

English Street

Development Contributions Plan



November 2015 (Amended December 2023)

Amended
 by GC75

 Amended
 by VC249

1.0	INTRODUCTION	7
1.1	Purpose	7
1.2	Report Basis	7
1.3	Strategic Basis	9
1.4	Planning and Environment Act 1987	9
1.5	English Street Precinct Structure Plan	9
1.6	The Area to Which the DCP Applies	11
1.7	Infrastructure items included in the DCP	11
1.8	Items Not Included in the DCP	13
2.0	2.0 INFRASTRUCTURE PROJECTS	15
2.1	Infrastructure projects	15
2.2	Project timing	21
2.3	Distinction between Development Infrastructure and Community Infrastructure	21
3.0	CALCULATION OF CONTRIBUTIONS	23
3.1	Calculation of Net Developable Area and Demand Units	23
3.1.1	Main Catchment Area	23
3.1.2	Net Developable Area	23
3.1.3	Property Specific Calculations	23
3.2	3.2 Calculation of Contributions Charges	23
3.2.1	Calculation of Costs	23
3.2.2	Cost Apportionment	25
3.2.3	Land Valuation	25
3.2.4	External Use	26
3.2.5	Summary of Costs	26
3.2.6	Summary of Charges per Hectare	27
4.0	ADMINISTRATION & IMPLEMENTATION	28
4.1	Payment of Contributions Levies and Payment Timing	28
4.1.1	Development Infrastructure Levy	28
4.1.2	Works in Kind	29
4.1.3	Credit for Over Provision	29
4.2	Funds Administration	29
4.3	Construction and Land Value Costs Indexation	30
4.4	Development Contributions Plan Review Period	30
4.5	Adjustment to the scope of DCP projects	30
4.6	Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)	31
4.7	Development Agency (Agency Responsible for Works)	31
4.8	Implementation Mechanism	31

5.0	OTHER INFORMATION	33
5.1	Acronyms	33
5.2	Glossary	34
6.0	APPENDICES	37
6.1	Appendix 1 - Property Specific Land Budgets	36
6.2	Appendix 2 – Road Project Cost Sheets	38
6.3	Appendix 3 – Intersection Project Cost Sheets	42
6.4	Appendix 4 – Bridge Project Cost Sheets	48
6.5	Appendix 5 – Community Facility and Active Recreation Cost Sheets	52

PLANS

Plan 1	Development Contributions Plan Area	6
Plan 2	Future Urban Structure	8
Plan 3	Charge Areas	10
Plan 4	Road Projects	14
Plan 5	Intersection Projects	16
Plan 6	Bridge Projects	18
Plan 7	Open Space and Community Facility Projects	20
Plan 8	Land Use Budget	32

TABLES

Table 1	Summary of charges	5
Table 2	Main Charge Areas	11
Table 3	Road Projects	15
Table 4	Intersection Projects	17
Table 5	Bridge and Culvert Projects	19
Table 6	Community Buildings and Sporting Reserve Projects	21
Table 7	Community Infrastructure Levy Projects	22
Table 8	Summary Land Use Budget	22
Table 9	Infrastructure Project Timing and Calculation of Costs	24
Table 10	Land Valuations Applied per Property	25
Table 11	External Apportionment	26
Table 12	Summary of Costs Attributable to DCP	26
Table 13	Summary of Charges per Charge Area	27

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	February 2016	C183	N/A
2	June 2017	GC75	Incorporate changes associated with Community Infrastructure Levy (CIL) increase.
3	December 2023	VC249	Incorporate changes associated with small second dwelling exemption

**THIS PAGE
HAS BEEN LEFT
INTENTIONALLY
BLANK**

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 of charges

SUMMARY - NET DEVELOPABLE AREA (NDA) FOR MAIN CHARGE AREA		
CHARGE AREA	AREA (HA)	% NDA
Net Developable Area - Residential NDA-R (DCP MCA 1)	70.70	78.7%
Net Developable Area - Commercial NDA-C (DCP MCA 2)	19.09	21.3%
Total	89.80	100.0%

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) OVERALL COSTS INCL. PUBLIC LAND		
PROJECTS	TOTAL COSTS OF PROJECTS	ACTUAL COSTS ATTRIBUTABLE TO MCAS
<i>Road Projects</i>	\$3,692,773	\$3,692,773
<i>Intersection Projects</i>	\$9,947,134	\$7,541,134
<i>Bridge Projects</i>	\$5,983,000	\$3,799,500
<i>Community Buildings</i>	\$2,441,765	\$2,441,765
<i>Sporting Reserves</i>	\$4,446,651	\$3,003,568
Total	\$26,511,323	\$20,478,739

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) COSTS PER MCA INCL. PUBLIC LAND		
PROJECTS	MCA 1	MCA 2
<i>Road Projects</i>	\$2,907,639	\$785,134
<i>Intersection Projects</i>	\$5,937,785	\$1,603,349
<i>Bridge Projects</i>	\$2,991,674	\$807,826
<i>Community Buildings</i>	\$2,441,765	\$0
<i>Sporting Reserves</i>	\$3,003,568	\$0
Total Costs	\$17,282,430	\$3,196,309

SUMMARY - ESTIMATED COMMUNITY INFRASTRUCTURE LEVY (CIL) COSTS BY CHARGE AREA		
CHARGE AREA	MCA 1	MCA 2
Estimated Total Costs	\$838,386	\$0

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY CHARGE AREA		
PROJECTS	MCA 1	MCA 2
<i>Road Projects</i>	\$41,124	\$41,124
<i>Intersection Projects</i>	\$83,981	\$83,981
<i>Bridge Projects</i>	\$42,312	\$42,312
<i>Community Buildings</i>	\$34,535	\$0
<i>Sporting Reserves</i>	\$42,481	\$0
DIL (\$ per hectare)	\$244,433	\$167,417

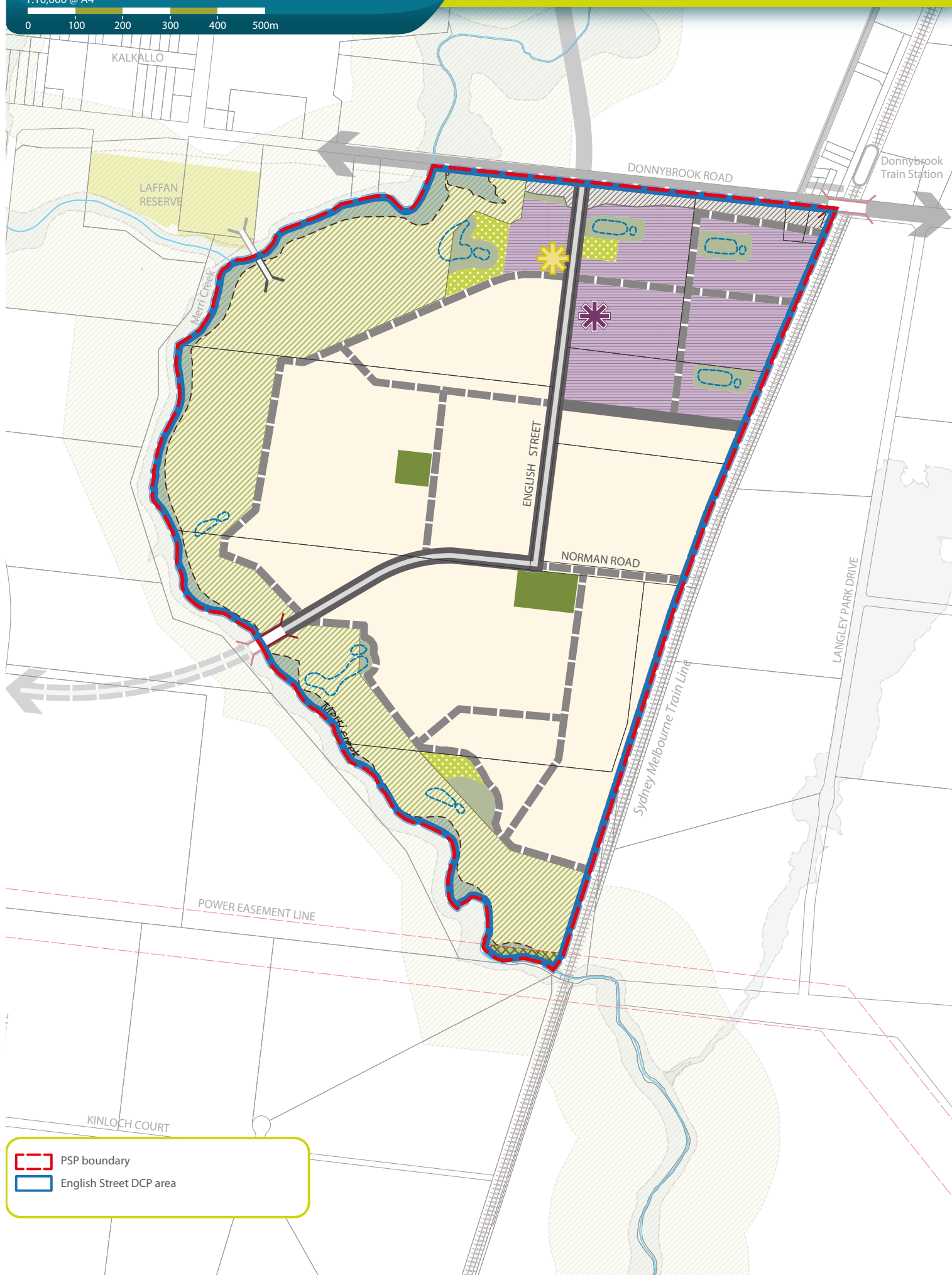
SUMMARY - ESTIMATED COMMUNITY INFRASTRUCTURE LEVY (CIL) BY CHARGE AREA		
CHARGE AREA	MCA 1	MCA 2
CIL (\$ Per lot/Dwelling)	\$698.66	\$0

Plan 1 - DCP Plan Area

English Street Development Contributions Plan
1:10,000 @ A4



0 100 200 300 400 500m



- PSP boundary
- English Street DCP area

1.0 INTRODUCTION

1.1 Purpose

The English Street Development Contributions Plan (DCP) has been prepared by the Metropolitan Planning Authority (MPA) with the assistance of the City of Whittlesea, Government agencies, service authorities and major stakeholders.

