Employment	At time of subdivision/ Access demand
RD-01c	Construction of a 2 lane carriageway, excluding intersections (interim treatment)	Employment	At time of subdivision/ Access demand
RD-02	Brookville Drive and Amaroo Road: English Street to Amaroo Business Park boundary Purchase of land to upgrade road reserve from 20m to 34m wide (ultimate treatment) and purchase of land for a freeway overpass bridge	Employment	At time of subdivision/ Access demand
RD-02c	Construction of construction of a 2 lane carriageway, excluding intersections (interim treatment)	Employment	At time of subdivision/ Access demand
RD-03	Summerhill Road: Hume Freeway overpass to Sydney-Melbourne railway line Purchase of land to upgrade road reserve from 20m to 34m wide (ultimate treatment) and purchase of land for a freeway overpass bridge	Employment	At time of subdivision/ Access demand
RD-03c	Construction of a 2 lane carriageway, excluding intersections (interim treatment)	Employment	At time of subdivision/ Access demand

Plan 5 - Intersection Projects

Craigieburn North Employment Development Contributions Plan
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2.1.2 Intersection Projects

The key intersection projects in the DCP are based on the transport network depicted in the PSP and are controlled intersections and associated works, comprising:

- Construction for major controlled intersection works (interim) and;
- Land for the construction of the ultimate intersection

The intersection projects funded by the DCP, as shown in Plan 5, are:

Table 4 Intersection Projects

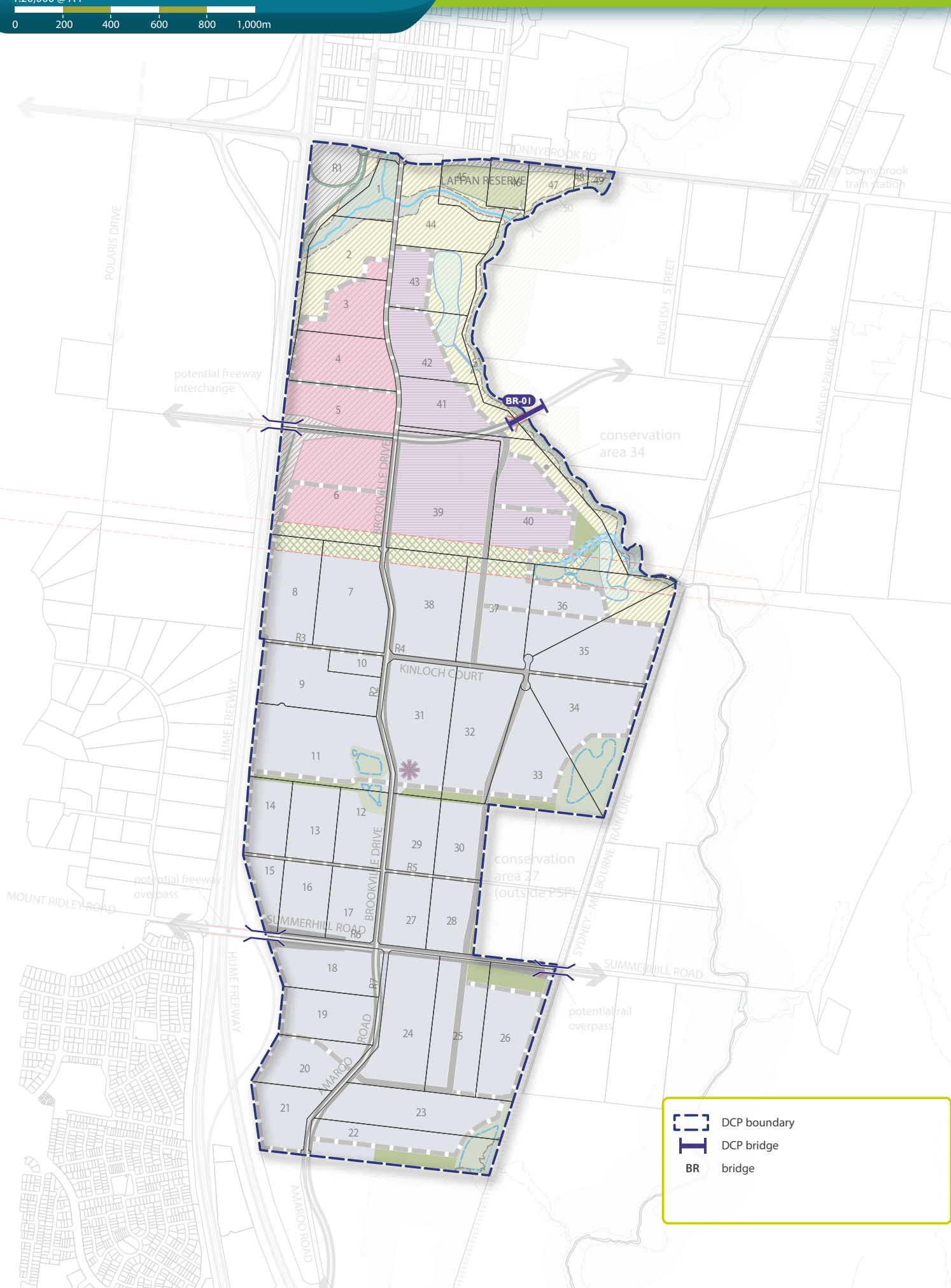
DCP PROJECT ID	PROJECT TITLE PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-01	Intersection - English Street (West) / North-South Connector Road Purchase of land (ultimate treatment) for an arterial to connector road 4-way roundabout	Employment	At time of subdivision/ Access demand
IN-01c	Construction of an arterial to connector road 4-way roundabout (interim treatment)	Employment	At time of subdivision/ Access demand
IN-02	Intersection - Brookville Drive (Amaroo Road) / English Street (West) Purchase of land (ultimate treatment) of an arterial to arterial signalised 4-way intersection	Employment	At time of subdivision/ Access demand
IN-02c	Construction of an arterial to arterial signalised 4-way intersection (interim treatment)	Employment	At time of subdivision/ Access demand
IN-03	Intersection - Brookville Drive (Amaroo Road) / Kinloch Court Purchase of land (ultimate treatment) for an arterial to connector road 4-way roundabout	Employment	At time of subdivision/ Access demand
IN-03c	Construction of an arterial to connector road 4-way roundabout (interim treatment)	Employment	At time of subdivision/ Access demand
IN-04	Intersection - Brookville Drive (Amaroo Road) / East-West Access Street Purchase of land (ultimate treatment) for an arterial to connector road 4-way roundabout	Employment	At time of subdivision/ Access demand
IN-04c	Construction of an arterial to connector road 4-way roundabout (interim treatment)	Employment	At time of subdivision/ Access demand
IN-05	Intersection - Brookville Drive (Amaroo Road) / Summerhill Road Purchase of land (ultimate treatment) for an arterial to arterial signalised 4-way intersection	Employment	At time of subdivision/ Access demand
IN-05c	Construction of an arterial to arterial signalised 4-way intersection (interim treatment)	Employment	At time of subdivision/ Access demand
IN-06	Intersection - Summerhill Road / North-South Connector Road Purchase of land (ultimate treatment) and for an arterial to connector road 4-way roundabout	Employment	At time of subdivision/ Access demand
IN-06c	Construction of an arterial to connector road 4-way roundabout (interim treatment)	Employment	At time of subdivision/ Access demand
IN-07	Intersection - Amaroo Road / East-west Connector Road (South) Purchase of land (ultimate treatment) for an arterial to connector road 4-way roundabout	Employment	At time of subdivision/ Access demand
IN-07c	Construction of an arterial to connector road 4-way roundabout (interim treatment)	Employment	At time of subdivision/ Access demand

Plan 6 - Bridge Projects

Craigieburn North Employment Development Contributions Plan
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2.1.3 Bridge Project

The key bridge project funded in the DCP, as shown in Plan 6, is:

Table 5 Bridge Project

DCP PROJECT ID	PROJECT TITLE PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
BR-01	Merri Creek road bridge Construction of a 50m bridge	Employment	During road construction

2.2 Project Timing

Each item in the DCP has an assumed indicative provision trigger with information available at the time the DCP was prepared. All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 and acknowledging the Development Agency's limitations in providing the balance of funds not recovered by this DCP.

Council, as the development agency as well as the collecting agency, will monitor and assess the required timing for individual items and have regard to its capital works program and provision triggers.

2.3 Sequence of Development

Council has noted that until the potential interchange at English Street and the bridge over Merri Creek is constructed, the only access point for heavy goods vehicles will be to the south via Brookville Drive.

In the absence of the connections from English Street, Development will be required to fund the upgrade to Brookville Drive to service the property. The cost of such works in excess of the development contributions for that property is unlikely to be credited or reimbursed by the Collecting Agency (see Section 4.1.3). This is in line with Council's current policy at the time of preparation of the DCP. To avoid this scenario, development could commence at the south of the precinct and extend northwards to ensure there is sufficient funding for this upgrade and intersections.

3.0 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Calculation of the Net Developable Area (NDA) and demand units (refer Table 6)
- Calculation of costs (refer Table 7)
- Land costs for land acquired by the DCP (refer Table 8)
- Identification and allowance for external use (refer Table 9)
- Summary of costs payable for each infrastructure project (refer Table 10)
- Charges for levies against infrastructure types (refer Table 11)

3.1 Calculation of Net Developable Area and Demand Units

The following section sets out how Net Developable Area (NDA) is calculated and outlines the development projections anticipated in the area.

3.1.1 Main Catchment Area

The Main Catchment Area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use. A single MCA covers the Craigieburn North precinct.

3.1.2 Net Developable Area

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

For the purposes of this DCP, NDA is defined as the total amount of land within the area of the Craigieburn North Employment Area PSP that is made available for the development of employment uses, including lots, all connector and local streets. It is the total precinct area minus land for open space, encumbered land and arterial roads. Any additional small local parks defined at the subdivision stage are included in the NDA.

The NDA for the DCP has been assessed as set out in Table 6 and Appendix 1. Appendix 1 should be used to determine the numbers of hectares (for DCP purposes) on individual parcels.

The number of net developable hectares (that is the demand units) is based on the land budgets in Table 6 and Appendix 1.

The 'per net developable hectare' contributions will not and must 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 calculation of the NDA set out in Appendix 1.

The NDA may only change if the Collecting Agency agrees to a variation to the Summary Land budget (Table 6) and the Property Specific land budget (Appendix 1) and associated tables.

3.1.3 Property Specific Calculations

The NDA used to calculate the contributions associated with the DCP has been based on an assessment of individual properties. The NDA for each property is listed in the property specific land budget located in Appendix 1. The property-specific NDA and rates listed in this DCP determine the total contribution for each property.

Table 6 Summary Land Use Budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	488.37	%100	
TRANSPORT			
Arterial Road - Existing Road Reserve	0.00	0.00%	0.00%
Arterial Road - Public Acquisition Overlay	9.07	1.86%	2.63%
Arterial Road - Widening and Intersection Flaring (DCP land)	17.54	3.59%	5.09%
Non-Arterial Road - Existing Road Reserve	14.20	2.91%	4.12%
Non-Arterial Road - landscape buffer adjoining	0.00	0.00%	0.00%
Sub-total Transport	40.81	8.4%	11.84%
COMMUNITY & EDUCATION			
Sub-total Education	0.00	0.0%	0.0%
OPEN SPACE			
SERVICE OPEN SPACE			
Conservation Reserve	59.78	12.24%	17.34%
Waterway and Drainage Reserve	15.08	3.09%	4.37%
Utilities Easements	14.21	2.91%	4.12%
Sub-total Service Open Space	89.08	18.24%	25.84%
CREDITED OPEN SPACE			
Local Sports Reserve (DCP land)	0.00	0.0%	0.00%
Local Network Park (via CI 52.01)	8.92	1.8%	2.59%
Sub-total Credited Open Space	8.92	1.8%	2.59%
REGIONAL OPEN SPACE			
Sub-total Regional Open Space	0.00	0.0%	0.00%
Total All Open Space	98.00	20.1%	28.43%
OTHER			
Existing Sports Reserve	4.80	0.98%	1.39%
Sub-total	4.80	0.98%	1.39%
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	344.76	70.59%	
EMPLOYMENT LOCAL OPEN SPACE (EXPRESSED AS % OF NDAE)	HECTARES	% OF NDAE	
Local Parks (passive open space) employment	8.92	2.59%	
Sub-total	8.92	2.59%	
TOTAL OPEN SPACE	22.64		

3.2 Calculation of Contributions Charges

3.2.1 Calculation of Costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 7.

Road, intersection and bridge construction costs have been determined in the report *PSP 25.1 Craigieburn North* and *PSP 25.2 English Street: Infrastructure Costing Study - Report (Jacobs SKM, August 2014)* with some subsequent amendments made by the MPA. Please refer to Appendix 2 for road, intersection and bridge cost sheets.

Table 7 Calculation of Costs

	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA HA	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	CONTRIBUTION PER NDHA
ROAD PROJECTS									
RD-01	English Street (West) : Hume Freeway Interchange to Merri Creek	Development	2.73	\$1,385,313	\$-	\$1,385,313	100%	\$1,385,313	\$4,018
RD-01c		Development	0.00	\$-	\$2,624,259	\$2,624,259	100%	\$2,624,259	\$7,612
RD-02	Brookville Drive and Amaroo Road: English Street to Amaroo Business Park boundary	Development	2.68	\$1,041,092	\$-	\$1,041,092	100%	\$1,041,092	\$3,020
RD-02c		Development	0.00	\$-	\$17,201,871	\$17,201,871	100%	\$17,201,871	\$49,895
RD-03	Summerhill Road: Hume Freeway overpass to Sydney-Melbourne railway line	Development	3.06	\$579,585	\$-	\$579,585	100%	\$579,585	\$1,681
RD-03c		Development	0.00	\$-	\$1,200,032	\$1,200,032	100%	\$1,200,032	\$3,481
	Sub-total road projects		8.47	\$3,005,990	\$21,026,162	\$24,032,152		\$24,032,152	\$69,706
INTERSECTION PROJECTS									
IN-01	Intersection - English Street (West) / North-South Connector Road	Development	1.46	\$760,655	\$-	\$760,655	100%	\$760,655	\$2,206
IN-01c		Development	0.00	\$-	\$4,159,301	\$4,159,301	100%	\$4,159,301	\$12,064
IN-02	Intersection - Brookville Drive (Amaroo Road) / English Street (West)	Development	1.64	\$532,610	\$-	\$532,610	100%	\$532,610	\$1,545
IN-02c		Development	0.00	\$-	\$4,440,077	\$4,440,077	100%	\$4,440,077	\$12,879
IN-03	Intersection - Brookville Drive (Amaroo Road) / Kinloch Court	Development	0.71	\$414,639	\$-	\$414,639	100%	\$414,639	\$1,203
IN-03c		Development	0.00	\$-	\$3,617,477	\$3,617,477	100%	\$3,617,477	\$10,493
IN-04	Intersection - Brookville Drive (Amaroo Road) / East-West Access Street	Development	1.17	\$659,223	\$-	\$659,223	100%	\$659,223	\$1,912
IN-04c		Development	0.00	\$-	\$3,609,423	\$3,609,423	100%	\$3,609,423	\$10,469
IN-05	Intersection - Brookville Drive (Amaroo Road) / Summerhill Road	Development	1.28	\$587,197	\$-	\$587,197	100%	\$587,197	\$1,703
IN-05c		Development	0.00	\$-	\$4,099,792	\$4,099,792	100%	\$4,099,792	\$11,892
IN-06	Intersection - Summerhill Road / North-South Connector Road	Development	1.19	\$291,345	\$-	\$291,345	100%	\$291,345	\$845
IN-06c		Development	0.00	\$-	\$4,159,301	\$4,159,301	100%	\$4,159,301	\$12,064
IN-07	Intersection - Amaroo Road / East-west Connector Road (South)	Development	1.63	\$726,280	\$-	\$726,280	100%	\$726,280	\$2,107
IN-07c		Development	0.00	\$-	\$4,159,301	\$4,159,301	100%	\$4,159,301	\$12,064
	Sub-total intersection projects		9.08	\$3,971,949	\$28,244,672	\$32,216,621		\$32,216,621	\$93,446
BRIDGE PROJECTS									
BR-01	Merri Creek road bridge	Development	0.00	\$-	\$4,367,000	\$4,367,000	50%	\$2,183,500	\$6,333
	Sub-total Bridge projects		0.00	\$-	\$4,367,000	\$4,367,000		\$2,183,500	\$6,333
SUMMARY									
	Total cost all projects			\$6,977,939	\$53,637,834	\$60,615,773		\$58,432,273	\$169,486
	Total Development Infrastructure Levy per NDA								

3.2.2 Cost Apportionment

This DCP apportions a charge to new development according to its projected share of use of an identified infrastructure item. 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 calculates what each new development should pay towards provision of the identified infrastructure item. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by total demand units within the charge area within the Main Catchment 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 as set out in Section 1.8.1, an existing local development contributions plan, an agreement under section 173 of the Act, or as a condition on an existing planning permit.