The English Street DCP:

- Outlines projects required to ensure that future residents, visitors and workers within English Street can be provided with timely access to the services and transport necessary to support a quality, affordable business and residential area;
- 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; and
- 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 explains the strategic basis for the DCP, which includes information about the English Street 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 and Implementation

Section 4.0 focuses on administration and implementation of the DCP.



PART 4 - Other Information

Section 5.0 and section 6.0 provide other supporting information .



0 100 200 300 400 500m



- | | | |
|--|----------------------------------|------------------------------------|
| DCP boundary | conservation area | local access street |
| residential | 1 in 100 flood level | road bridge |
| commercial precinct | secondary arterial road | pedestrian bridge |
| credited open space | connector street | community facility |
| service open space | donnybrook road | potential local convenience centre |
| power transmission easement (encumbered) | public acquisition overlay (PAO) | |
| existing train station | watercourse | |

1.3 Strategic Basis

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

- The State Planning Policy Framework set out in the Whittlesea Planning Scheme;
- The Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, June 2012);
- The Local Planning Policy Framework of the Whittlesea Planning Scheme;
- The Precinct Structure Planning Guidelines;
- The Development Contribution Plan Guidelines;
- English Street Precinct Structure Plan (PSP);
- English Street PSP supporting documents; and
- 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 English Street DCP area and its surrounds.

The English Street 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 Whittlesea 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. [It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act]. Some items are classified as community infrastructure under the Act, the Minister's Direction on Development Contributions and the Development Contributions Plan Guidelines.

The DCP is implemented in the Whittlesea Planning Scheme through Schedule 15 to the DCP Overlay which applies to the area shown in Plan 1.

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

1.5 English Street Precinct Structure Plan

The English Street 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 143.04 hectares of land as shown on Plan 2. The Summary Land Budget for English Street is listed at Table 8.

The Precinct is located 28 kilometres north of Melbourne's Central Business District. The site is strategically located on Donnybrook Road adjacent to the Melbourne-Sydney rail line. The PSP area is generally bound by:

- The Sydney-Melbourne railway line to the east;
- Donnybrook Road to the north; and
- Merri Creek to the west and to the south.

The need for the infrastructure set out in this DCP has been determined according to the anticipated development scenario for English Street as described in the English Street PSP. The future urban structure is provided on Plan 2.

The DCP has a strong relationship to the PSP, as the English Street 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 the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

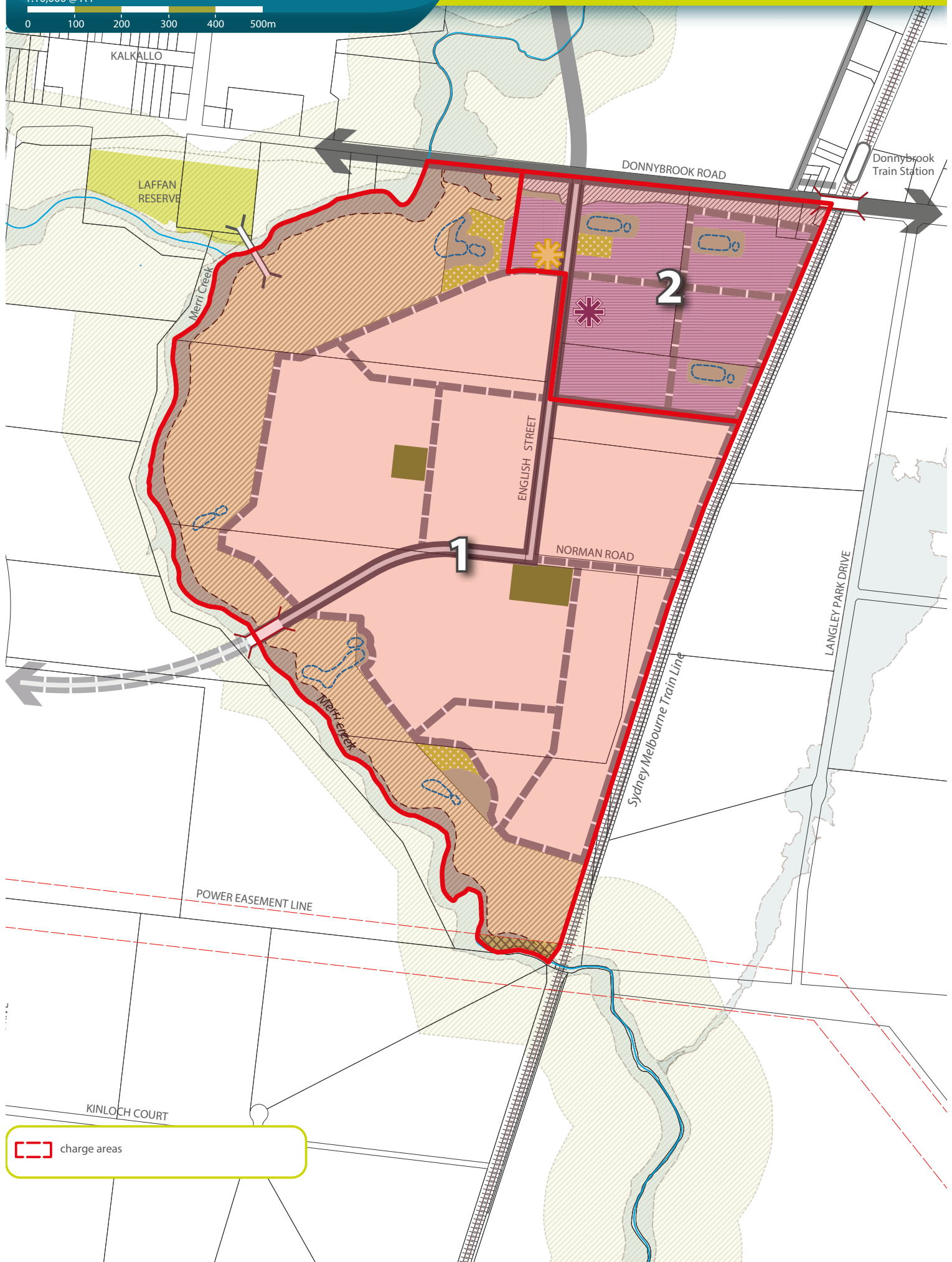
Plan 3 - Charge Areas

English Street Development Contributions Plan
1:10,000 @ A4



MPA METROPOLITAN
PLANNING
AUTHORITY

0 100 200 300 400 500m



charge areas

1.6 The Area to Which the DCP Applies

In accordance with section 46K(1)(a) of the Act, the English Street DCP applies to land shown on Plan 3. The area is also clearly shown on Development Contributions Plan Overlay (DCPO) Schedule 15 in the Whittlesea Planning Scheme.

The English Street DCP applies to the same area as the English Street PSP. The DCP area is characterised by two Main Charge Areas (MCAs). The MCAs defines the main catchment areas for various infrastructure projects required with the English Street PSP and is the geographic area from which a given item of infrastructure will draw most of its use.

A breakdown of the MCAs is provided in Table 2.

Table 2 Main Charge Areas

SUMMARY - NET DEVELOPABLE AREA (NDA) FOR MAIN CHARGE AREAS		
CHARGE AREA	AREA (HA)	% NDA
Main Charge Area 1 - Residential (MCA 1)	70.70	78.7%
Main Charge Area 2 - Commercial (MCA 2)	19.09	21.3%
Total	89.80	100.0%

1.7 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 English Street 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 community. 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 English Street PSP. 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 9.

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 community;
- Will be used by a broad cross-section of the community;
- Reflect the vision and strategic aspirations as expressed in the English Street Precinct Structure Plan;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

**THIS PAGE
HAS BEEN LEFT
INTENTIONALLY
BLANK**

1.8 Items Not Included in the DCP

1.8.1 Developer works

The following items are not included in the DCP; they must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the English Street PSP.

- Internal streets and connector streets and associated traffic management measures, including streets on the edge of the English Street PSP, except where specified as DCP projects;
- Intersections connecting the development to the existing and planned road network, except where specified as DCP projects;
- 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 parks 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 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 may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

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:

- Government schools;
- Public transport; and
- Upgrades to the declared road network.

The delivery of State Infrastructure will be provided as warranted.

1.8.3 Public Open Space Contributions

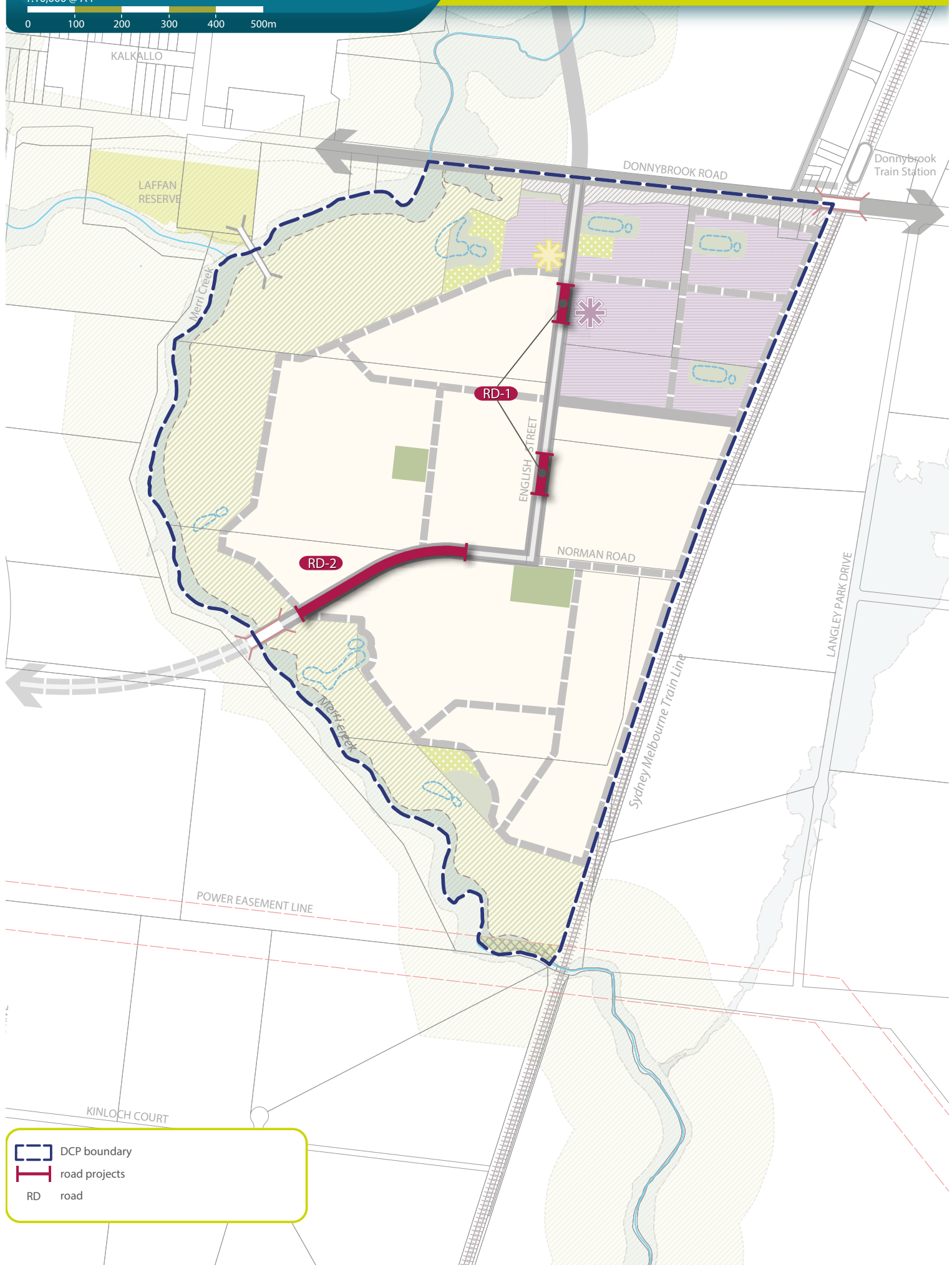
This DCP does not provide funding for passive local open space. Passive open space is provided through Clause 52.01 of the Whittlesea Planning Scheme.

Plan 4 - Road Projects

English Street Development Contributions Plan
1:10,000 @ A4



0 100 200 300 400 500m



2.0 INFRASTRUCTURE PROJECTS

2.1 Infrastructure Projects

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

The following types of projects are included in the DCP (refer to Plans 4–7):

- **RD** – Road Projects
- **IN** – Intersection Projects
- **BR** – Bridge Projects
- **CB** – Community Building Projects
- **SR** – Sporting Reserve Projects

2.1.1 Road Projects

The key road projects in the DCP are based on the transport network depicted in Plan 4 and are for arterial road construction, less pavement and works for controlled intersections, comprising:

- Construction of interim carriageway; and
- Land for construction of the ultimate carriageway.

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

Table 3 Road Projects

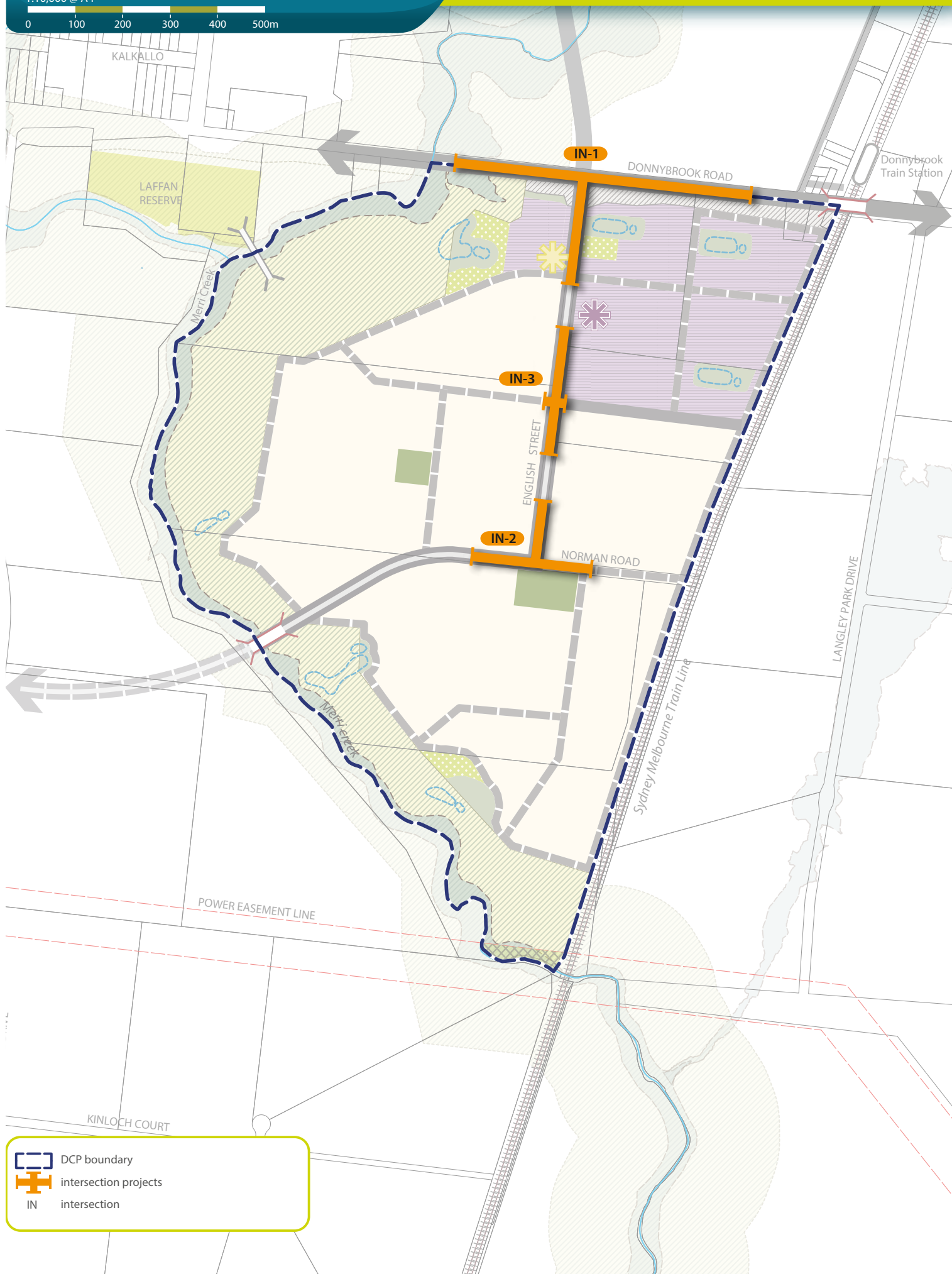
DCP PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
RD-1	English Street: Donnybrook Road to Intersection IN-2	Purchase of land to upgrade road reserve from 20m to 34m wide (ultimate treatment) and construction of 2 lane carriageway excluding intersections (interim treatment)	Residential & Commercial	At time of subdivision
RD-2	English Street: Intersection IN-2 to Merri Creek	Purchase of land to create road reserve 34m wide (ultimate treatment) and construction of 2 lane carriageway, excluding intersections (interim treatment)	Residential & Commercial	At time of subdivision

Plan 5 - Intersection Projects

English Street Development Contributions Plan
1:10,000 @ A4



0 100 200 300 400 500m



- DCP boundary
- intersection projects
- intersection

2.1.2 Intersection Projects

The key intersection projects in the DCP are based on the transport network depicted in Plan 5 and 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 on Plan 5, are:

Table 4 Intersection Projects

DCP PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-1	Intersection: Donnybrook Road / English Street	Purchase of land (ultimate treatment) and construction of an arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Commercial	At time of subdivision
IN-2	Intersection: English Street / Norman Road	Purchase of land (ultimate treatment) and construction of an arterial to local access road signalised 3-way intersection (interim treatment)	Residential & Commercial	At time of subdivision
IN-3	Intersection: English Street Mid-block connector	Purchase of land (ultimate treatment) and construction of an arterial to local access road signalised 4-way intersection (interim treatment)	Residential & Commercial	At time of subdivision