The balance of the cost of the items not recovered under this Development Contributions Plan will be funded by alternative sources.

3.2.3 Land Valuation

Land required for projects identified in this DCP has had an estimate of value prepared by Charter Keck Cramer using the 'Public Land Equalisation Method' or PLEM.

Under this methodology the average land obligation for DCP land projects in each PSP is being calculated as a percentage of Net Developable Area (NDA). For the Craigieburn North Employment Area DCP, this results in an average obligation of 5.09% NDA.

The land obligation for each property has been calculated against the PSP average as identified above. Obligations up to and including the average have an estimate of value on a per property broad hectare basis. Obligations above the average have an estimate value on a site specific basis.

For the land obligation for each property that is 'under' and/or 'over' the average, refer to Table 8.

Table 8 Land Valuations Applied per Property

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	DCP AREA REQUIRED	DCP AREA REQUIRED (% NDA)	RESIDENTIAL 'UNDER' PROVISION	RESIDENTIAL 'OVER' PROVISION
1	3.67	0.00	0.00	0.00%	0.00	0.00
2	7.84	0.95	0.00	0.00%	0.00	0.00
3	8.40	6.30	0.00	0.00%	0.00	0.00
4	8.73	8.73	0.00	0.02%	0.00	0.00
5	8.96	6.76	2.20	32.57%	0.34	1.86
6	20.93	15.55	0.61	3.94%	0.61	0.00
7	12.14	10.52	0.12	1.11%	0.12	0.00
8	9.63	8.24	0.00	0.00%	0.00	0.00
9	10.72	10.72	0.00	0.00%	0.00	0.00
10	2.00	1.83	0.17	9.13%	0.09	0.07
11	17.06	14.04	0.42	2.96%	0.42	0.00
12	6.32	5.21	0.01	0.24%	0.01	0.00
13	6.34	6.13	0.00	0.00%	0.00	0.00
14	5.65	5.47	0.00	0.00%	0.00	0.00
15	3.40	3.24	0.15	4.70%	0.15	0.00
16	6.04	5.61	0.43	7.69%	0.29	0.15
17	6.00	5.68	0.31	5.49%	0.29	0.02
18	8.89	6.95	1.94	27.93%	0.35	1.59
19	7.96	7.68	0.28	3.64%	0.28	0.00

20	7.62	6.98	0.64	9.18%	0.36	0.29
21	6.51	6.51	0.00	0.00%	0.00	0.00
22	11.90	7.48	0.22	3.01%	0.22	0.00
23	12.10	11.01	0.31	2.79%	0.31	0.00
24	12.92	11.78	1.15	9.73%	0.60	0.55
25	12.04	10.59	0.91	8.58%	0.54	0.37
26	12.05	9.62	0.92	9.56%	0.49	0.43
27	6.02	5.49	0.53	9.57%	0.28	0.25
28	6.00	5.43	0.31	5.75%	0.28	0.04
29	6.37	5.72	0.47	8.22%	0.29	0.18
30	6.34	6.17	0.00	0.00%	0.00	0.00
31	14.27	12.48	1.30	10.46%	0.64	0.67
32	12.80	12.24	0.00	0.00%	0.00	0.00
33	13.50	9.99	0.00	0.00%	0.00	0.00
34	14.33	10.07	0.00	0.00%	0.00	0.00
35	12.31	10.15	0.00	0.00%	0.00	0.00
36	12.30	7.39	0.00	0.00%	0.00	0.00
37	12.34	10.56	0.00	0.00%	0.00	0.00
38	13.22	10.51	0.65	6.21%	0.54	0.12
39	20.90	16.56	1.91	11.54%	0.84	1.07
40	20.64	11.74	0.64	5.43%	0.60	0.04
41	8.88	6.23	0.91	14.64%	0.32	0.59
42	8.99	5.99	0.02	0.39%	0.02	0.00
43	9.06	4.21	0.00	0.00%	0.00	0.00
44	9.56	0.00	0.00	0.00%	0.00	0.00
45	4.66	0.00	0.00	0.00%	0.00	0.00
46	3.18	0.00	0.00	0.00%	0.00	0.00
47	2.95	0.00	0.00	0.00%	0.00	0.00
48	0.47	0.00	0.00	0.00%	0.00	0.00
49	0.77	0.00	0.00	0.00%	0.00	0.00
50	7.86	0.00	0.00	0.00%	0.00	0.00
51	0.56	0.00	0.00	0.00%	0.00	0.00
SUB TOTAL / AVERAGE	464.09	344.51	17.54	5.09%	9.27	8.27

3.2.4 External Use

An allowance has been made for other use external to the MCA for specific projects. That is, use that does not solely emanate from the Craigieburn North Employment Area PSP. Table 9 quantifies any external demand (as a percentage) for each infrastructure project. Where an external demand has been assessed, a percentage discount has been made to the dollar amount that would otherwise be recovered (refer to Table 7, column 7) in relation to the DCP area.

Table 9 External Apportionment

DCP PROJECT NO.	PROJECT	% APPORTIONED TO DCP (INTERNAL USE)	NOTES ON COSTINGS
BR-01	Merri Creek road bridge	50%	Shared with PSP 25.2 English Street

3.2.5 Summary of Costs

Table 10 sets out a summary of costs for the main catchment area identifying the quantum of funds to be contributed.

Table 10 Summary of Costs

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) OVERALL COSTS		
PROJECTS	TOTAL COST OF PROJECTS	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHa)
Roads	\$24,032,152	\$69,706
Intersections	\$32,216,621	\$93,446
Bridges	\$2,183,500	\$6,343
Total	\$58,432,273	\$169,486

4.0 ADMINISTRATION & IMPLEMENTATION

This section sets 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 Craigieburn North Employment Area DCP Development Infrastructure Levy applies to subdivision and/or development of land.

Hume City Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

4.1 Payment of Contributions Levies and Payment Timing

4.1.1 Development Infrastructure Levy

For subdivision of land

- A development 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 in respect of that plan or included in an implementation agreement under Section 173 of the Act.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance in respect of 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 value of the contributions in respect of prior stages to the satisfaction of the Collecting Agency or included in an implementation agreement under Section 173 of the Act.

If the Collecting Agency agrees to works and/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 Act in respect of the proposed works and/or provision of land in kind to specific requirements.

For development of land where no subdivision is proposed

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

If the Collecting Agency agrees to works and/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 Act or other arrangement acceptable to the Collecting Agency proposed in respect of the proposed works and/or land to be provided in kind.

Where no planning permit is required

The following requirement applies 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, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the Development Contribution Plan for the land.

If the Collecting Agency agrees to works and/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 Act in respect of the proposed works or provision of land which are proposed to be provided in kind.

Exemptions

The development of land for a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under the DCP.

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by VC249

4.1.2 Works in Kind

The Collecting Agency may permit development proponents to undertake works in lieu of cash payments, providing that:

- The works constitute projects funded by the DCP;
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions;
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the Collecting Agency and the Development Agency;
- Detailed design must be approved by the Collecting Agency and the Development Agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the Collecting Agency and the Development Agency;
- The construction of works must be completed to the satisfaction of the Collecting Agency and the Development Agency;
- There should be no negative financial impact on the DCP to the satisfaction of the Collecting Agency;
- In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the Collecting Agency. Temporary works will not be accepted as works in kind.

Where the Collecting Agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided (unless an alternative approach is agreed with the Collecting Agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the Collecting Agency;
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent;
- No further financial contributions will be required until the agreed value of any credits are used.

4.1.3 Credit for Over Provision

Where the Collecting Agency agrees that a development proponent can deliver 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.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the Collecting Agency to provide cash reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction will need to be negotiated with, and agreed to by the Collection Agency. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in this DCP, subject to revaluation and indexation of the land according to Section 4.3.

4.2 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 items in that class. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Act.

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

- Amount and timing of funds collected;
- Source of the funds collected;
- Amount and timing of expenditure on specific projects;
- Project on which the expenditure was made;
- Account balances for individual project classes;
- Details of works-in-kind arrangements for project provision;
- Pooling or quarantining of funds to deliver specific projects where applicable.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

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

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

4.3 Construction and Land Value Costs Indexation

Capital costs of all infrastructure items, including land are in 2014 dollars (September quarter) other than the road bridge (BR-01) which is in August 2015 dollars. Capital costs will be adjusted by the Collecting Agency annually for inflation.*

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

- Roads, intersections and bridges – indexed in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.

Land values will be adjusted on 1 July each year following valuations undertaken by a registered Valuer. Land valuations must be undertaken using the same methodology as used in the original, gazetted DCP valuations.

Within 14 days of the adjustments being made, the Collecting Agency will publish the amended capital costs for each infrastructure item on the Collecting Agency's website.

* Land Values are in June 2016 dollars.

4.4 Development Contributions Plan Review Period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the Craigieburn North Employment PSP Area. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2046 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Hume Planning Scheme through Amendment C191.

This DCP will end within 30 years from the date upon which this DCP is first incorporated into the Hume Planning Scheme, when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every five years (or more frequently if required). This will require an amendment to the Hume Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. Section 173 agreements under the Act) for the implementation of this DCP.

This review is anticipated to include;

- Updates to any aspect of the plans as required;
- Review of projects required, as well as their costs and scope (as relevant and indicative provision trigger;
- Review of estimated new developable area (this will also be required if the PSP is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

4.5 Adjustment to the scope of DCP projects

While the infrastructure projects in the DCP have been costed to a level of detail typical for a DCP, all of them will require a detailed design process prior to construction.

As part of detailed design, the Council or a development proponent with the consent of the Council may amend or modify some aspects of projects, so long as they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

A development proponent may also propose material changes to the use and development of land from that contemplated in the PSP, leading to an increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requirement for the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

4.6 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

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

4.7 Development Agency (Agency Responsible for Works)

Hume City Council is the Development Agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works. In the future the designated Development Agency for several road and intersection infrastructure projects may change from Hume City Council to VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads.

4.8 Implementation Mechanism

Under Section 46P of the Act, 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 payment. This can be agreement with the Collection Agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 8 to the Urban Growth Zone for the Craigieburn North Employment Area PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the Responsibility Authority. The Public Infrastructure Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the Craigieburn North Employment Area 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 Craigieburn North Employment Area DCP;
- The effects of the provision of infrastructure on the land or any other land;
- Any other relevant matter related to the provision of infrastructure reasonably required by the Responsible Authority.

Through the approval of these agreements, Hume City Council (acting as the Collecting Agency) will consider if and what infrastructure should be provided as works-in-kind under this DCP in accordance with Section 46P of the Act. The agreement must include a list of the DCP infrastructure projects which the Collecting Agency has agreed in writing to allow to be provided as works and/or land in lieu.

5.0 OTHER INFORMATION

5.1 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
DTPLI	Department of Transport, Planning & Local Infrastructure
DSE	Department of Sustainability & Environment
ENDA	Employment Net Developable Area
MPA	Metropolitan Planning Authority
GDA	Gross Developable Area
Ha	Hectare
LTC	Local Town Centre
MCA	Main Catchment Area
MCH	Maternal & Child Health
MSS	Municipal Strategic Statement
MTC	Major Town Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
PPTN	Principle Public Transport Network
PSP	Precinct Structure Plan
PTC	Principle Town Centre
RNDA	Residential Net Developable Area
Sqm	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone

5.2 Glossary

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 declared 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 Buildings

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)

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, 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; Whittlesea; Melton-Caroline Springs; Whittlesea, Wyndham and Mitchell.

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.

Local Parks

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.

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 Employment Area

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

Major Town Centre

Town centres that have similar characteristics to Principal Town Centres, but serve smaller catchment areas.

Medium Density Housing

Housing with an average density of 16 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.

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.

Sporting Reserves

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

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.

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.

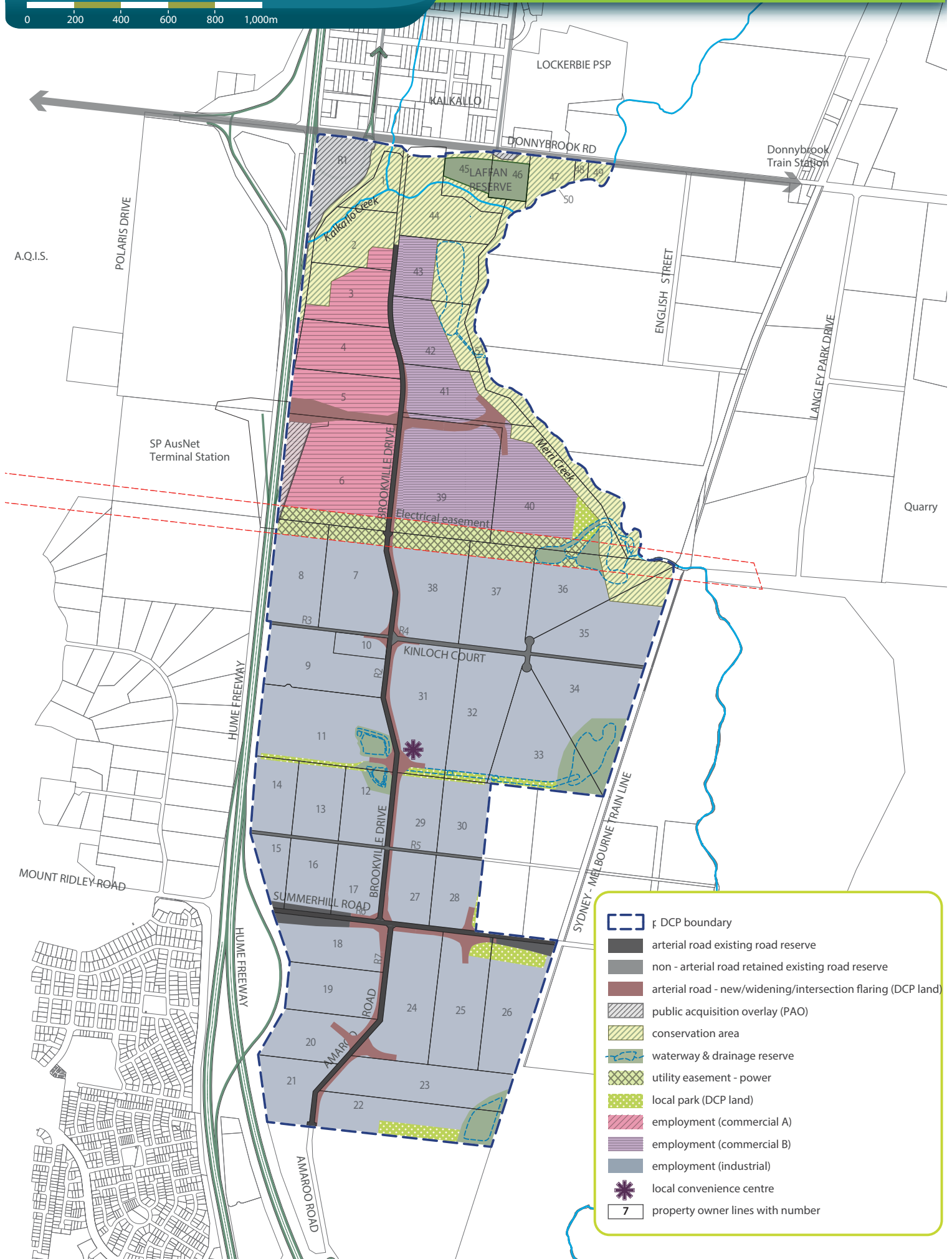
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Plan 07 - Land Use Budget