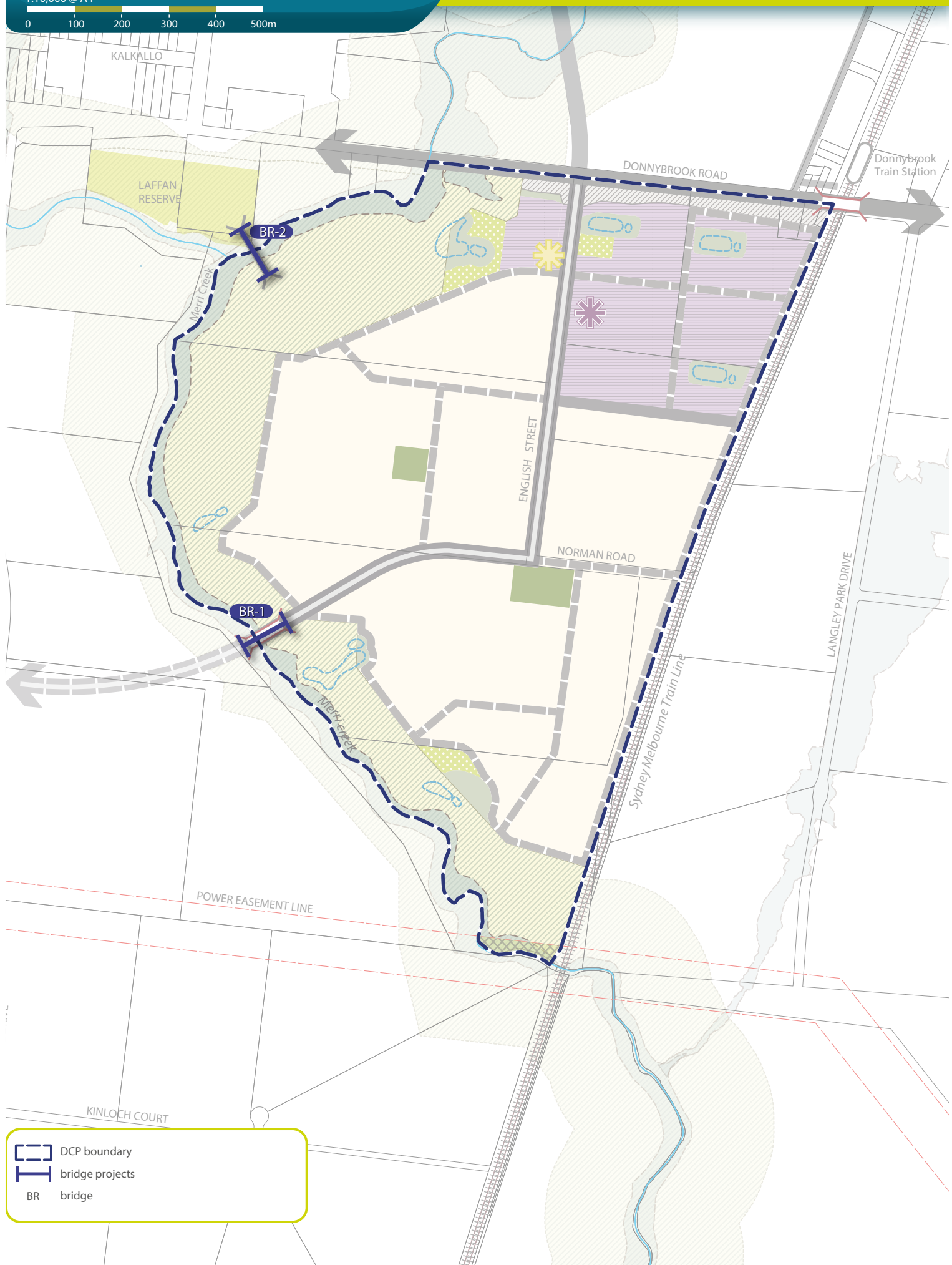
Plan 6 - Bridge Projects

English Street Development Contributions Plan
1:10,000 @ A4



MPA METROPOLITAN
PLANNING
AUTHORITY

0 100 200 300 400 500m



2.1.3 Bridge Projects

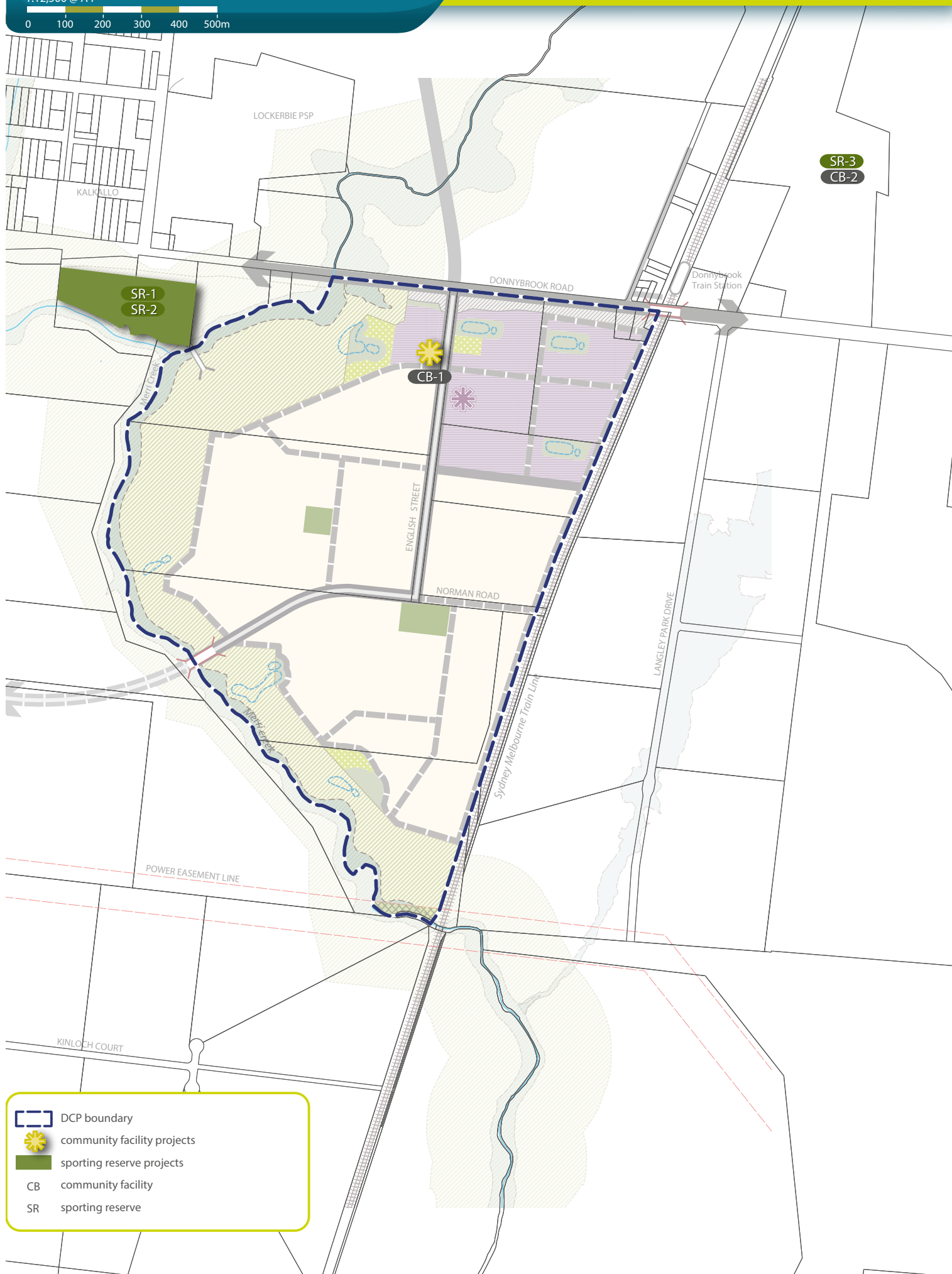
The bridge projects funded by the DCP, as shown on Plan 6, are:

Table 5 Bridge and Culvert Projects

DCP PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
BR-1	Merri Creek Road bridge (CoW & HCC)	Construction of a 2-lane road bridge (interim treatment)	Residential & Commercial	At time of subdivision
BR-2	Merri Creek Pedestrian bridge (CoW)	Construction of a pedestrian bridge	Residential & Commercial	At time of subdivision



0 100 200 300 400 500m



- DCP boundary
- community facility projects
- sporting reserve projects
- CB community facility
- SR sporting reserve

2.1.4 Community Building and Sporting Reserve Projects

The Community Buildings and Sporting Reserve Projects funded by the DCP, as shown on Plan 7, are:

Table 6 Community Buildings and Sporting Reserve

DCP PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
CB-1	English Street Level 1 Community Activity Centre	Purchase of land and construction of two Maternal and Child Health consulting rooms and flexible activity rooms	Residential	At time of subdivision
CB-2	Donnybrook Kindergarten space (CoW)	Construction of additional space for 0.8 of a kindergarten room (external)	Residential	At time of subdivision
SR-1	Contribution to upgrade of Sporting Ovals, Laffan Reserve (HCC)	Contribution to upgrade active sports fields (external)	Residential	At time of subdivision
SR-2	Contribution to upgrade of pavilion, Laffan Reserve (HCC)	Contribution to upgrade pavilion (external)	Residential	At time of subdivision
SR-3	Donnybrook Sporting Reserve SW (CoW)	Cash in lieu of land equivalent to 6% of total NDA-R for active sports fields (external)	Residential	At time of subdivision

2.2 Project Timing

Each item in the DCP has an assumed indicative provision trigger specified in Table 3-6. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared.

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 indicative provision triggers.

The Collecting Agency may consider alternatives to the priority delivery of works or land where:

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

The Development Agency may seek an amendment to the DCP to adjust indicative provision triggers as part of the five-year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under Section 173 of the Act.

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 capacities to provide the balance of funds not recovered by this DCP.

2.3 Distinction between Development Infrastructure and Community Infrastructure

In accordance with the Act and Ministerial Directions on Development Contributions pursuant to Section 46M of the Act, the DCP makes a distinction between 'development' and 'community' infrastructure.

The timing of payment of contributions is linked to the type of infrastructure in question.

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the collecting agency and a development proponent). Community infrastructure levy contributions will be paid for at a "per lot/dwelling" rate.

Amended by GC75 The Planning and Environment Act 1987 currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,500 per dwelling or lot.

Inserted by GC75 **Variation to the Community Infrastructure Levy (CIL) payable under this Development Contributions Plan (DCP)**

Inserted by GC75 If the maximum amount of the CIL which may be collected under an approved DCP is varied under section 46L of the Planning and Environment Act 1987, the collecting agency may adjust the amount of the CIL payable under this DCP in accordance with section 46L of the Planning and Environment Act 1987.

Inserted by GC75 The collecting agency must publish the adjusted amount of the CIL payable under this DCP on its website.

The projects listed in Table 7 are deemed to be community infrastructure levy projects, and therefore levied separately to the DCP. Table 9 provides the estimated calculation of costs for the below project.

Table 7 Community Infrastructure Levy projects

DCP PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
SR-2	Contribution to upgrade of pavilion, Laffan Reserve (HCC)	Contribution to upgrade pavilion (external)

Table 8 Summary Land Use Budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	143.02	100.0%	
TRANSPORT			
Donnybrook Road PAO (6 Lane Arterial Rd)	3.35	2.34%	3.73%
Future English Street 4 Lane Arterial Road - Widening / Intersection Flaring (DCP land)	3.10	2.17%	3.45%
Existing Road Reserve - (English Street / Norman Road)	2.31	1.61%	2.57%
Sub-total	8.75	6.12%	9.75%
COMMUNITY FACILITIES			
Community Facilities	0.20	0.14%	0.22%
Subtotal	0.20	0.14%	0.22%
OPEN SPACE			
SERVICE OPEN SPACE			
Waterway / Drainage Line / Wetland / Retarding	3.39	2.37%	3.77%
Conservation Area	37.72	26.37%	42.00%
Sub-total	41.10	28.74%	45.77%
CREDITED OPEN SPACE			
Local Parks - Residential	2.81	1.97%	3.13%
Local Parks - Commercial	0.35	0.24%	0.39%
Subtotal	3.16	2.21%	3.52%
TOTALS OPEN SPACE	44.27	30.95%	49.30%
NET DEVELOPABLE AREA (NDA) HA	89.80	62.79%	100.00%
NET DEVELOPABLE AREA - RESIDENTIAL NDA-R (DCP MCA 1)	70.70	49.44%	78.74%
NET DEVELOPABLE AREA - COMMERCIAL NDA-C (DCP MCA 2)	19.09	13.35%	21.26%

ANTICIPATED DWELLING YIELD	NDA -R (HA)	DWELL / NDHA -R	LOTS / DWELLINGS
Yield - Conventional Density	59.27	15.4	914
Yield - Medium Density	11.43	25.0	286
Dwellings - TOTAL	70.70	16.97	1200

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 8);
- Calculation of costs (refer Table 9);
- Land costs for land acquired by the DCP (refer Table 10);
- Identification and allowance for external use (refer Table 11);
- Summary of costs payable for each infrastructure project (refer Table 12); and
- Charges for levies against infrastructure types (refer Table 13);

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. Two MCAs are identified for English Street. See Section 1.6.

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 English Street PSP that is made available for the development of residential or employment uses, including lots, all connector and local streets. It is the total precinct area minus land for open space, community buildings, 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 8 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 8 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 Road budget (Table 9) 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.

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 9.

Road and intersection construction costs have been determined by Jacobs SKM and SMEC (refer to Appendix 2 for road, Appendix 3 for intersection and Appendix 4 for bridge cost sheets), in consultation with the City of Whittlesea and Hume.

Community and active recreation project costs have been determined by CDCE in consultation with the City of Whittlesea, Hume City Council, the MPA and Capire (refer to Appendix 5 for community building and sporting reserve cost sheets).

Table 9 Infrastructure Project Timing and Calculation of Costs

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA HA	ESTIMATED PROJECT COST: PUBLIC LAND	ESTIMATED PROJECT COST: CONSTRUCTION	ESTIMATED PROJECT COST: COMMUNITY INFRASTRUCTURE	TOTAL COST ATTRIBUTABLE TO MCA: DEVELOPMENT INFRASTRUCTURE	ESTIMATED COST ATTRIBUTABLE TO MCA: COMMUNITY INFRASTRUCTURE	" MCA 1: DIL (PER HECTARE NDA) "	" MCA 2: DIL (PER HECTARE NDA) "
ROAD PROJECTS										
RD-1	English Street: Donnybrook Road to Intersection IN-2	Development	0.15	\$127,673.68	\$624,000.00	\$-	\$751,673.68	\$-	\$8,371	\$8,371
RD-2	English Street: Intersection IN-2 to Merri Creek	Development	1.36	\$849,099.61	\$2,092,000.00	\$-	\$2,941,099.61	\$-	\$32,753	\$32,753
	Sub-total road projects		1.51	\$976,773.29	\$2,716,000.00	\$-	\$3,692,773.29	\$-	\$41,124	\$41,124
INTERSECTION PROJECTS										
IN-1	Intersection: Donnybrook Road / English Street	Development	0.44	\$396,719.98	\$4,812,000.00	\$-	\$2,802,719.98	\$-	\$31,212	\$31,212
IN-2	Intersection: English Street / Norman Road	Development	0.75	\$585,377.60	\$1,983,000.00	\$-	\$2,568,377.60	\$-	\$28,602	\$28,602
IN-3	Intersection: English Street Mid-Block connector	Development	0.40	\$342,036.34	\$1,828,000.00	\$-	\$2,170,036.34	\$-	\$24,166	\$24,166
	Sub-total intersection projects		1.59	\$1,324,133.92	\$8,623,000.00	\$-	\$7,541,133.92	\$-	\$83,981	\$83,981
BRIDGE PROJECTS										
BR-1	Merri Creek Road bridge (CoW & HCC)	Development	0.00	\$-	\$4,367,000.00	\$-	\$2,183,500.00	\$-	\$24,316	\$24,316
BR-2	Merri Creek Pedestrian bridge (CoW)	Development	0.00	\$-	\$1,616,000.00	\$-	\$1,616,000.00	\$-	\$17,996	\$17,996
	Sub-total Bridge projects		0.00	\$-	\$5,983,000.00	\$-	\$3,799,500.00	\$-	\$42,312	\$42,312
COMMUNITY BUILDINGS										
CB-1	English Street Level 1 Community Activity Centre	Development	0.20	\$184,629.58	\$1,972,015.00	\$-	\$2,156,644.58	\$-	\$30,502	\$-
CB-25-2-2	Kindergarten Space (CoW)	Development	0.00	\$-	\$285,120.00	\$-	\$285,120.00	\$-	\$4,033	\$-
SPORTING RESERVES										
SR-1	Contribution to upgrade of Sporting Ovals, Laffan Reserve (HCC)	Development	0.00	\$-	\$2,886,167.00	\$-	\$1,443,083.50	\$-	\$20,410	\$-
SR-2	Contribution to upgrade of pavilion, Laffan Reserve (HCC)	Community	0.00	\$-	\$-	\$1,676,772.00	\$-	\$838,386.00	\$-	\$-
SR-3	Donnybrook Sporting Reserve SW (CoW)	Development	0.00	\$1,560,484.12	\$-	\$-	\$1,560,484.12	\$-	\$22,071	\$-
	Sub-total Sporting Reserves (Development Infrastructure Levy)		0.00	\$1,560,484.12	\$2,886,167.00	\$-	\$3,003,567.62	\$-	\$42,481	\$-
	Sub-total Sporting Reserves (Community Infrastructure Levy)		0.00	\$-	\$-	\$1,676,772.00	\$-	\$838,386.00	\$-	\$-
SUMMARY										
	Total cost of infrastructure projects			\$3,861,391.34	\$20,493,287.00	\$1,676,772.00	\$18,322,094.84	\$838,386.00	\$244,433	\$167,417
	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 each of the main charge areas.

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, an existing local DCP, an agreement under Section 173 of the Act, or as a condition on an existing planning permit.

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 English Street DCP, this results in an average obligation of 3.67% 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 10.

Table 10 Land Valuations Applied per Property

PROPERTY NUMBER	UNDERLYING USE ASSESSED	TOTAL AREA (HA)	DCP LAND AREA REQUIRED (HA)	DCP % NDA	AREA "UNDER" AVERAGE % NDA	AREA "OVER" AVERAGE % NDA
PROPERTY						
25.2 - 1R	Residential	7.30	0.64	8.74%	0.27	0.37
25.2 - 1C	Commercial	1.40	0.17	12.16%	0.05	0.12
25.2 - 2	Commercial	6.25	0.04	0.64%	0.04	0.00
25.2 - 3	Commercial	6.81	0.00	0.00%	0.00	0.00
25.2 - 4	Commercial	0.15	0.00	0.00%	0.00	0.00
25.2 - 5	Commercial	0.15	0.00	0.00%	0.00	0.00
25.2-5A	Road	0.00	0.00	0.00%	0.00	0.00
25.2 - 6	Residential	21.33	1.26	5.91%	0.78	0.48
25.2 - 7R	Residential	3.15	0.00	0.10%	0.00	0.00
25.2 - 7C	Commercial	4.34	0.01	0.30%	0.01	0.00
25.2 - 8	Residential	8.35	0.07	0.81%	0.07	0.00
25.2 - 9	Residential	23.67	1.11	4.67%	0.87	0.24
25.2 - 10	Residential	6.90	0.00	0.00%	0.00	0.00
25.2 - 11	Residential	0.00	0.00	0.00%	0.00	0.00
TOTALS/ AVERAGES		89.80	3.30	3.67%	2.09	1.20

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 English Street PSP area. Table 11 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 9, column 7) in relation to the DCP area.