Craigieburn North Employment Development Contributions Plan
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CRAIGIEBURN NORTH EMPLOYMENT AREA DEVELOPMENT CONTRIBUTIONS PLAN - June 2016 (Amended December 2023) 37

Appendix 2 Project Cost Sheets

RD 01 ENGLISH STREET (WEST)

Length - 464.3, Width - 34.0, AREA (ha) - 1.58

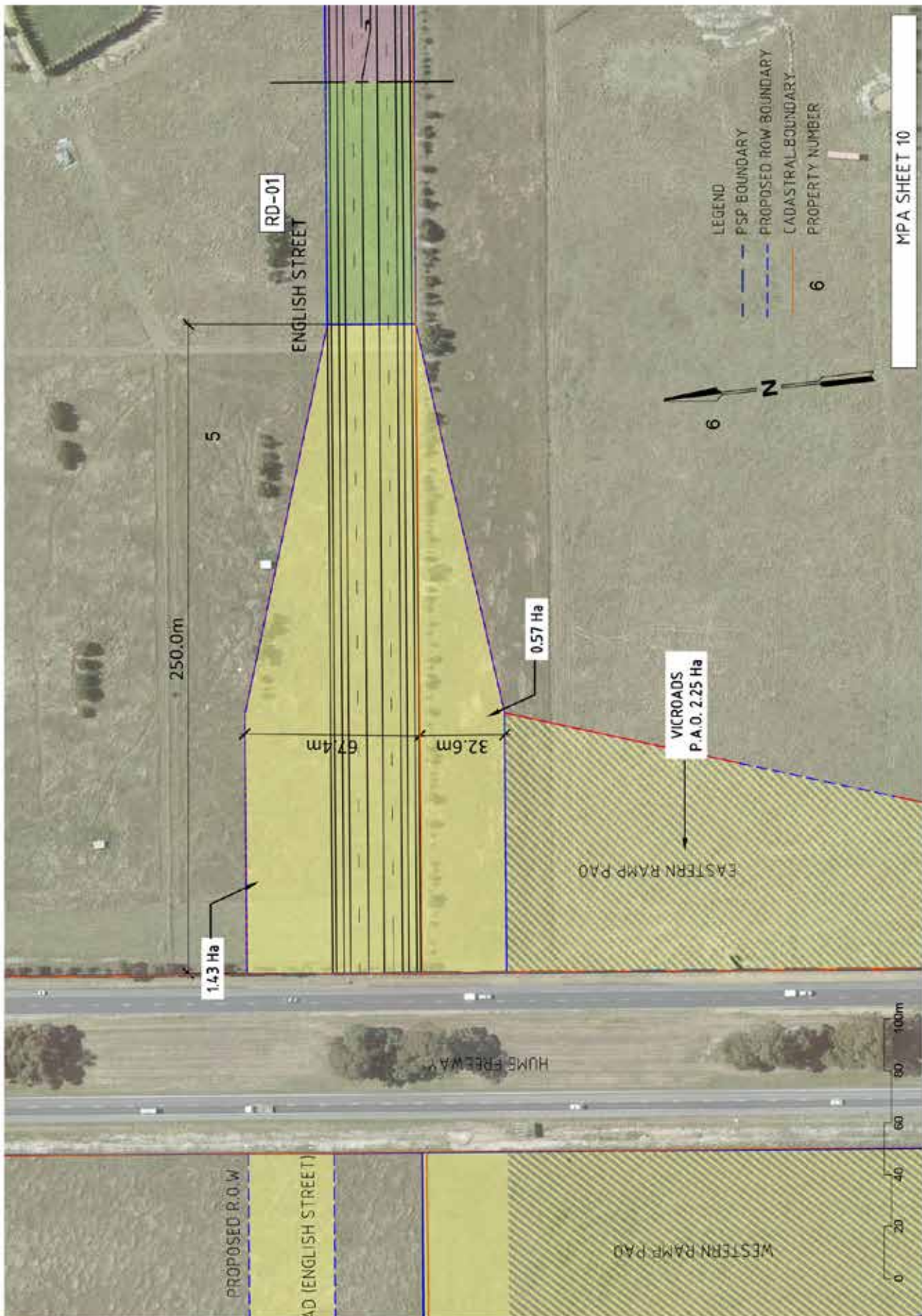
DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
Bulk Earthworks	Cut, Place & Compact	4990.0	m3	55.0	\$274,450
Bulk Earthworks	Strip topsoil, stockpile & respread	24950.0	m2	4.5	\$112,275
Bulk Earthworks	Form swale drain	747.0	m3	45.0	\$33,615
Pavement (urban)	Arterial Pavement	8460.0	m2	200.0	\$1,692,000
Pavement (urban)	Shoulder	1440.0	m2	83.0	\$119,520
Pavement profiling & re-sheeting		0.0	m2	25.0	\$-
Kerb & pavement Removal		0.0	m2	30.0	\$-
Kerb & Channel	Barrier kerb	1700.0	m	110.0	\$187,000
Kerb & Channel	Concrete edge strip	3060.0	m	60.0	\$183,600
Kerb & Channel Out Flow		0.0	m	0.0	\$-
Kerb & Channel Rollover		0.0	m	110.0	\$-
Side Entry Pits std drw S305		19.0	unit	2500.0	\$47,500
Bike Path 3.0m Wide	Reinforced concrete	4590.0	m2	150.0	\$688,500
Shared Pathway 3.0m Wide	Reinforced concrete	0.0	m2	150.0	\$-
Pedestrian Footpath	1.5m wide reinforced concrete	0.0	m2	150.0	\$-
Pedestrian Footpath 1.5m gravel		0.0	m2	0.0	\$-
Drainage, sub grade drain		1700.0	m2	30.0	\$51,000
Line marking		8460.0	m2	2.5	\$21,150
Landscaping	Hydroseeding	9930.0	m2	4.0	\$39,720
Concrete Island Infill		530.0	m2	75.0	\$39,750
Level / Trim Nature Strip		7440.0	m2	10.0	\$74,400
Tree Planting (2 - 2.5m tall)		22.0	unit	600.0	\$13,200
Tube Stock Plantings		0.0	unit	40.0	\$-
Root Barriers		0.0		0.0	\$-
300mm dia conc drain Stormwater Cr BF		1980.0	m	180.0	\$356,400
375mm dia conc drain Stormwater Cr Bk fill		0.0	m	0.0	\$-
450mm dia conc drain Stormwater Cr BF		0.0	m	0.0	\$-
525mm dia conc drain Stormwater Cr BF		0.0	m	0.0	\$-
Traffic Signals		0.0	unit	400000.0	\$-
Traffic Signals Conduit subset		0.0	m	65.0	\$-
Street Lighting	Lighting pole & luminaire	0.0	m	15000.0	\$-
Lighting Conduit		820.0	m	65.0	\$53,300
Relocation of existing overhead electrical service					Excluded
Relocation of existing communications service					Excluded
SUBTOTAL					\$3,987,380

SUBTOTAL

Service Relocation					Excluded
VicRoads Approvals Fee					Excluded
10 Year Maintenance Fee					Excluded
Traffic Management					\$25,000
Survey & Design	10.0%				\$398,738
Supervision & Project Management	5.0%				\$199,369
Site Establishment	2.5%				\$99,685
Contingency	20.0%				\$797,476
JACOBS SKM TOTAL ESTIMATED COST					\$5,507,648

MPA RE-COSTING OF JACOBS SKM SB20434

RD 25.1-1 English Street				Original Length	464.3
less 250m for freeway bridge ramp				Revised Length	214.3
				AREA	0.73
					46.2%
Subtotal - Construction					\$1,840,395
Traffic Management					\$25,000
Survey & Design	10.0%				\$184,040
Supervision & Project Management	5.0%				\$92,020
Site Establishment	2.5%				\$46,010
Contingency	20.0%				\$368,079
REVISED Total Estimated Cost					\$2,555,544

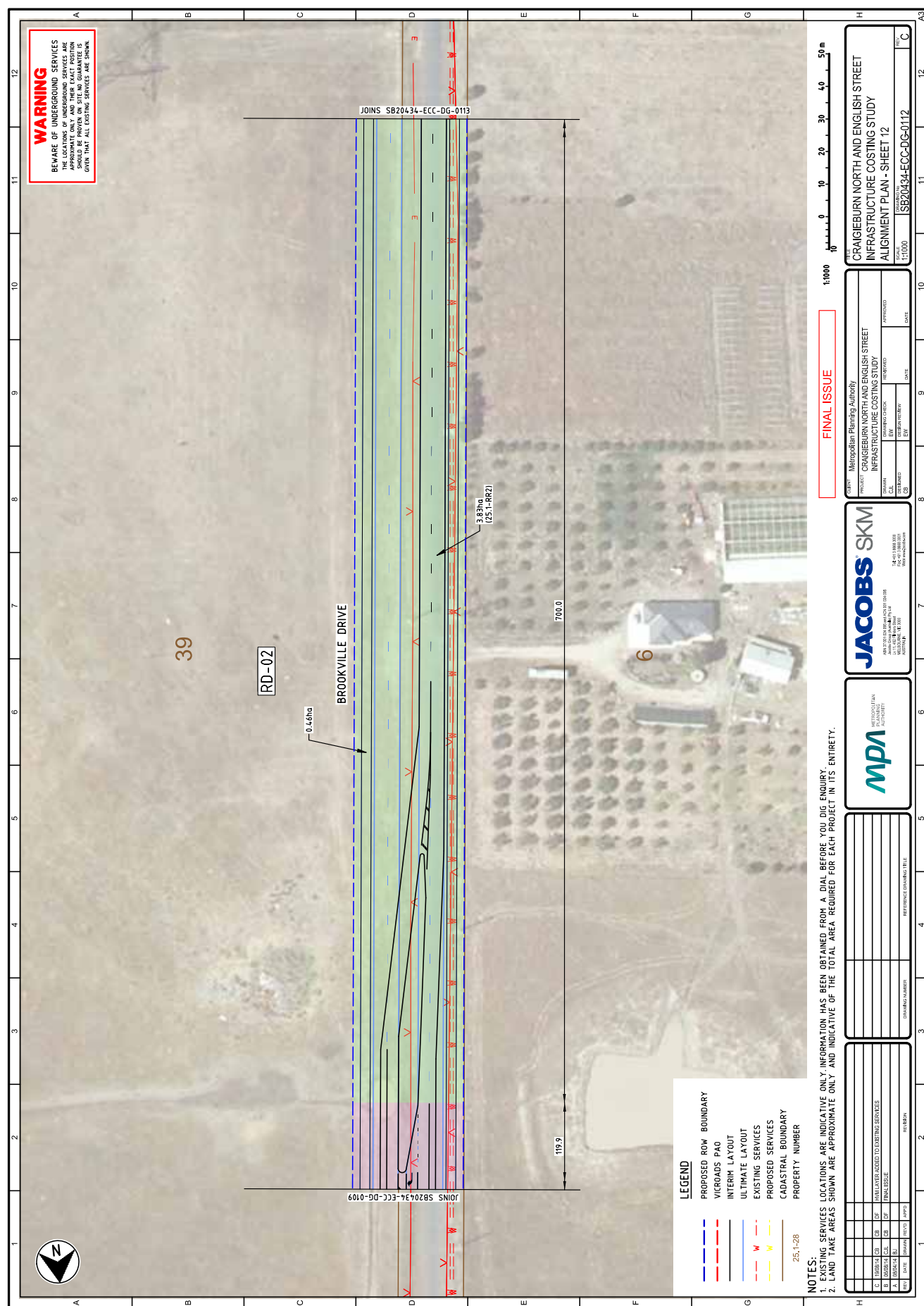


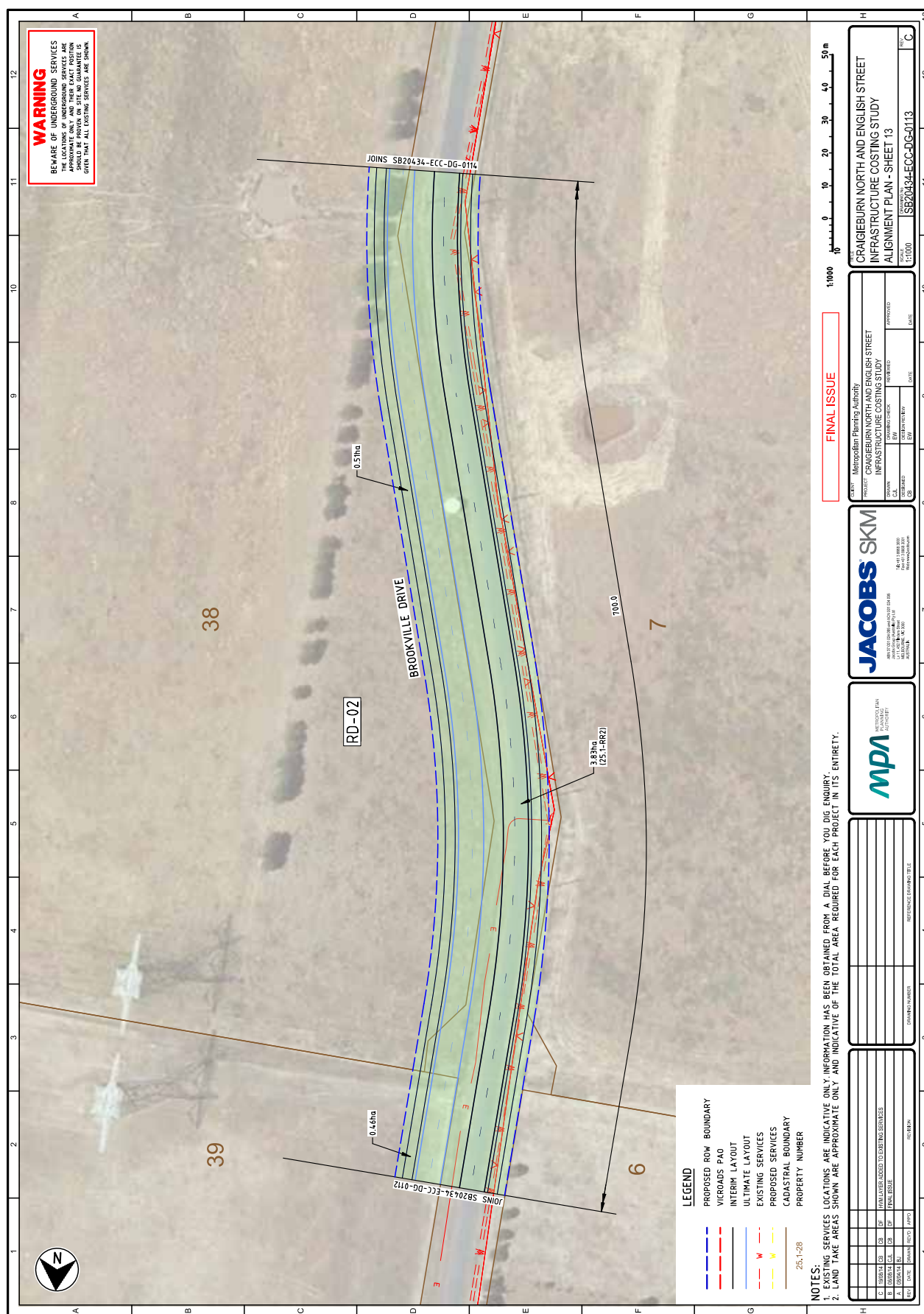
RD 02 BROOKVILLE-AMAROO DRIVE

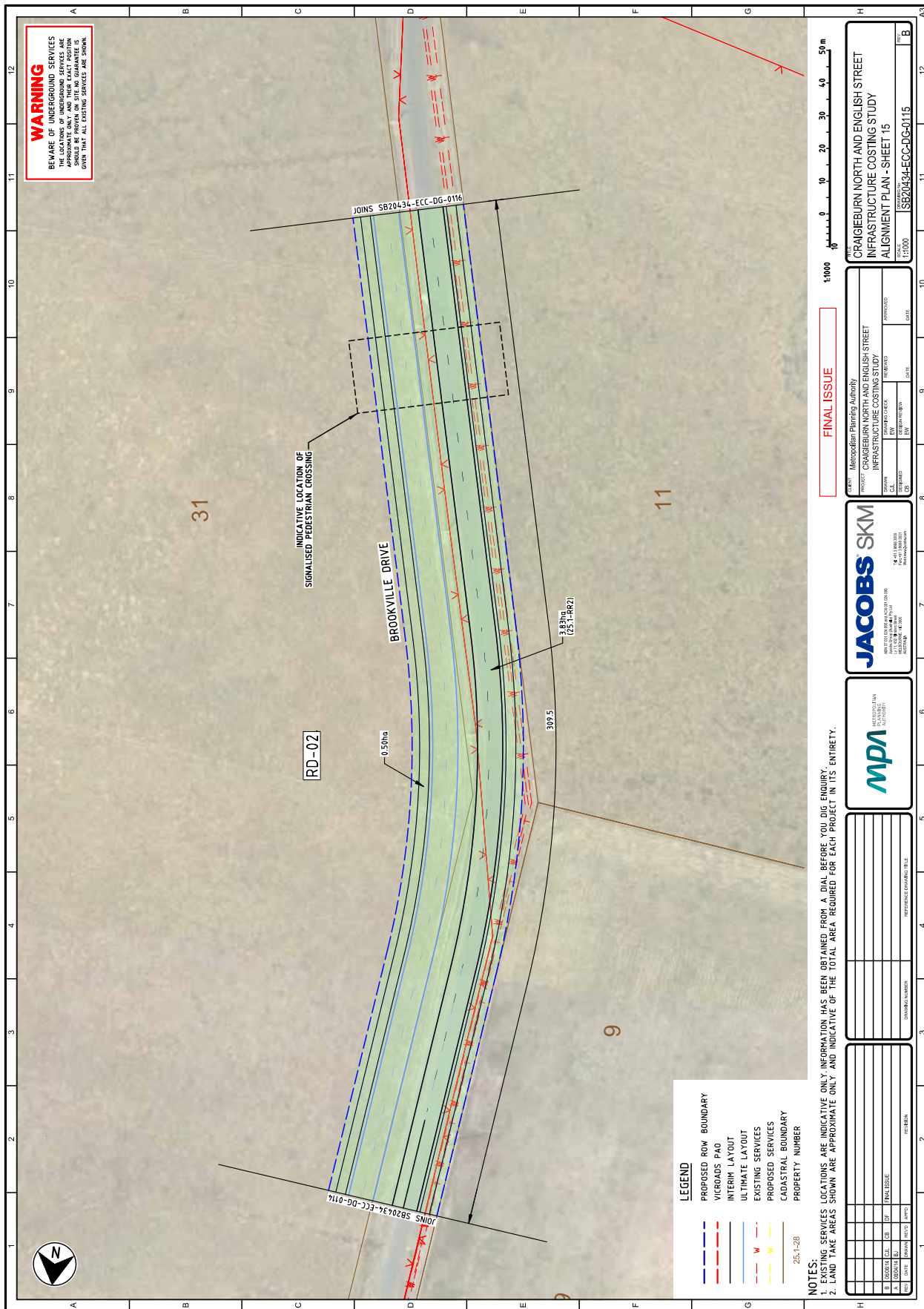
Length - 2,622.1, Width - 34.0, AREA (ha) - 8.92

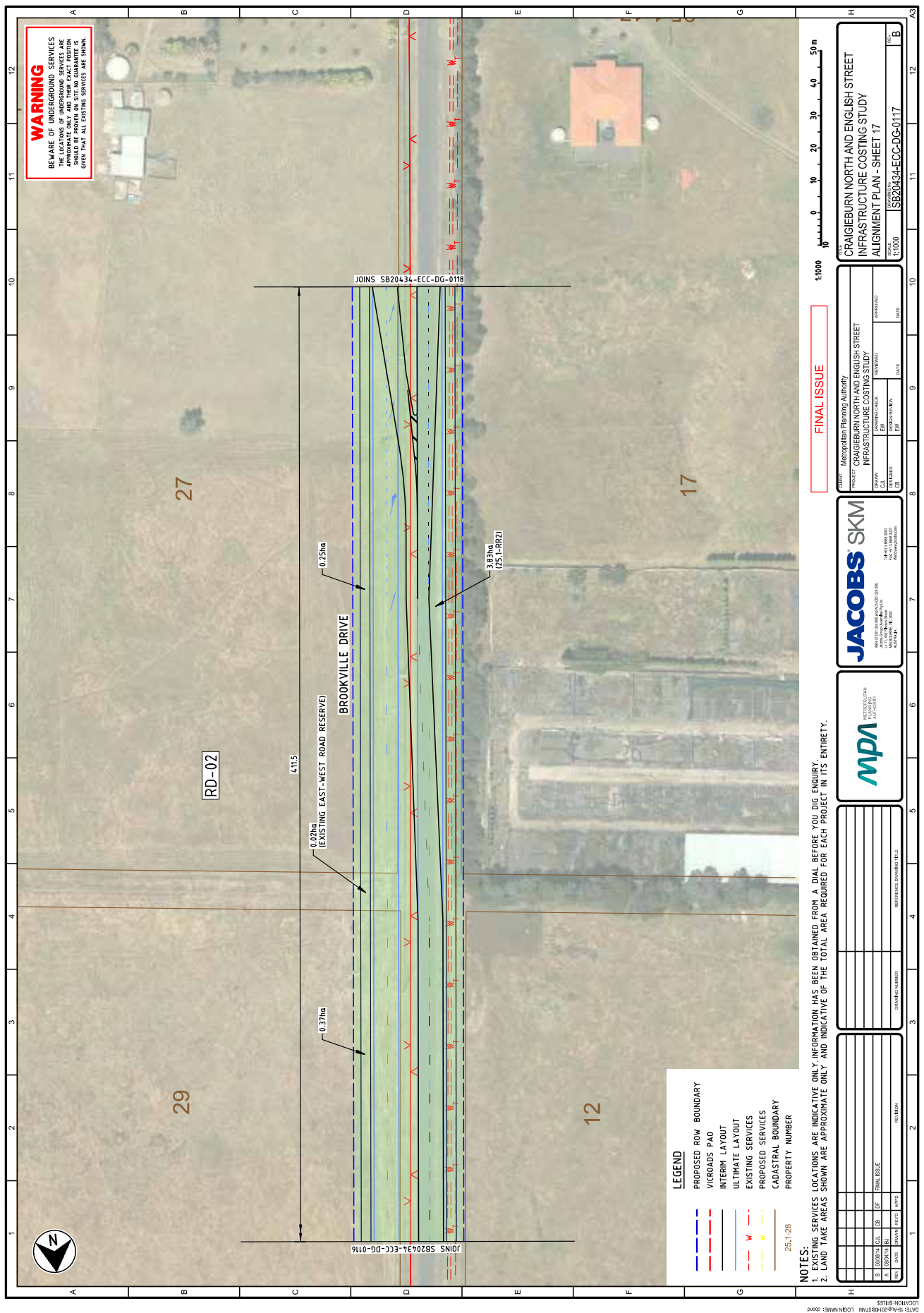
DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
Bulk Earthworks	Cut, Place & Compact	15,210.0	m3	55	\$836,550
Bulk Earthworks	Strip topsoil, stockpile & respread	76,050.0	m2	4.5	\$342,225
Bulk Earthworks	Form swale drain	-	m3	45	\$-
Pavement (urban)	Arterial Pavement	20,820.0	m2	200	\$4,164,000
Pavement (urban)	Shoulder	8,055.0	m2	83	\$668,565
Pavement profiling & re-sheeting		-	m2	25	\$-
Kerb & pavement Removal		63,800.0	m2	30	\$1,914,000
Kerb & Channel	SM1/High Profile	6,710.0	m	110	\$738,100
Kerb & Channel	Concrete edge strip	-	m	60	\$-
Kerb & Channel Out Flow		-	m	0	\$-
Kerb & Channel Rollover		-	m	110	\$-
Side Entry Pits std drw S305		75.0	unit	2,500.00	\$187,500
Bike Path 3.0m Wide	Reinforced concrete	12,240.0	m2	150	\$1,836,000
Shared Pathway 3.0m Wide	Reinforced concrete	-	m2	150	\$-
Pedestrian Footpath	1.5m wide reinforced concrete	600.0	m2	150	\$90,000
Pedestrian Footpath 1.5m gravel		-	m2	0	\$-
Drainage, sub grade drain		6,710.0	m2	30	\$201,300
Line marking		-	m2	2.5	\$-
Landscaping	Hydroseeding	33,395.0	m2	4	\$133,580
Concrete Island Infill		940.0	m2	75	\$70,500
Level / Trim Nature Strip		33,395.0	m2	10	\$333,950
Tree Planting (2 - 2.5m tall)		40.0	unit	600	\$24,000
Tube Stock Plantings		-	unit	40	\$-
Root Barriers		-	m	0	\$-
300mm dia conc drain Stormwater Cr BF		4,480.0	m	180	\$806,400
375mm dia conc drain Stormwater Cr Bk fill		-	m	0	\$-
450mm dia conc drain Stormwater Cr BF		-	m	0	\$-
525mm dia conc drain Stormwater Cr BF		-	unit	0	\$-
Traffic Signals		-	m	400,000.00	\$-
Traffic Signals Conduit subset		-	m	65	\$-
Street Lighting	Lighting pole & luminaire	-	m	15,000.00	\$-
Lighting Conduit		2,240.0	m	65	\$145,600
Relocation of existing overhead electrical service					Excluded
Relocation of existing communications service					Excluded
SUBTOTAL					\$12,492,270

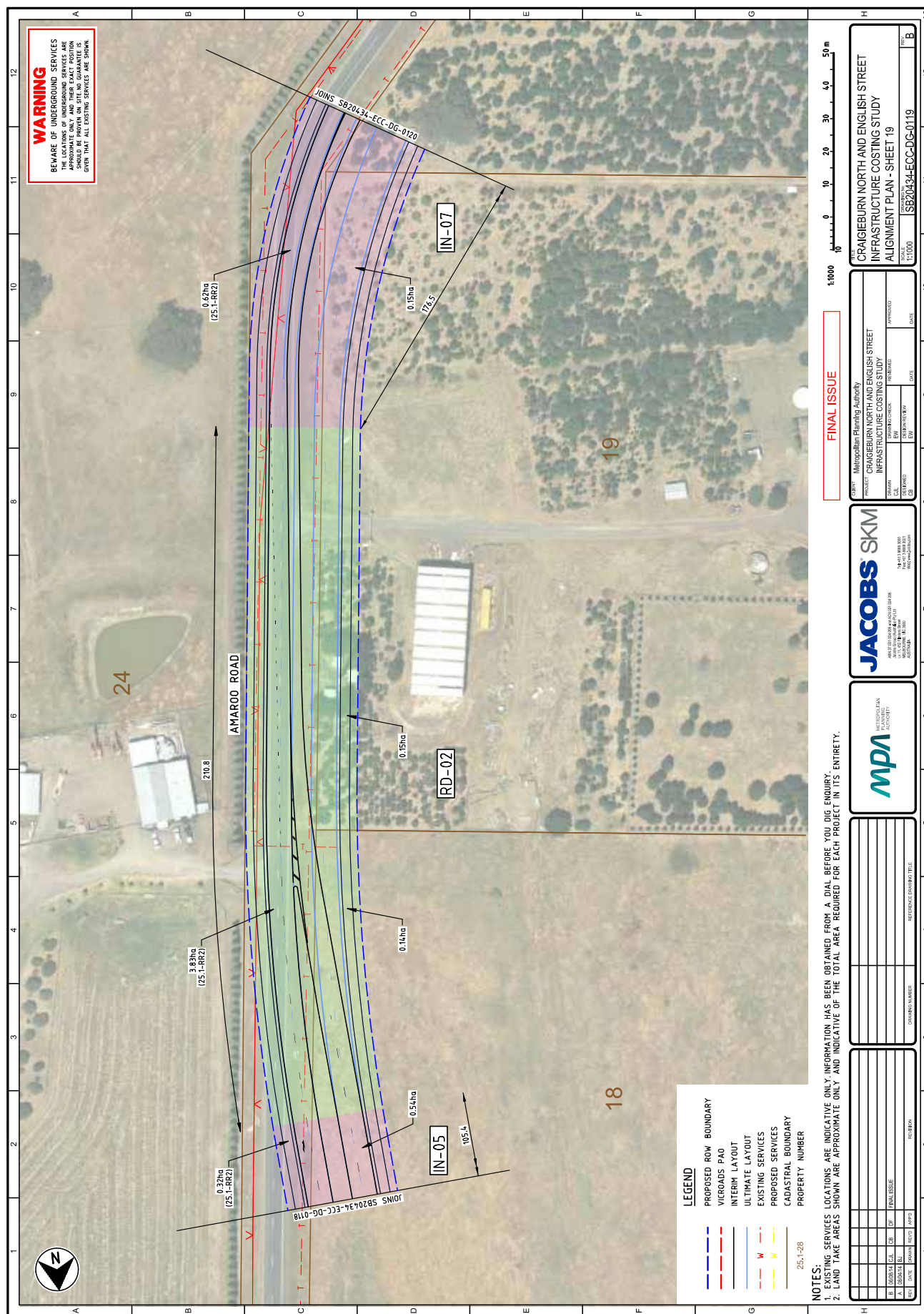
SUBTOTAL					
Service Relocation					Excluded
VicRoads Approvals Fee					Excluded
10 Year Maintenance Fee					Excluded
Traffic Management					\$25,000
Survey & Design		10.0%			\$1,249,227
Supervision & Project Management		5.0%			\$624,614
Site Establishment		2.5%			\$312,307
Contingency		20.0%			\$2,498,454
JACOBS SKM TOTAL ESTIMATED COST					\$17,201,871