Table 11 External Apportionment

DCP PROJECT NO.	PROJECT	% APPORTIONED TO DCP (INTERNAL USE)	NOTES ON COSTINGS
IN-1	Intersection: Donnybrook Road / English Street	50%	Shared with PSP 1066 Lockerbie
BR-1	Merri Creek Road bridge (CoW & HCC)	50%	Shared with PSP 25.1 Craigieburn North
SR-1	Contribution to upgrade of Sporting Ovals, Laffan Reserve (HCC)	50%	Sited in PSP 25.1 Craigieburn North, shared with Kalkallo PSP Area
SR-2	Contribution to upgrade of pavilion, Laffan Reserve (HCC)	50%	Sited in PSP 25.1 Craigieburn North, shared with Kalkallo PSP Area
SR-3	Donnybrook Sporting Reserve SW (CoW)	100%	Sited in PSP 1067 Donnybrook

3.2.5 Summary of Costs

Table 12 sets out a summary of costs payable by each MCA for each infrastructure category.

Table 12 Summary of Costs Attributable to DCP

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) COSTS BY CHARGE AREA			
PROJECTS	TOTAL COST OF PROJECTS	MCA 1	MCA 2
Transport	\$15,033,407	\$11,837,098	\$3,196,309
<i>Road Projects</i>	\$3,692,773	\$2,907,639	\$785,134
<i>Intersection Projects</i>	\$7,541,134	\$5,937,785	\$1,603,349
<i>Bridge Projects</i>	\$3,799,500	\$2,991,674	\$807,826
Sporting Reserves	\$3,003,568	\$3,003,568	\$0
Community Buildings	\$2,441,765	\$2,441,765	\$0
Total Costs	\$20,478,739	\$17,282,430	\$3,196,309

SUMMARY - ESTIMATED COMMUNITY INFRASTRUCTURE LEVY (CIL) COSTS BY CHARGE AREA		
CHARGE AREA	MCA 1	MCA 2
Total	\$838,386	\$0

3.2.6 Summary of Charges per Hectare

Table 13 sets out charges payable by each MCA for each infrastructure category.

Table 13 Summary of charges per charge area.

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY CHARGE AREA		
PROJECTS	MCA 1	MCA 2
Road Projects	\$41,124	\$41,124
Intersection Projects	\$83,981	\$83,981
Bridge Projects	\$42,312	\$42,312
Community Buildings	\$34,535	\$0
Sporting Reserves	\$42,481	\$0
DIL (\$ per hectare)	\$244,433	\$167,417

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY (CIL) BY CHARGE AREA		
CHARGE AREA	MCA 1	MCA 2
CIL (\$ Per lot/dwelling)	\$698.66	\$0

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 English Street DCP Development Infrastructure Levy applies to subdivision and/or development of land.

Amended
by VC249

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.

The City of Whittlesea 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 the 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.

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; and
- 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; and
- 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; and
- 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 2015 dollars (March quarter) and 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.

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 English Street 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 Whittlesea Planning Scheme through Amendment C183.

This DCP will end within 30 years from the date upon which this DCP is first incorporated into the Whittlesea 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 Whittlesea 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 typical level of detail, 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)

The City of Whittlesea 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, The City of Whittlesea 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)

The City of Whittlesea 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 the City of Whittlesea 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 15 to the Urban Growth Zone for the English Street 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 English Street 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 English Street DCP;
- The effects of the provision of infrastructure on the land or any other land; and
- Any other relevant matter related to the provision of infrastructure reasonably required by the Responsible Authority.

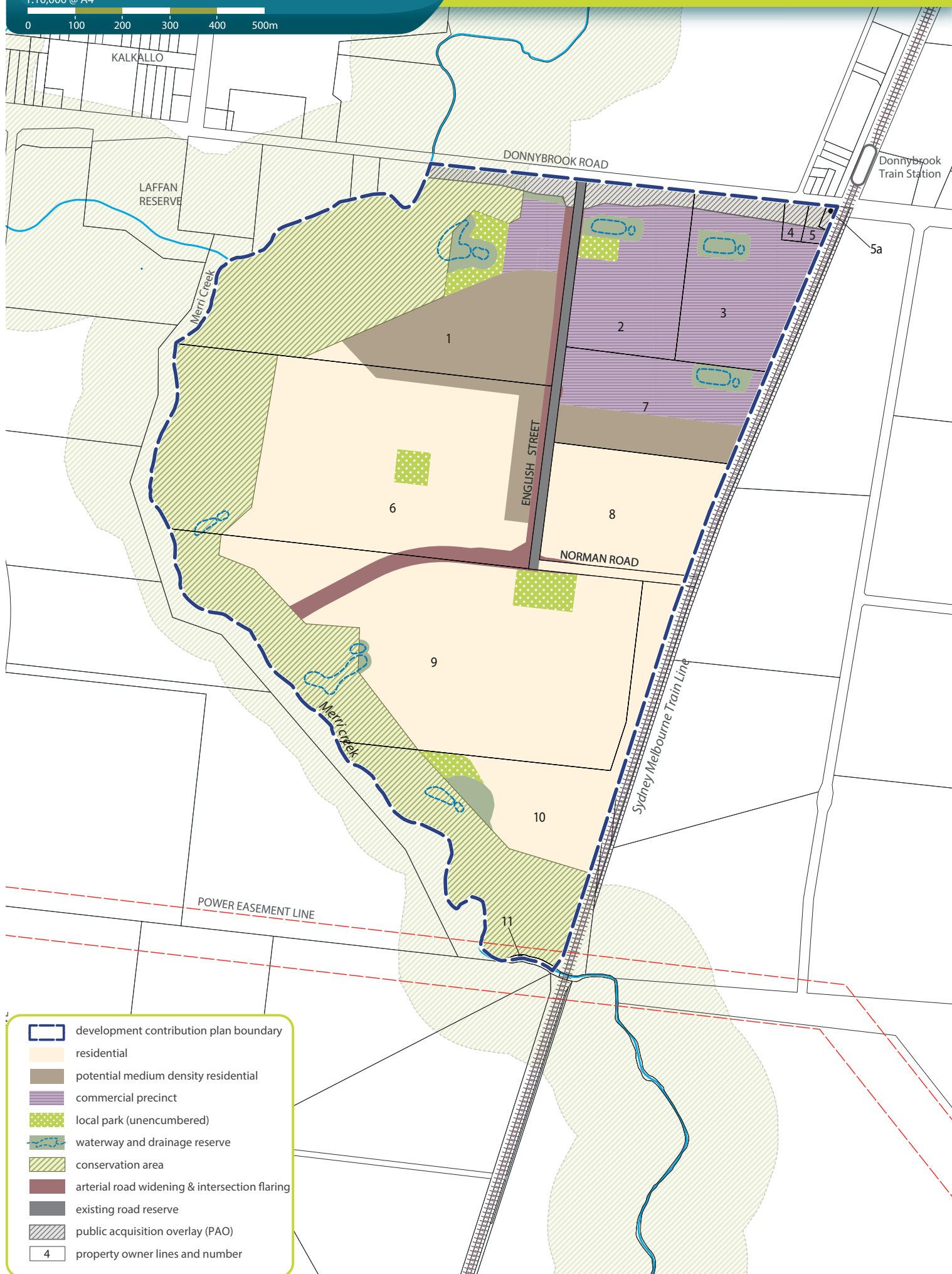
Through the approval of these agreements, the City of Whittlesea (acting as the Collecting Agency) will consider if and what infrastructure should be provided as works-in-kind under this DCP in accordance with Section 46P of the Act. The agreement must include a list of the DCP infrastructure projects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

Plan 8 - Land Use Budget

English Street Development Contributions Plan
1:10,000 @ A4



0 100 200 300 400 500m



- development contribution plan boundary
- residential
- potential medium density residential
- commercial precinct
- local park (unencumbered)
- waterway and drainage reserve
- conservation area
- arterial road widening & intersection flaring
- existing road reserve
- public acquisition overlay (PAO)
- property owner lines and number

5.0 OTHER INFORMATION

5.1 Acronyms

'the Act'	Planning and Environment Act 1987
AHD	Australian Height Datum
AFL	Australian Football League ovals
BCS	Biodiversity Conservation Strategy
CAD	Central Activities District
CIL	Community Infrastructure Levy
CoW	City of Whittlesea
DCP	Development Contributions Plan
DEECD	Department of Education & Early Childhood Development
DELWP	Department of Environment, Land, Water and Planning
DIL	Development Infrastructure Levy
DTPLI	Department of Transport, Planning & Local Infrastructure
ENDA	Employment Net Developable Area
GDA	Gross Developable Area
Ha	Hectare
HCC	Hume City Council
LTC	Local Town Centre
MCA	Main Catchment Area
MCH	Maternal & Child Health
MPA	Metropolitan Planning Authority
MSS	Municipal Strategic Statement
MTC	Major Town Centre
NDA	Net Developable Area
NDA-R	Net Developable Area - Residential
NDHa	Net Developable Hectare
PPTN	Principal Public Transport Network
PSP	Precinct Structure Plan
PTC	Principal Town Centre
P-6	School Prep to Year 6
P-12	State School Prep to Year 12
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 (eg. 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, Hume 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.