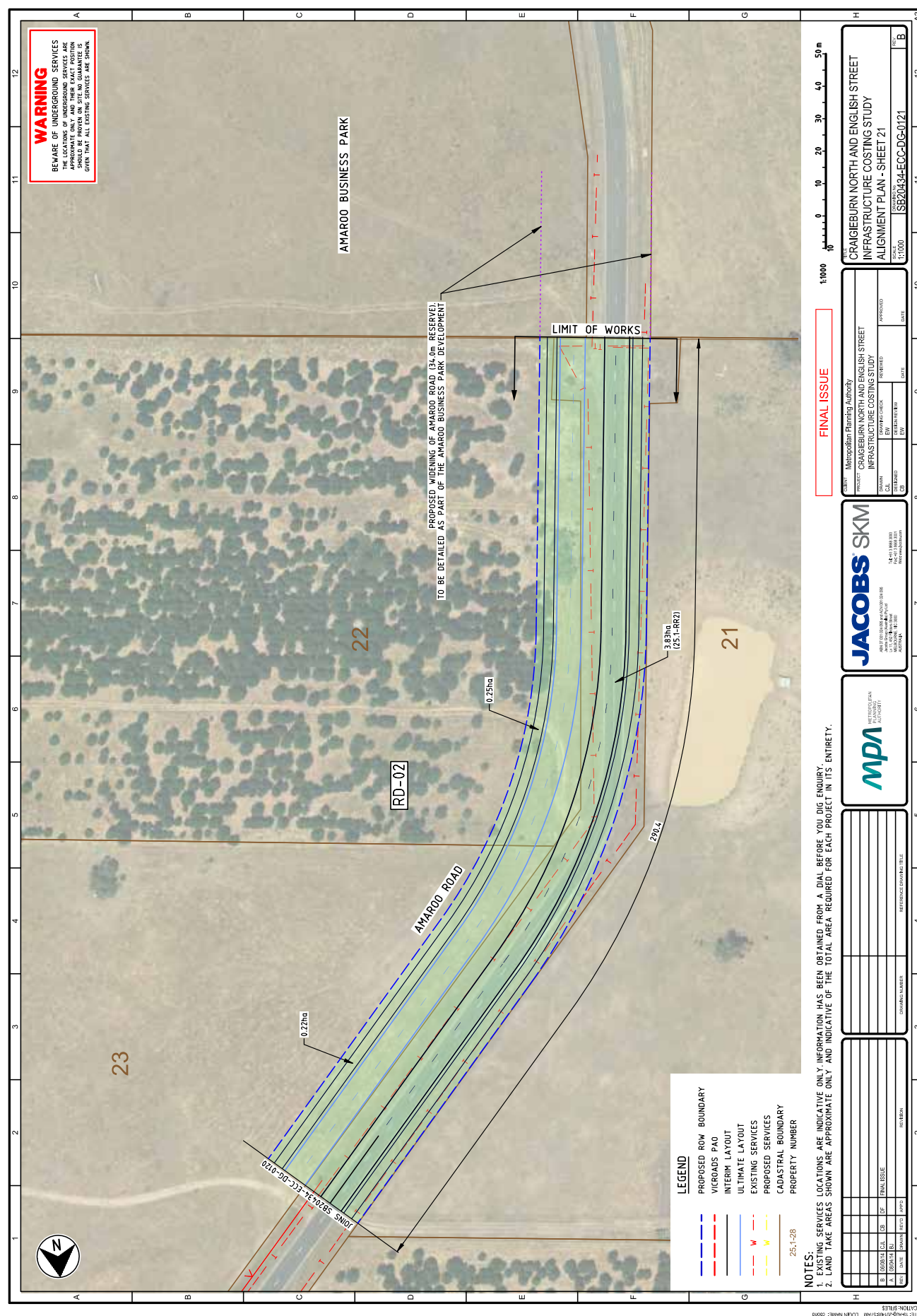








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RD 03 SUMMERHILL ROAD

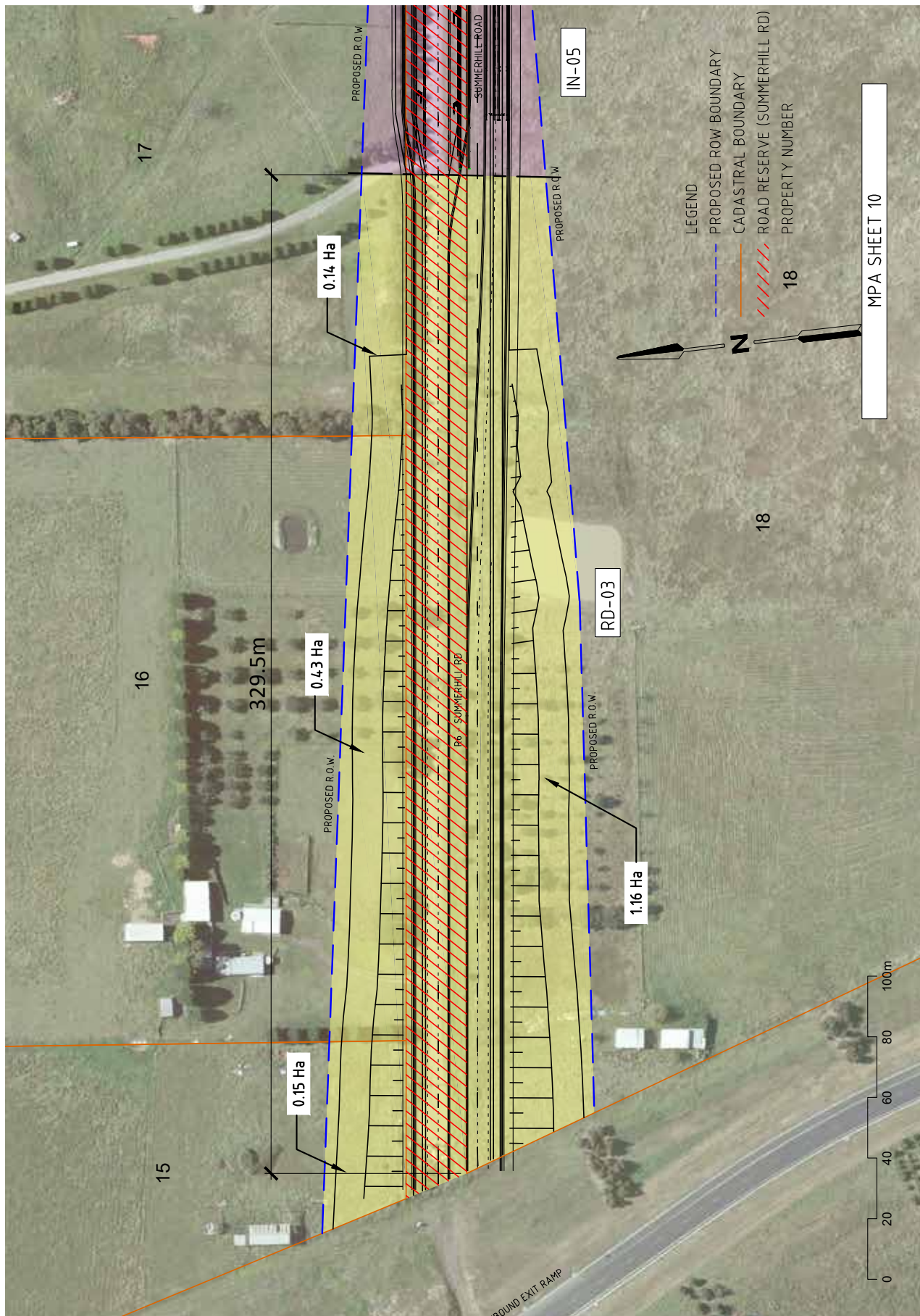
DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
Bulk Earthworks	Cut, Place & Compact	6,720.0	m3	55	\$369,600
Bulk Earthworks	Strip topsoil, stockpile & respread	33,600.0	m2	4.5	\$151,200
Bulk Earthworks	Form swale drain	-	m3	45	\$-
Pavement (urban)	Arterial Pavement	7,300.0	m2	200	\$1,460,000
Pavement (urban)	Shoulder	-	m2	83	\$-
Pavement profiling & re-sheeting		-	m2	25	\$-
Kerb & pavement Removal		19,700.0	m2	30	\$591,000
Kerb & Channel	Type SM1	1,970.0	m	110	\$216,700
Kerb & Channel	Concrete edge strip	-	m	60	\$-
Kerb & Channel Out Flow		-	m	0	\$-
Kerb & Channel Rollover		-	m	110	\$-
Side Entry Pits std drw S305		22.0	unit	2,500.00	\$55,000
Bike Path 3.0m Wide	Reinforced concrete	5,910.0	m2	150	\$886,500
Shared Pathway 3.0m Wide	Reinforced concrete	-	m2	150	\$-
Pedestrian Footpath	1.5m wide reinforced concrete	-	m2	150	\$-
Pedestrian Footpath 1.5m gravel		-	m2	0	\$-
Drainage, sub grade drain		1,970.0	m2	30	\$59,100
Line marking		-	m2	2.5	\$-
Landscaping	Hydroseeding	20,390.0	m2	4	\$81,560
Landscaping	Groundcover & mulch	-	m2	5	\$-
Concrete Island Infill		-	m2	75	\$-
Level / Trim Nature Strip		20,390.0	m2	10	\$203,900
Tree Planting (2 - 2.5m tall)		20.0	unit	600	\$12,000
Tube Stock Plantings		-	unit	40	\$-
Root Barriers		-	m	0	\$-
300mm dia conc drain Stormwater Cr BF		1,970.0	m	180	\$354,600
375mm dia conc drain Stormwater Cr Bk fill		-	m	0	\$-
450mm dia conc drain Stormwater Cr BF		-	m	0	\$-
525mm dia conc drain Stormwater Cr BF		-	unit	0	\$-
Traffic Signals		-	m	400,000.00	\$-
Traffic Signals Conduit subset		-	m	65	\$-
Street Lighting	Lighting pole & luminaire	-	m	15,000.00	\$-
Lighting Conduit		985.0	m	65	\$64,025
				SUBTOTAL	\$4,505,185

SUBTOTAL

Service Relocation					Excluded
VicRoads Approvals Fee					Excluded
10 Year Maintenance Fee					Excluded
Traffic Management					\$25,000
Survey & Design		10.0%			\$450,519
Supervision & Project Management		5.0%			\$225,259
Site Establishment		2.5%			\$112,630
Contingency		15.0%			\$675,778
				JACOBS SKM TOTAL ESTIMATED COST	\$5,994,370

MPA RE-COSTING OF JACOBS SKM SB20434

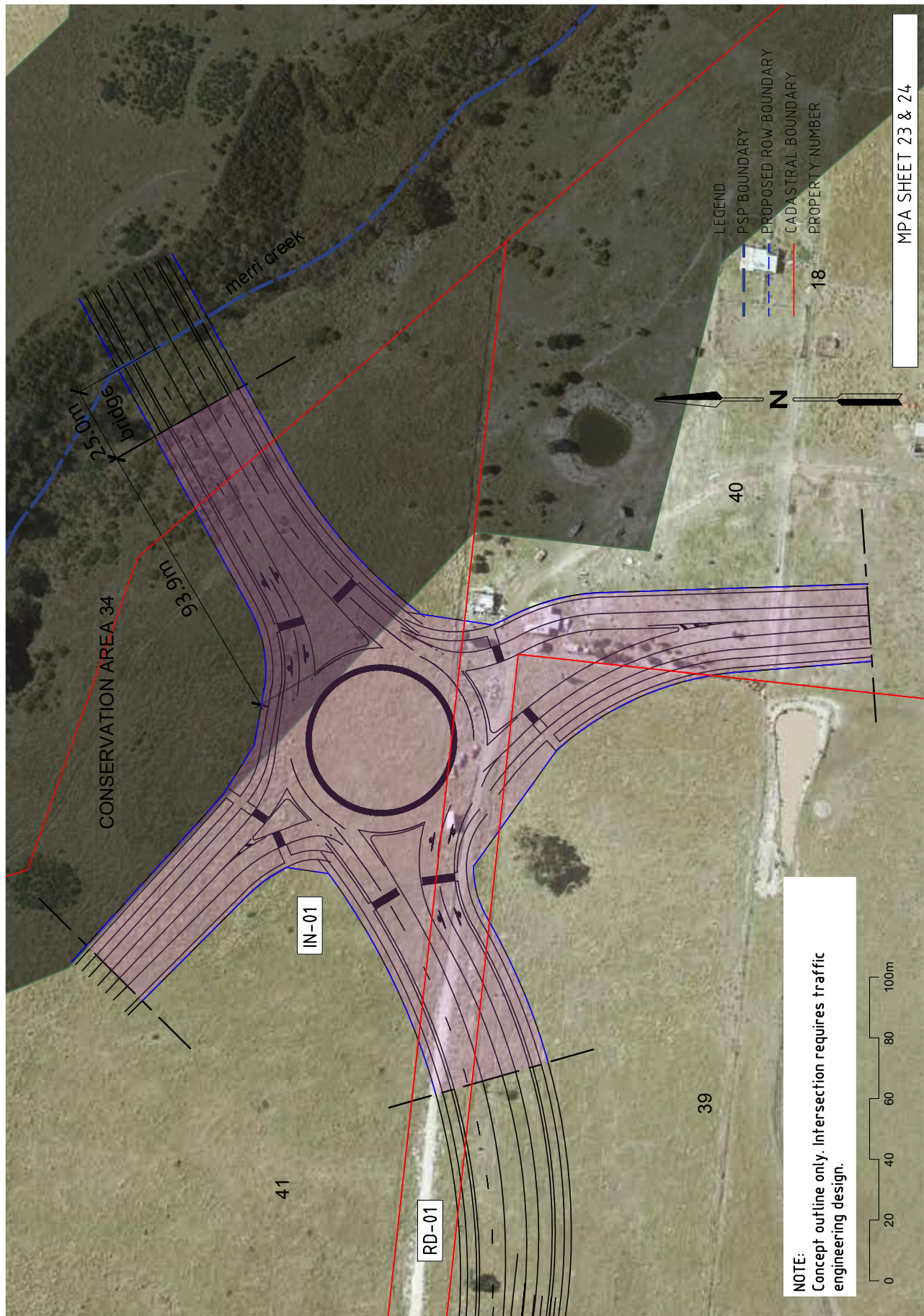
RD 25.1-3 Summerhill Road				Original Length	734.9
Less 329.5M for freeway bridge ramp & less 266.0m for railway bridge ramps				Revised Length	139.4
				AREA	0.47
					19.0%
Subtotal - Construction					\$854,569
Traffic Management					\$25,000
Survey & Design		10.0%			\$85,457
Supervision & Project Management		5.0%			\$42,728
Site Establishment		2.5%			\$21,364
Contingency		20.0%			\$170,914
REVISED Total Estimated Cost					\$1,200,032



PROJECT NO SB20434	CRAIGIEBURN NORTH AND ENGLISH STREET - CONCEPT DESIGN	REPORT DATE: 19/08/2014
	Cost Estimate	
	INFRASTRUCTURE COSTING STUDY	
		VERSION 2

IN-01 INTERSECTION (ROUNDABOUT)

Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Out, Place & Compact	4,040	m3	55.00	222,200
	Bulk Earthworks	Strip topsoil, stockpile & respread	20,200	m2	4.50	90,900
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	6,560	m2	200.00	1,312,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1	1,620	m	110.00	178,200
	Kerb & Channel		-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		24	m	110.00	2,640
	Side Entry Pits std drw S305		20	unit	2,500.00	50,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		1,830	m2	150.00	274,500
	Pedestrian Footpath	1.5m wide reinforced concrete	450	m2	150.00	67,500
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,620	m2	30.00	48,600
	Line marking		6,560	m2	2.50	16,400
	Landscaping	Hydroseeding	9,625	m2	4.00	38,500
	Landscaping	Groundcover & mulch	2,100	m2	5.00	10,500
	Concrete Island Infill		1,735	m2	75.00	130,130
	Level / Trim Nature Strip		9,625	m2	10.00	96,250
	Tree Planting (2 - 2.5m tall)		10	unit	600.00	6,000
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-	unit	0.00	-
	300mm dia conc drain Stormwater Cr BF		1,020	m	180.00	183,600
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	-	unit	400,000.00	-
	Traffic Signals Conduit subset		-	m	65.00	-
	Street Lighting	Lighting pole & luminaire	13	unit	15,000.00	195,000
	Lighting Conduit		620	m	65.00	40,300
		Sub-Total				\$ 2,963,220
	Sub-Total					2,963,220
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		296,322
	Supervision & Project Management		5	%		148,161
	Site Establishment		2.5	%		74,081
	Contingency		15	%		542,518
	TOTAL ESTIMATED COST (ex GST)					4,159,301



IN-02 ENGLISH / BROOKVILLE INTERSECTION

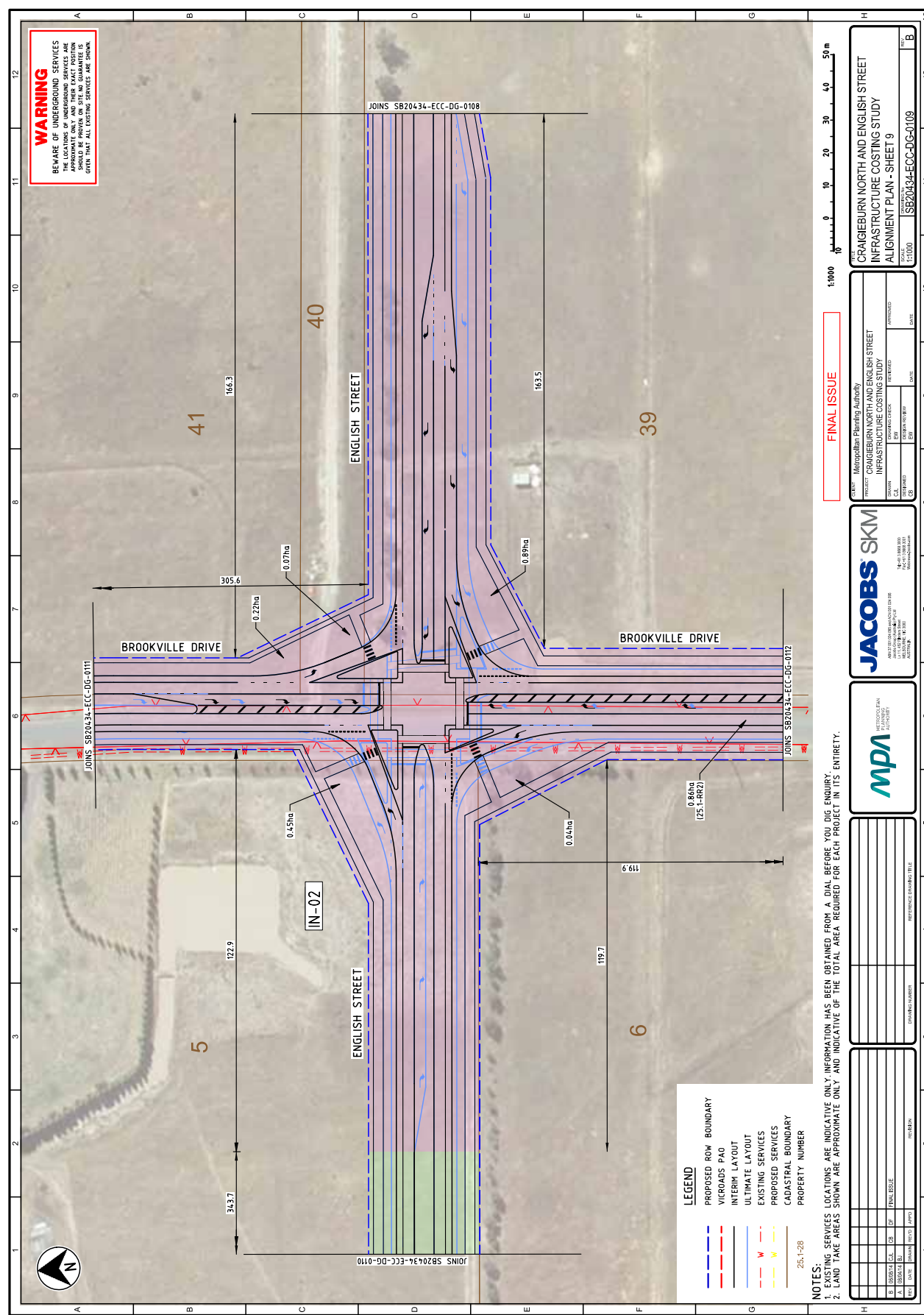
Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	3,180	m3	55.00	174,900
	Bulk Earthworks	Strip topsoil, stockpile & respread	15,900	m2	4.50	71,550
	Bulk Earthworks	Form swale drain	360	m3	45.00	16,200
	Pavement (urban)	Arterial Pavement	6,350	m2	200.00	1,270,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1 / high profile	2,580	m	110.00	283,800
	Kerb & Channel	Concrete edge strip	800	m	60.00	48,000
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		27	m	110.00	2,970
	Side Entry Pits std drw S305		16	unit	2,500.00	40,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		1,800	m2	150.00	270,000
	Pedestrian Footpath	1.5m wide reinforced concrete	300	m2	150.00	45,000
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		2,580	m2	30.00	77,400
	Line marking		6,350	m2	2.50	15,880
	Landscaping	Hydroseeding	6,445	m2	4.00	25,780
	Landscaping	Groundcover & mulch	-	m2	5.00	-
	Concrete Island Infill		1,005	m2	75.00	75,380
	Level / Trim Nature Strip		5,245	m2	10.00	52,450
	Tree Planting (2 - 2.5m tall)		-	unit	600.00	-
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-	unit	0.00	-
	300mm dia conc drain Stormwater Cr BF		800	m	180.00	144,000
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	1	item	400,000.00	400,000
	Traffic Signals Conduit subset		180	m	65.00	11,700
	Street Lighting	Lighting pole & luminaire	8	Unit	15,000.00	120,000
	Lighting Conduit		400	m	65.00	26,000
		Sub-Total			\$	3,171,010
	Sub-Total					3,171,010
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		317,101
	Supervision & Project Management		5	%		158,551
	Site Establishment		2.5	%		79,275
	Contingency		15	%		579,141
	TOTAL ESTIMATED COST (ex GST)					4,440,077



WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



NOTES:
1. EXISTING SERVICES LOCATIONS ARE INDICATIVE ONLY. INFORMATION HAS BEEN OBTAINED FROM A DIAL BEFORE YOU DIG ENQUIRY.
2. LAND TAKE AREAS SHOWN ARE APPROXIMATE ONLY AND INDICATIVE OF THE TOTAL AREA REQUIRED FOR EACH PROJECT IN ITS ENTIRETY.

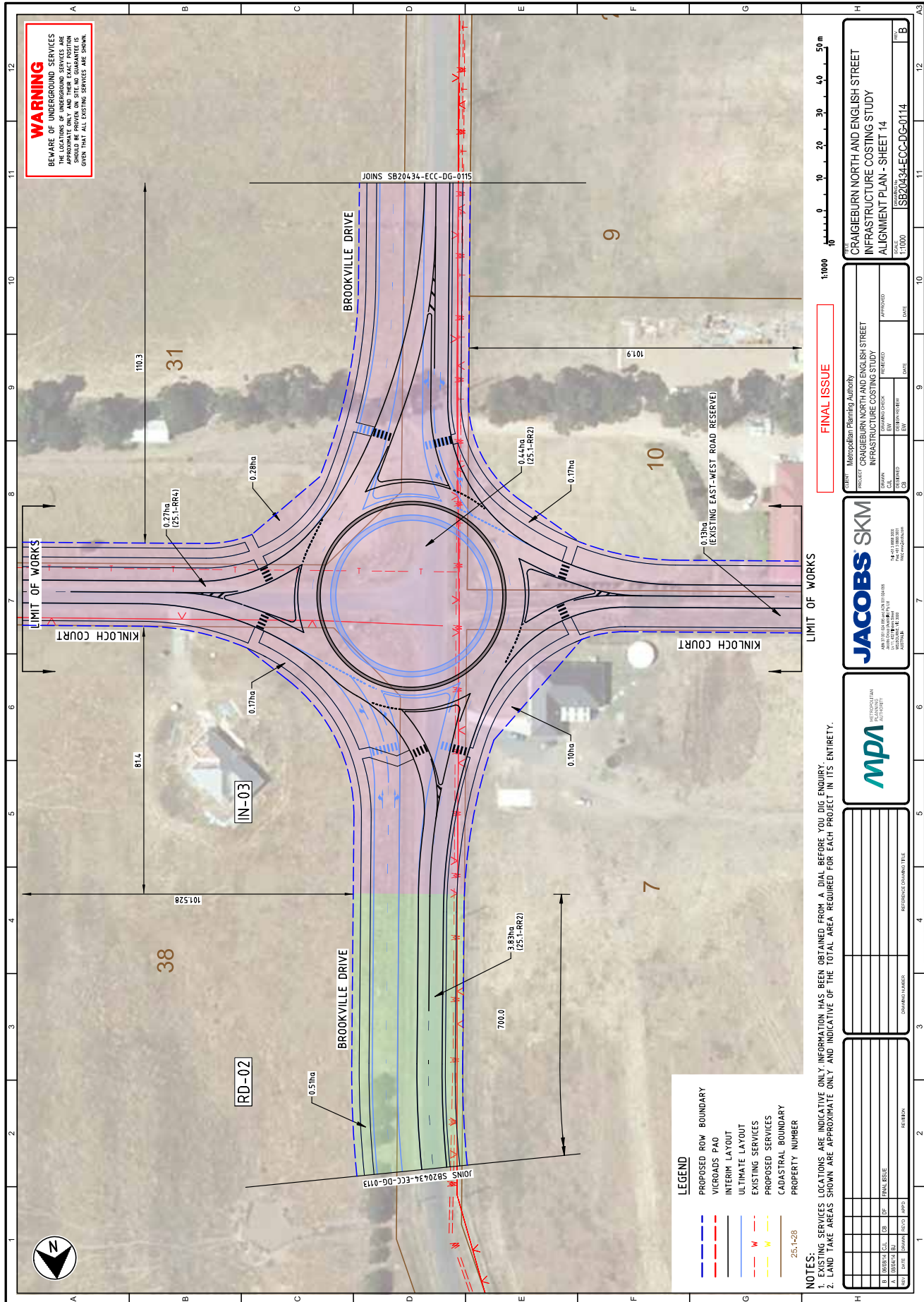
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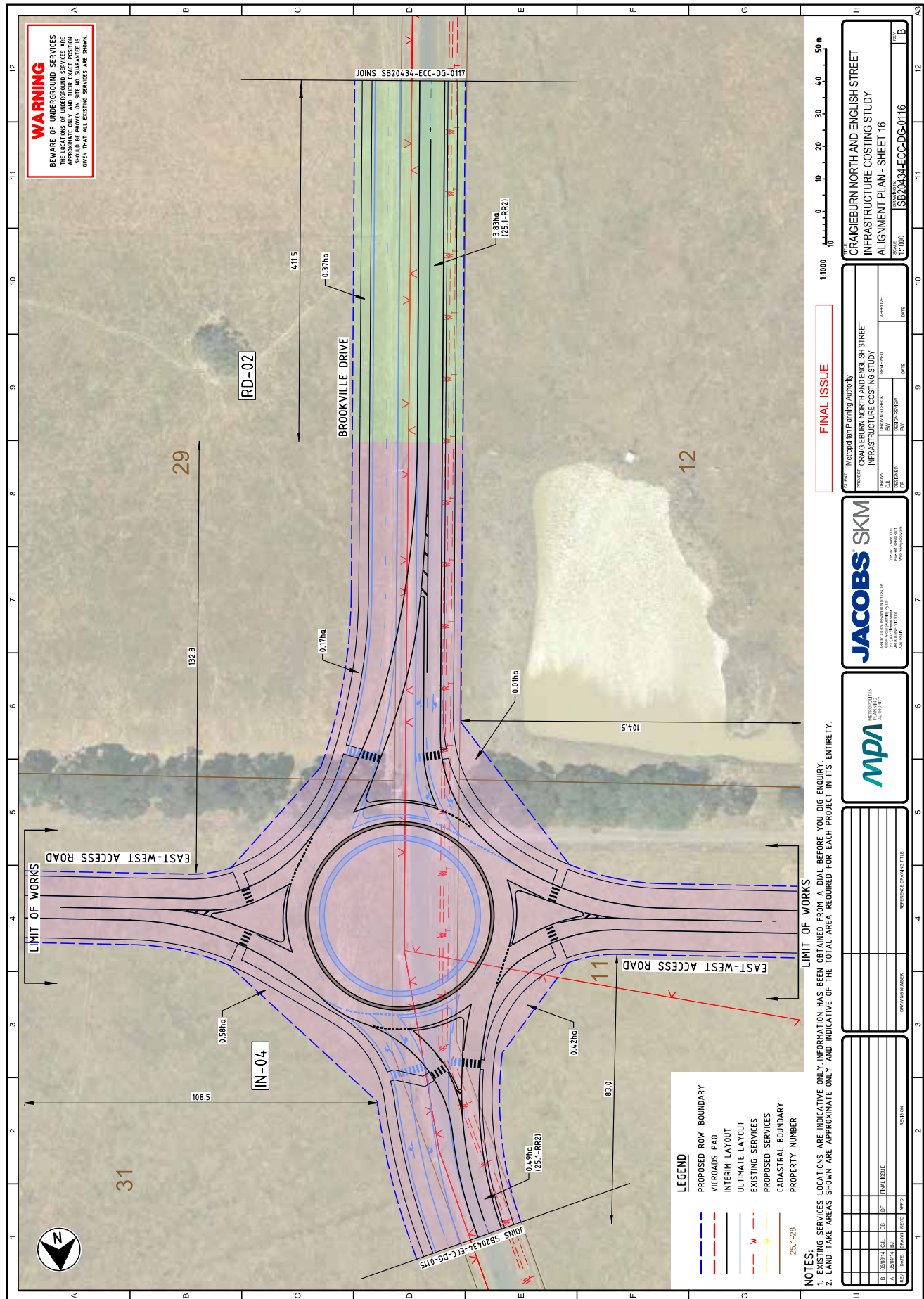
IN-03 BROOKVILLE / KINLOCH INTERSECTION (ROUNDAABOUT)

Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	3,460	m3	55.00	190,300
	Bulk Earthworks	Strip topsoil, stockpile & respread	17,300	m2	4.50	77,850
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	5,530	m2	200.00	1,106,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1 / high profile	1,370	m	110.00	150,700
	Kerb & Channel		-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		24	m	110.00	2,640
	Side Entry Pits std drw S305		20	unit	2,500.00	50,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		2,040	m2	150.00	306,000
	Pedestrian Footpath	1.5m wide reinforced concrete	450	m2	150.00	67,500
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,370	m2	30.00	41,100
	Line marking		5,530	m2	2.50	13,830
	Landscaping	Hydroseeding	8,280	m2	4.00	33,120
	Landscaping	Groundcover & mulch	2,100	m2	5.00	10,500
	Concrete Island Infill		1,000	m2	5.00	5,000
	Level / Trim Nature Strip		8,280	m2	10.00	82,800
	Tree Planting (2 - 2.5m tall)		10	unit	600.00	6,000
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-	-	0.00	-
	300mm dia conc drain Stormwater Cr BF		1,020	m	180.00	183,600
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	-	unit	400,000.00	-
	Traffic Signals Conduit subset		-	m	65.00	-
	Street Lighting	Lighting pole & luminaire	13	Unit	15,000.00	195,000
	Lighting Conduit		620	m	65.00	40,300
		Sub-Total			\$	2,562,240
	Sub-Total					2,562,240
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		256,224
	Supervision & Project Management		5	%		128,112
	Site Establishment		2.5	%		64,056
	Contingency		15	%		471,845
	TOTAL ESTIMATED COST (ex GST)					3,617,477



IN-04 BROOKVILLE / ACCESS ROAD INTERSECTION (ROUNDABOUT)

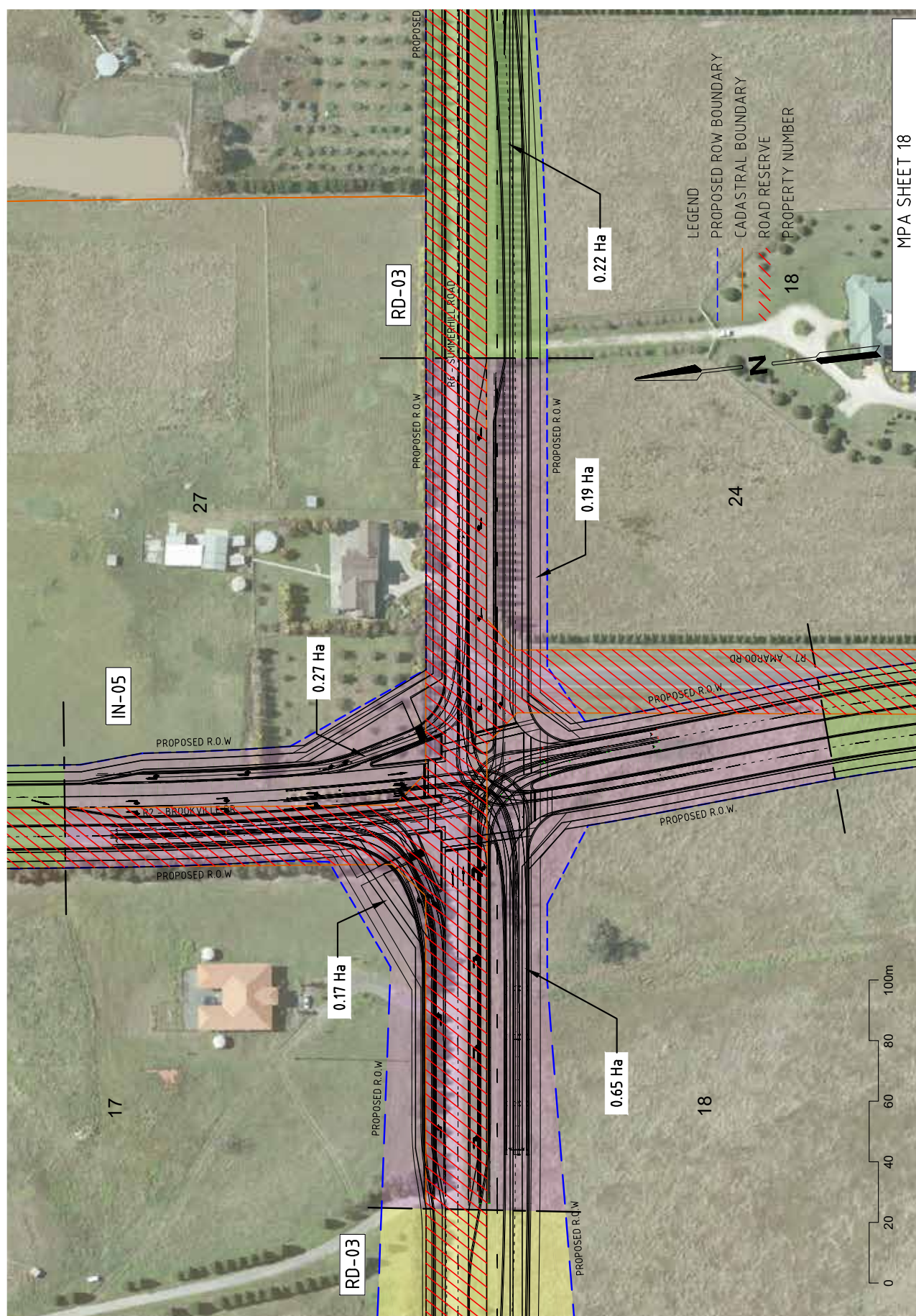
Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	3,120	m3	55.00	171,600
	Bulk Earthworks	Strip topsoil, stockpile & respread	15,600	m2	4.50	70,200
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	5,530	m2	200.00	1,106,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1 / high profile	1,370	m	110.00	150,700
	Kerb & Channel		-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		24	m	110.00	2,640
	Side Entry Pits std drw S305		20	unit	2,500.00	50,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		1,830	m2	150.00	274,500
	Pedestrian Footpath	1.5m wide reinforced concrete	450	m2	150.00	67,500
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,370	m2	30.00	41,100
	Line marking		5,530	m2	2.50	13,830
	Landscaping	Hydroseeding	6,745	m2	4.00	26,980
	Landscaping	Groundcover & mulch	2,100	m2	5.00	10,500
	Concrete Island Infill		1,045	m2	75.00	78,360
	Level / Trim Nature Strip		6,745	m2	10.00	67,450
	Tree Planting (2 - 2.5m tall)		10	unit	600.00	6,000
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-		0.00	-
	300mm dia conc drain Stormwater Cr BF		1,020	m	180.00	183,600
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	-	unit	400,000.00	-
	Traffic Signals Conduit subset		-	m	65.00	-
	Street Lighting	Lighting pole & luminaire	13	Unit	15,000.00	195,000
	Lighting, Conduit		620	m	65.00	40,300
		Sub-Total				\$ 2,556,280
	Sub-Total					2,556,280
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		255,628
	Supervision & Project Management		5	%		127,814
	Site Establishment		2.5	%		63,907
	Contingency		15	%		470,794
	TOTAL ESTIMATED COST (ex GST)					3,609,423



PROJECT NO SB20434	CRAIGIEBURN NORTH AND ENGLISH STREET - CONCEPT DESIGN Cost Estimate INFRASTRUCTURE COSTING STUDY	REPORT DATE: 19/08/2014
		VERSION 2

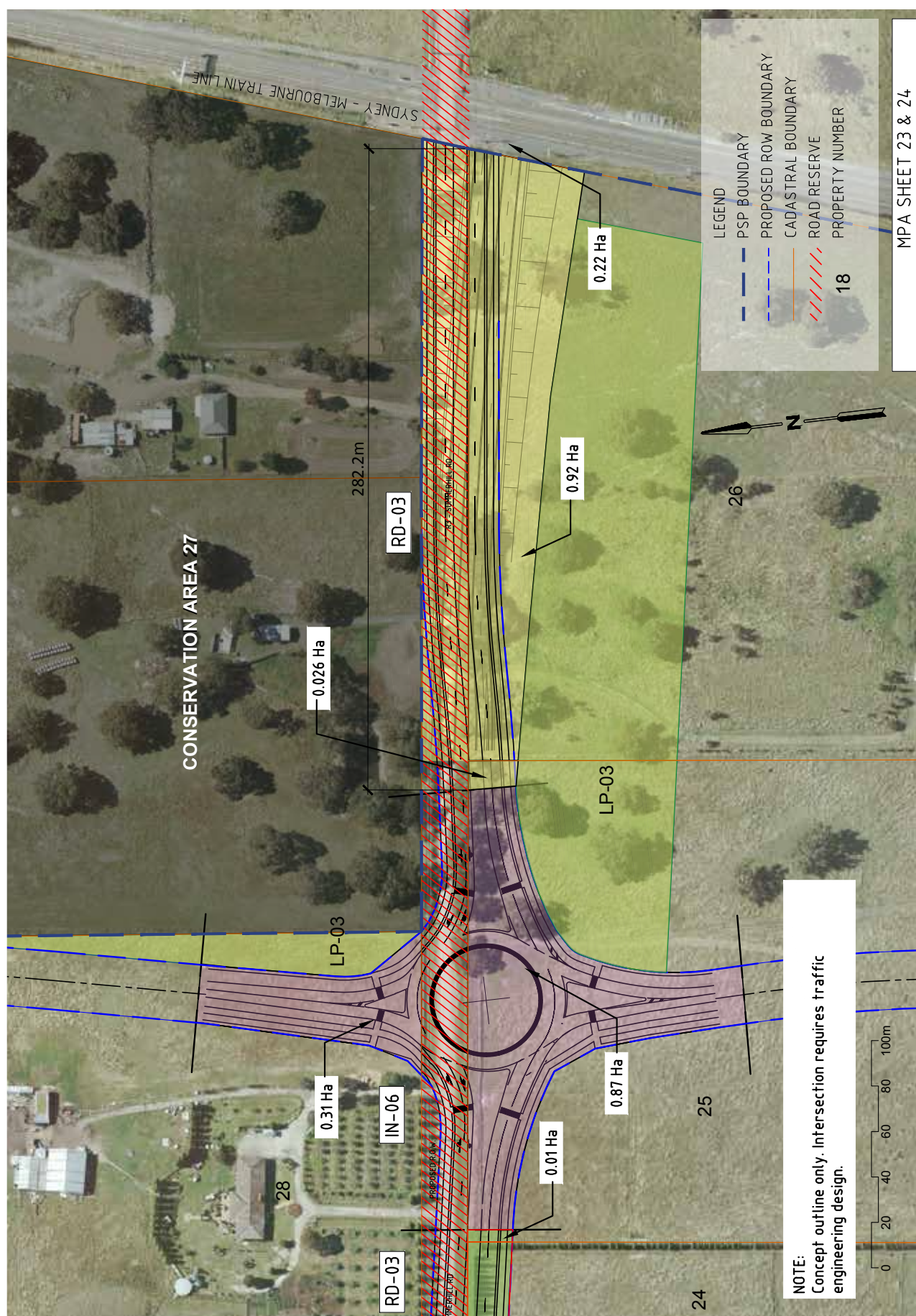
IN-05 BROOKVILLE / SUMMERHILL INTERSECTION

Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	3,030	m3	55.00	166,650
	Bulk Earthworks	Strip topsoil, stockpile & respread	15,150	m2	4.50	68,180
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	4,950	m2	200.00	990,000
	Pavement (urban)	Shoulder	1,280	m2	83.00	106,240
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		7,000	m2	30.00	210,000
	Kerb & Channel	Type SM1 / high profile	1,200	m	110.00	132,000
	Kerb & Channel	Concrete edge strip	-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		15	m	110.00	1,650
	Side Entry Pits std drw S305		10	unit	2,500.00	25,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		2,400	m2	150.00	360,000
	Pedestrian Footpath	1.5m wide reinforced concrete	-	m2	150.00	-
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,200	m2	30.00	36,000
	Line marking		4,950	m2	2.50	12,380
	Landscaping	Hydroseeding	6,270	m2	4.00	25,080
	Landscaping	Groundcover & mulch	-	m2	5.00	-
	Concrete Island Infill		250	m2	75.00	18,750
	Level / Trim Nature Strip		6,270	m2	10.00	62,700
	Tree Planting (2 - 2.5m tall)		8	unit	600.00	4,800
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-		0.00	-
	300mm dia conc drain Stormwater Cr BF		800	m	180.00	144,000
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	1	item	400,000.00	400,000
	Traffic Signals Conduit subset		150	m	65.00	9,750
	Street Lighting	Lighting pole & luminaire	8	Unit	15,000.00	120,000
	Lighting Conduit		400	m	65.00	26,000
		Sub-Total			\$	2,919,180
	Sub-Total					2,919,180
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		291,918
	Supervision & Project Management		5	%		145,959
	Site Establishment		2.5	%		72,980
	Contingency		15	%		534,755
	TOTAL ESTIMATED COST (ex GST)					4,099,792



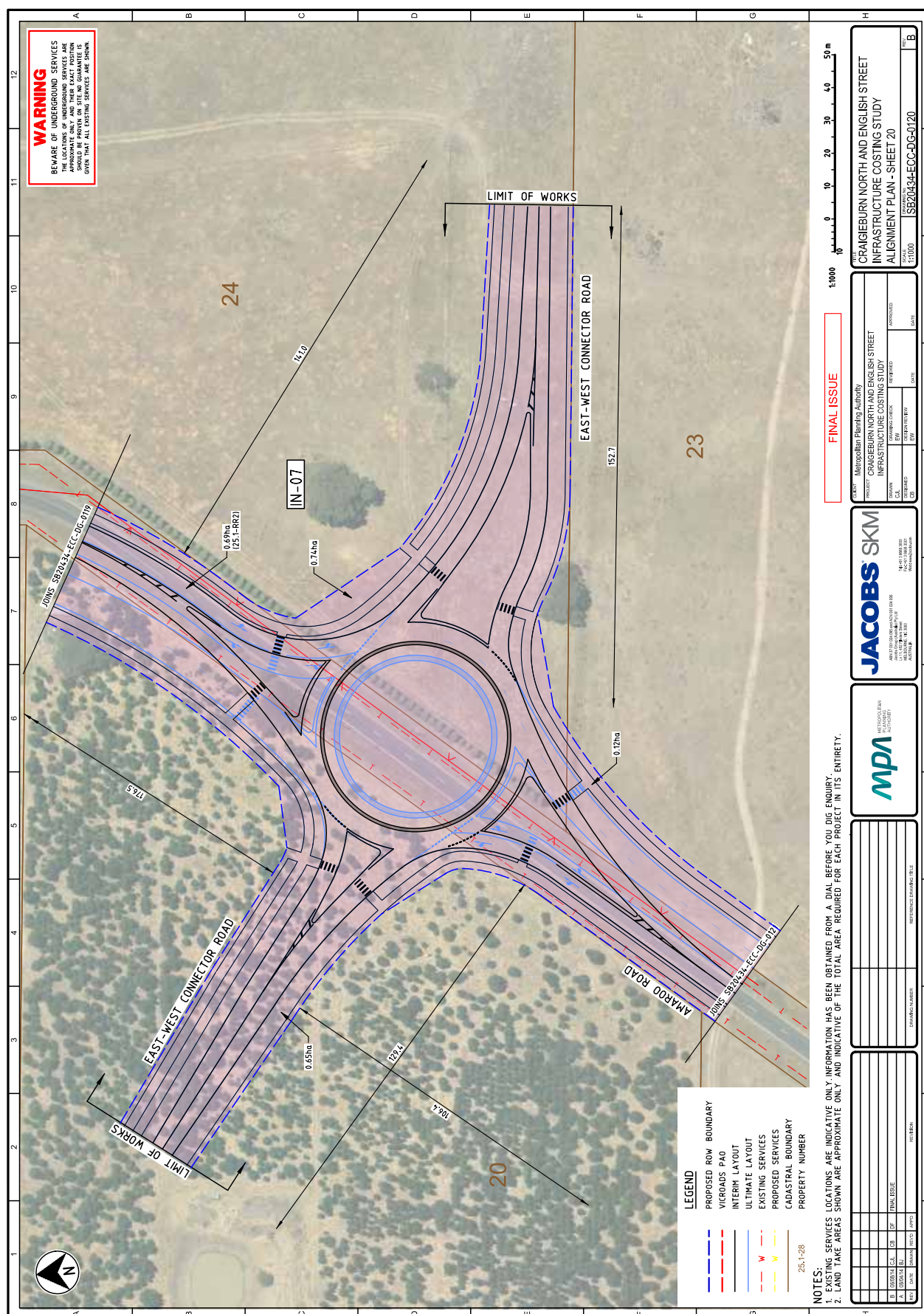
IN-06 INTERSECTION (ROUNDABOUT) - OPTION A

Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	4,040	m3	55.00	222,200
	Bulk Earthworks	Strip topsoil, stockpile & respread	20,200	m2	4.50	90,900
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	6,560	m2	200.00	1,312,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1 / high profile	1,620	m	110.00	178,200
	Kerb & Channel		-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		24	m	110.00	2,640
	Side Entry Pits std drw S305		20	unit	2,500.00	50,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		1,830	m2	150.00	274,500
	Pedestrian Footpath	1.5m wide reinforced concrete	450	m2	150.00	67,500
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,620	m2	30.00	48,600
	Line marking		6,560	m2	2.50	16,400
	Landscaping	Hydroseeding	9,625	m2	4.00	38,500
	Landscaping	Groundcover & mulch	2,100	m2	5.00	10,500
	Concrete Island Infill		1,735	m2	75.00	130,130
	Level / Trim Nature Strip		9,625	m2	10.00	96,250
	Tree Planting (2 - 2.5m tall)		10	unit	600.00	6,000
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-		0.00	-
	300mm dia conc drain Stormwater Cr BF		1,020	m	180.00	183,600
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	-	unit	400,000.00	-
	Traffic Signals Conduit subset		-	m	65.00	-
	Street Lighting	Lighting pole & luminaire	13	Unit	15,000.00	195,000
	Lighting Conduit		620	m	65.00	40,300
		Sub-Total			\$	2,963,220
	Sub-Total					2,963,220
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		296,322
	Supervision & Project Management		5	%		148,161
	Site Establishment		2.5	%		74,081
	Contingency		15	%		542,518
	TOTAL ESTIMATED COST (ex GST)					4,159,301



IN-07 AMAROO / ACCESS ROAD INTERSECTION (ROUNDABOUT)

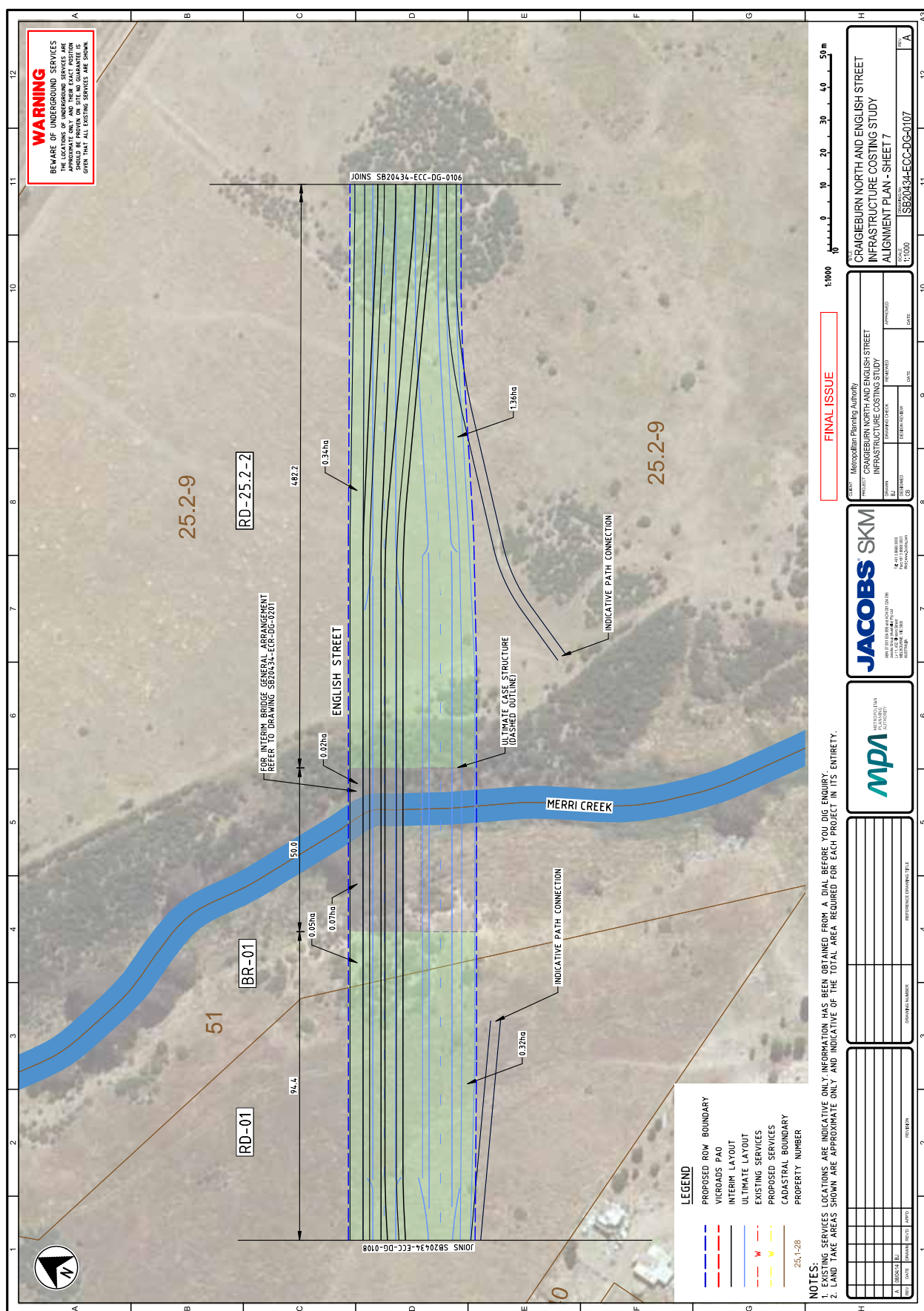
Ref	DESCRIPTION	DETAIL	Qty	Unit	Rate	\$
	Bulk Earthworks	Cut, Place & Compact	4,040	m3	55.00	222,200
	Bulk Earthworks	Strip topsoil, stockpile & respread	20,200	m2	4.50	90,900
	Bulk Earthworks	Form swale drain	-	m3	45.00	-
	Pavement (urban)	Arterial Pavement	6,560	m2	200.00	1,312,000
	Pavement (urban)	Shoulder	-	m2	83.00	-
	Pavement profiling & re-sheeting		-	m2	25.00	-
	Kerb & pavement Removal		-	m2	30.00	-
	Kerb & Channel	Type SM1 / high profile	1,620	m	110.00	178,200
	Kerb & Channel		-	m	60.00	-
	Kerb & Channel Out Flow		-	m	0.00	-
	Kerb & Channel Rollover		24	m	110.00	2,640
	Side Entry Pits std drw S305		20	unit	2,500.00	50,000
	Bike Path 3.0m Wide		-	m2	150.00	-
	Shared Pathway 3.0m Wide		1,830	m2	150.00	274,500
	Pedestrian Footpath	1.5m wide reinforced concrete	450	m2	150.00	67,500
	Pedestrian Footpath 1.5m gravel		-	m2	0.00	-
	Drainage, sub grade drain		1,620	m2	30.00	48,600
	Line marking		6,560	m2	2.50	16,400
	Landscaping	Hydroseeding	9,625	m2	4.00	38,500
	Landscaping	Groundcover & mulch	2,100	m2	5.00	10,500
	Concrete Island Infill		1,735	m2	75.00	130,130
	Level / Trim Nature Strip		9,625	m2	10.00	96,250
	Tree Planting (2 - 2.5m tall)		10	unit	600.00	6,000
	Tube Stock Plantings		-	unit	40.00	-
	Root Barriers		-	-	0.00	-
	300mm dia conc drain Stormwater Cr BF		1,020	m	180.00	183,600
	375mm dia conc drain Stormwater Cr Bk fill		-	m	0.00	-
	450mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	525mm dia conc drain Stormwater Cr BF		-	m	0.00	-
	Traffic Signals	Pole and lanterns, incl control	-	unit	400,000.00	-
	Traffic Signals Conduit subset		-	m	65.00	-
	Street Lighting	Lighting pole & luminaire	13	Unit	15,000.00	195,000
	Lighting Conduit		620	m	65.00	40,300
		Sub-Total			\$	2,963,220
	Sub-Total					2,963,220
	Service Relocation					-
	VicRoads Approvals Fee					20,000
	10 Year Maintenance Fee					40,000
	Traffic Management					75,000
	Survey & Design		10	%		296,322
	Supervision & Project Management		5	%		148,161
	Site Establishment		2.5	%		74,081
	Contingency		15	%		542,518
	TOTAL ESTIMATED COST (ex GST)					4,159,301



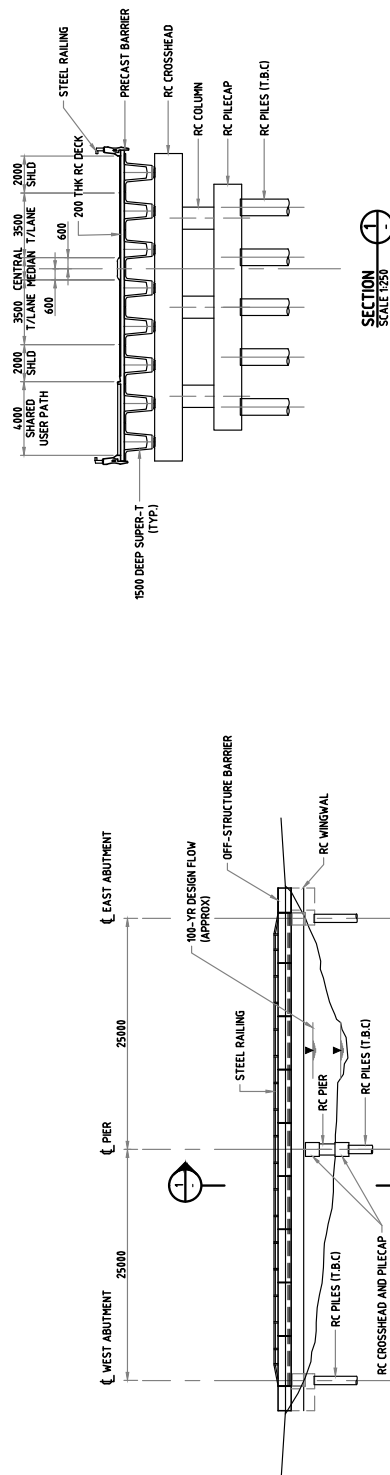
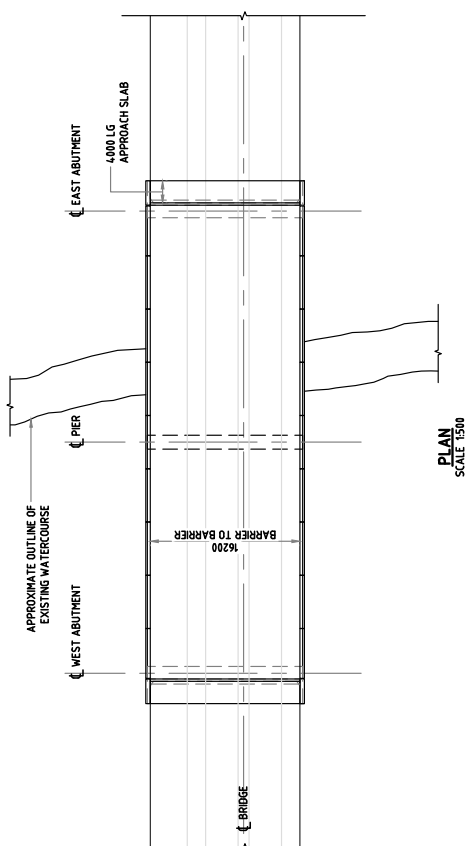
BR-01 Merri Creek road bridge with compact cross-section

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 5.00	794.6	\$ 3,973.00
Structure costs	2 span structure with 1500mm deep Super-T beams (all inclusive)				
	200mm Deck	sq m	\$ 300.00	685	\$ 205,500.00
	End Bay Transition Slabs	no.	\$ 30,000.00	2	\$ 60,000.00
	Asphalt Overlay (40mm)	sqm	\$ 45.00	686	\$ 30,870.00
	Concrete Footpath	sqm	\$ 150.00	200	\$ 30,000.00
	Central Island		\$ -		\$ -
	Kerb and Channel	m	\$ 110.00	200	\$ 22,000.00
	6 x Super T Beams (25m span)	no.	\$ 100,000.00	12	\$ 1,200,000.00
	Central Support including Piles	no.	\$ 400,000.00	1	\$ 400,000.00
	Precast Barrier	no.	\$ 55,000.00	4	\$ 220,000.00
	Guard Rails	m	\$ 570.00	100	\$ 57,000.00
	Wingwalls and Piles	no.	\$ 300,000.00	2	\$ 600,000.00
Bridge approach barriers	Guard fence	m	\$ 200.00	240	\$ 48,000.00
	GREAT terminals	no.	\$ 5,000.00	2	\$ 10,000.00
				Subtotal	\$ 2,887,343.00
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 93,838.65
Vicroads Fees	1% of cost of works	item	1%	1	\$ 28,873.43
Traffic Management	2.5% of cost of works	item	2.5%	1	\$ 72,183.58
Environmental Management (Includes CHMP cost)	3.5% of cost of works	item	3.5%	1	\$ 101,057.01
Survey & Design (Includes Geotechnical Survey Costs)	9% of cost of works	item	9%	1	\$ 259,860.87
Supervision & Project Management	8% of cost of works	item	8%	1	\$ 230,987.44
Site Establishment	4% of cost of works	item	4.0%	1	\$ 115,493.72
Contingency	20% of cost of works	item	20%	1	\$ 577,468.60
		TOTAL		TOTAL	\$ 4,367,106.29
				ROUNDED TOTAL	\$ 4,367,000

*These costs were agreed by all stakeholders through a traffic engineer's conclave held on 10 August 2015. Representatives from Hume, Whittlesea and English Street Development Partners have agreed on the total cost of the bridge.



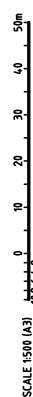
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SECTION 1
SCALE 1:250

NOTE:

1. FOR PRELIMINARY PRICING ONLY. NOT TO BE USED AS DETAILED DESIGN OR FOR CONSTRUCTION PURPOSES.



FINAL ISSUE

1111 CRAIGIEBURN NORTH AND ENGLISH STREET MERRI CREEK ROAD BRIDGE GENERAL ARRANGEMENT	DRAWING No SB220434-ECR-DG-0201	REV B
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CLIENT	Metropolitan Planning Authority			
PROJECT	CRAIGEBURN NORTH AND ENGLISH STREET INFRASTRUCTURE COSTING STUDY			
OWNER	C.L.	FINANCED OR LOAN	REVISED	APPROVED
DESIGNED	G.W.	DESIGN REVIEW	DATE	DATE
G.W.	S.T.			

JACOBS SKM

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DRAWING NUMBER	REFERENCE DRAWING TITLE

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CRAIGIEBURN NORTH EMPLOYMENT AREA DEVELOPMENT CONTRIBUTIONS PLAN - JUNE 2016
(Amended December 2023)