6.0 APPENDICES

6.1 Appendix 1 - Property Specific Land Budgets

Detailed information on the developable area for each property is included in the property specific land budget with each PSP.

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT (ROADS AND INTERSECTIONS)			COMMUNITY	ENCUMBERED LAND AVAILABLE FOR RECREATION		UNENCUMBERED LAND AVAILABLE FOR RECREATION		NET DEVELOPABLE AREA (HA)	NET DEVT AREA % OF PROPERTY (HA)	NET DEVELOPABLE AREA - RESIDENTIAL (HA)	NET DEVELOPABLE AREA - EMPLOYMENT (HA)
		DONNYBROOK ROAD PAO (6 LANE ARTERIAL RD)	FUTURE ENGLISH STREET 4 LANE ARTERIAL ROAD - WIDENING / INTERSECTION FLARING (DCP IAND)	EXISTING ROAD RESERVE		WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	CONSERVATION AREA	LOCAL PARKS - RESIDENTIAL	LOCAL PARKS - COMMERCIAL				
PROPERTY													
25.2 - 1R	23.99	0.62	0.44	0.00	0.20	0.76	13.80	0.86		7.30	30.43%	7.30	0.00
25.2 - 1C	2.16	0.47	0.17	0.00	0.00	0.12	0.00	0.00		1.40	64.69%	0.00	1.40
25.2 - 2	8.21	0.98	0.04	0.00	0.00	0.60	0.00		0.35	6.25	76.03%	0.00	6.25
25.2 - 3	8.19	0.77	0.00	0.00	0.00	0.61	0.00	0.00		6.81	83.13%	0.00	6.81
25.2 - 4	0.38	0.23	0.00	0.00	0.00	0.00	0.00	0.00		0.15	40.26%	0.00	0.15
25.2 - 5	0.32	0.17	0.00	0.00	0.00	0.00	0.00	0.00		0.15	46.47%	0.00	0.15
25.2 - 5A	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00%	0.00	0.00
25.2 - 6	30.89	0.00	1.26	0.00	0.00	0.00	7.79	0.50		21.33	69.06%	21.33	0.00
25.2 - 7R	3.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00		3.15	99.91%	3.15	0.00
25.2 - 7C	4.96	0.00	0.01	0.00	0.00	0.61	0.00	0.00		4.34	87.45%	0.00	4.34
25.2 - 8	8.41	0.00	0.07	0.00	0.00	0.00	0.00	0.00		8.35	99.21%	8.35	0.00
25.2 - 9	33.26	0.00	1.10	0.00	0.00	0.15	7.34	1.00		23.67	71.17%	23.67	0.00
25.2 - 10	16.09	0.00	0.00	0.00	0.00	0.53	8.20	0.45		6.90	42.90%	6.90	0.00
25.2 - 11	0.59	0.01	0.00	0.00	0.00	0.00	0.58	0.00		0.00	0.00%	0.00	0.00
Sub-total	140.71	3.35	3.10	0.00	0.20	3.39	37.72	2.81	0.35	89.80	63.82%	70.70	19.09
PUBLICLAND													
English Street	1.65	0.00	0.00	1.65	0.00	0.00	0.00			0.00	0.00%		
Norman Road	0.66	0.00	0.00	0.66	0.00	0.00	0.00			0.00	0.00%		
Sub-total	2.31	0.00	0.00	2.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	143.02	3.35	3.10	2.31	0.20	3.39	37.72	2.81	0.35	89.80	62.79%	70.70	19.09

	YIELD - CONVENTIONAL DENSITY			YIELD - MEDIUM DENSITY			YIELD - TOTALS PER NDHA-R		
	NDHA-R	DWELL/ NDHA-R	DWELLINGS	NDHA-R	DWELL/ NDHA-R	DWELLINGS	NDHA-R	DWELL/ NDHA-R	DWELLINGS
	0.30	15.40	5.00	7.00	25.00	175.00	7.30	24.66	180.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	20.05	15.40	309.00	1.28	25.00	32.00	21.33	15.98	341.00
	0.00	15.40	0.00	3.15	25.00	79.00	3.15	25.05	79.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	8.35	15.40	129.00	0.00	25.00	0.00	8.35	15.46	129.00
	23.67	15.40	365.00	0.00	25.00	0.00	23.67	15.42	365.00
	6.90	15.40	106.00	0.00	25.00	0.00	6.90	15.36	106.00
	0.00	15.40	0.00	0.00	25.00	0.00	0.00		0.00
	59.27	15.42	914	11.43	25.01	286	70.70	16.97	1200

6.2 Appendix 2

– Road Project Cost Sheets: Intersection Project Cost Sheets, Bridge Project Cost Sheets

Rev 8 20 July 2015

RD-1 English St - (North-South section)

excludes mid block intersection (IN-3)

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 2.50	4909.60	\$ 12,274.00
Earth Works	Cut place & Compact and disposal (for boxing)	cu m	\$ 30.00	1164.44	\$ 34,933.25
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	\$ 125.00	1617.28	\$ 202,160.00
Kerb & Channel		m	\$ 40.00	577.60	\$ 23,104.00
Footpath	Concrete	sq m	\$ 46.00	866.40	\$ 39,854.40
Drainage	Subsoil Drains	m	\$ 22.00	577.60	\$ 12,707.20
	Road Drainage (375 dia + Pits)	lin m	\$ 300.00	288.80	\$ 86,640.00
Miscellaneous	Line Marking	sq m	\$ 2.50	1617.28	\$ 4,043.20
Landscaping		sq m	\$ 3.20	2425.92	\$ 7,762.94
		Subtotal			\$ 423,478.99
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 13,763.07
Vicroads Fees	1% of cost of works	item	1%	1	\$ 4,234.79
Traffic Management	5% of cost of works	item	5%	1	\$ 21,173.95
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 2,117.39
Survey & Design	5% of cost of works	item	5%	1	\$ 21,173.95
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 42,347.90
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 10,586.97
Contingency	20% of cost of works	item	20%	1	\$ 84,695.80
		TOTAL			\$ 623,572.82
		ROUNDED TOTAL			\$ 624,000

SMEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



Rev 7 21 April 2015

RD-2 English St (East-West Section)

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 2.50	16469.60	\$ 41,174.00
Earth Works	Cut place & Compact and disposal (for boxing)	cu m	\$ 30.00	3906.20	\$ 117,186.05
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	\$ 125.00	5425.28	\$ 678,160.00
Kerb & Channel		m	\$ 40.00	1937.60	\$ 77,504.00
Footpath	Concrete	sq m	\$ 46.00	2906.40	\$ 133,694.40
Drainage	Subsoil Drains	m	\$ 22.00	1937.60	\$ 42,627.20
	Road Drainage (375 dia + Pits)	lin m	\$ 300.00	968.80	\$ 290,640.00
Miscellaneous	Line Marking	sq m	\$ 2.50	5425.28	\$ 13,563.20
Landscaping		sq m	\$ 3.20	8137.92	\$ 26,041.34
		Subtotal			\$ 1,420,590.19
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 46,169.18
Vicroads Fees	1% of cost of works	item	1%	1	\$ 14,205.90
Traffic Management	5% of cost of works	item	5%	1	\$ 71,029.51
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 7,102.95
Survey & Design	5% of cost of works	item	5%	1	\$ 71,029.51
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 142,059.02
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 35,514.75
Contingency	20% of cost of works	item	20%	1	\$ 284,118.04
		TOTAL			\$ 2,091,819.06
				ROUNDED TOTAL	\$ 2,092,000

SMEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



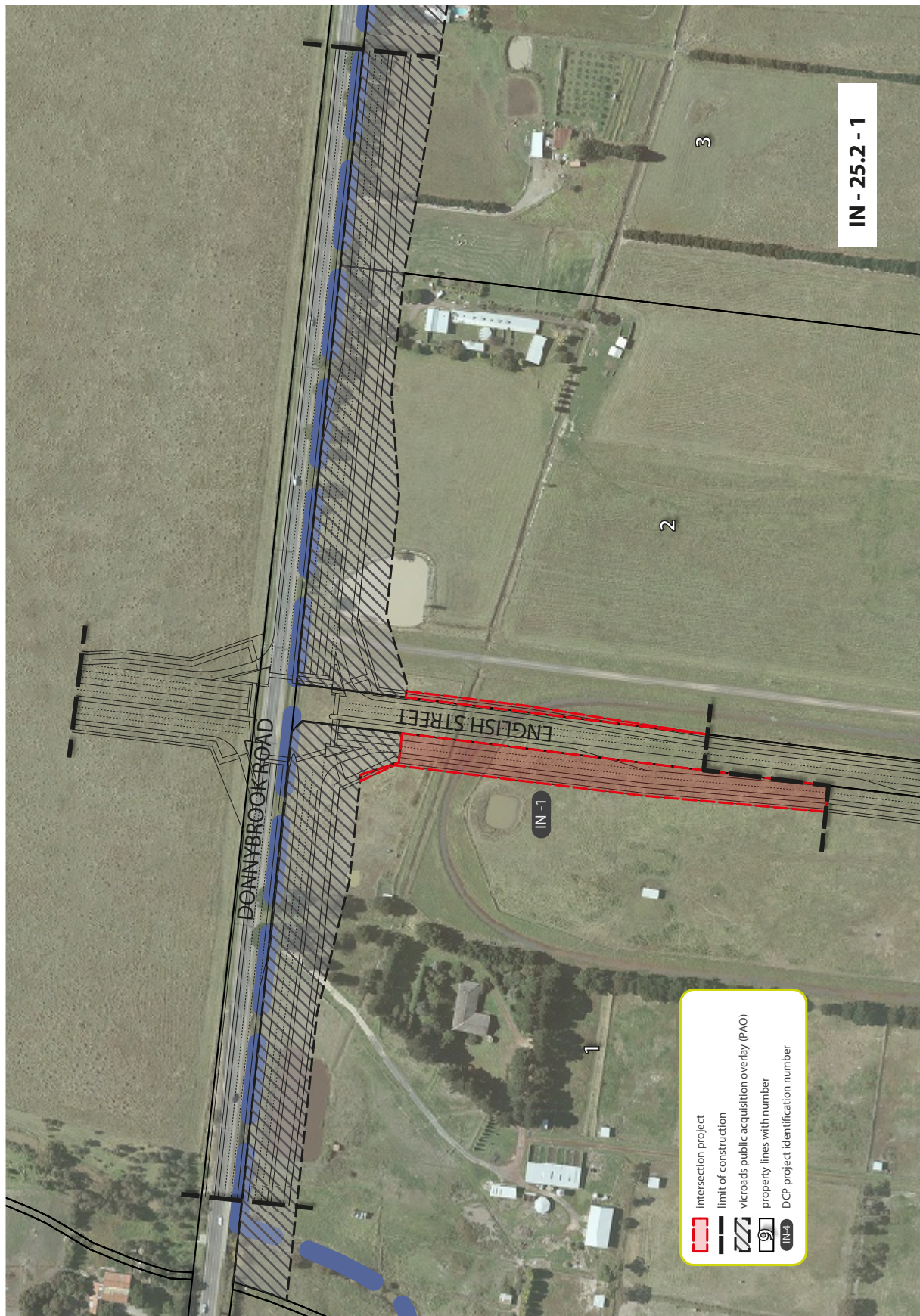
6.3 Appendix 3 – Intersection Project Cost Sheets

Rev 7 21 April 2015

IN-1 Donnybrook Rd/English St Intersection

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 2.50	45800	\$ 114,500.00
Earth Works	Cut to fill	cu m	\$ 30.00	7740	\$ 232,200.00
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	\$ 125.00	10750	\$ 1,343,750.00
	40mm Pavement Overlay	sq m	\$ 25.00	3610	\$ 90,250.00
Kerb & Channel		m	\$ 40.00	3115	\$ 124,600.00
Footpath	Concrete	sq m	\$ 46.00	3576	\$ 164,496.00
Concrete Splitter Islands		sq m	\$ 75.00	830	\$ 62,250.00
Drainage	Subsoil Drains	m	\$ 22.00	3577	\$ 78,694.00
	Drainage Pits	No	\$ 2,150.00	16	\$ 34,400.00
	Drainage Pipe 300 dia	m	\$ 150.00	1250	\$ 187,500.00
	Form Swale Drain	lin m	\$ 45.00	390	\$ 17,550.00
	Culverts - 2 No 1800 x 900 BC	lin m	\$ 4,320.00	44	\$ 190,080.00
	Junction Pits for Box culvert	No	\$ 3,430.00	2	\$ 6,860.00
Miscellaneous	Line Marking	sq m	\$ 2.50	14360	\$ 35,900.00
	Signage	No	\$ 180.00	20	\$ 3,600.00
	Tactile pavers	No	\$ 256.00	24	\$ 6,144.00
	Fencing	m	\$ 25.00	1000	\$ 25,000.00
Landscaping	Topsoil and grass to naturestrips	sq m	\$ 3.20	27034	\$ 86,508.80
Traffic signals	Divided cross road	item	\$ 225,000.00	1	\$ 225,000.00
Intersection Lighting	New lighting pole (All Inclusive)	No.	\$ 12,000.00	14	\$ 168,000.00
Service relocation	Relocate electricity pole	No.	\$ 20,000.00	1	\$ 20,000.00
		Subtotal			\$ 3,217,282.80
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 104,561.69
Viceroads Fees	1% of cost of works	item	1%	1	\$ 32,172.83
Viceroads 10 year Maintenance Fee incl Prom & controller		item	\$ 75,000.00	1.00	\$ 75,000.00
Traffic Management	5% of cost of works	item	5%	1	\$ 160,864.14
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 16,086.41
Survey & Design	5% of cost of works	item	5%	1	\$ 160,864.14
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 321,728.28
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 80,432.07
Contingency	20% of cost of works	item	20%	1	\$ 643,456.56
		TOTAL			\$ 4,812,448.92
		ROUNDED TOTAL			\$ 4,812,000

SMCEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



Rev 7 21 April 2015

IN-2 English St/Norman Rd T-Intersection

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 2.50	12070	\$ 30,175.00
Earth Works	Cut to fill	cu m	\$ 30.00	3361.33	\$ 100,839.90
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	\$ 125.00	3939	\$ 492,375.00
	Construct granular pavement (Council Pavement for Collector Street 550mm depth)	sq m	\$ 75.00	955	\$ 71,625.00
Kerb & Channel		m	\$ 40.00	1150	\$ 46,000.00
Footpath	Concrete	sq m	\$ 46.00	2060	\$ 94,760.00
Concrete Splitter Islands		sq m	\$ 75.00	170	\$ 12,750.00
Drainage	Subsoil Drains	m	\$ 22.00	1165	\$ 25,630.00
	Drainage Pits	No	\$ 2,150.00	9	\$ 19,350.00
	Drainage Pipe 300 dia	m	\$ 150.00	600	\$ 90,000.00
	Form Swale Drain	lin m	\$ 45.00	210	\$ 9,450.00
Miscellaneous	Line Marking	sq m	\$ 2.50	4894	\$ 12,235.00
	Signage	No	\$ 180.00	15	\$ 2,700.00
	Tactile pavers	No	\$ 256.00	10	\$ 2,560.00
	Fencing	m	\$ 25.00	695	\$ 17,375.00
Landscaping	Topsoil and grass to naturestrips	sq m	\$ 3.20	4946	\$ 15,827.20
Traffic signals	T-intersection	item	\$ 180,000.00	1	\$ 180,000.00
Intersection Lighting	New lighting pole (All Inclusive)	No.	\$ 12,000.00	6	\$ 72,000.00
Service relocation	Relocate electricity pole	No.	\$ 20,000.00	2	\$ 40,000.00
Subtotal					\$ 1,295,652.10
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 42,108.69
Vicroads Fees	1% of cost of works	item	1%	1	\$ 12,956.52
Vicroads 10 year Maintenance Fee incl Prom & controller		item	\$ 75,000.00	1.00	\$ 75,000.00
Traffic Management	5% of cost of works	item	5%	1	\$ 64,782.61
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 6,478.26
Survey & Design	5% of cost of works	item	5%	1	\$ 64,782.61
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 129,565.21
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 32,391.30
Contingency	20% of cost of works	item	20%	1	\$ 259,130.42
TOTAL					\$ 1,982,847.72
ROUNDED TOTAL					\$ 1,983,000

SMC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



Rev 8 17 July 2015

IN-3 English St / EW Connector Street

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		m ²	\$ 2.50	8780	\$ 21,950.00
Earth Works	Cut to fill	cu m	\$ 30.00	3143	\$ 94,284.00
Pavement	Construct deep strength pavement (Arterial Pavement), including wearing course (720mm depth)	sq m	\$ 125.00	4365	\$ 545,625.00
Kerb & Channel		m	\$ 40.00	1090	\$ 43,600.00
Footpath	Concrete	sq m	\$ 46.00	1650	\$ 75,900.00
Concrete Splitter Islands		sq m	\$ 75.00	540	\$ 40,500.00
Drainage	Subsoil Drains	m	\$ 22.00	1110	\$ 24,420.00
	Drainage Pits	No	\$ 2,150.00	12	\$ 25,800.00
	Drainage Pipe 300 dia	m	\$ 150.00	400	\$ 60,000.00
Miscellaneous	Line Marking	sq m	\$ 2.50	4365	\$ 10,912.50
	Signage	No	\$ 180.00	8	\$ 1,440.00
	Tactile pavers	No	\$ 256.00	12	\$ 3,072.00
	Fencing	m	\$ 25.00	550	\$ 13,750.00
Landscaping	Topsoil and grass to naturestrips	sq m	\$ 3.20	2225	\$ 7,120.00
Traffic signals	Divided cross road	item	\$ 225,000.00	1	\$ 225,000.00
Intersection Lighting	New lighting pole (All Inclusive)	No.	\$ 12,000.00	4	\$ 48,000.00
		Subtotal			\$ 1,241,373.50
Council Fees	3.25% of cost of works	item	3.25%	1	\$ 40,344.64
Vicroads Fees	1% of cost of works	item	1%	1	\$ 12,413.74
Vicroads 10 year Maintenance Fee incl Prom & controller		item	\$ 75,000.00	0	\$ -
Traffic Management	5% of cost of works	item	5%	1	\$ 62,068.68
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 6,206.87
Survey & Design	5% of cost of works	item	5%	1	\$ 62,068.68
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 124,137.35
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 31,034.34
Contingency	20% of cost of works	item	20%	1	\$ 248,274.70
		TOTAL			\$ 1,827,922.48
				ROUNDED TOTAL	\$ 1,828,000

SMEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



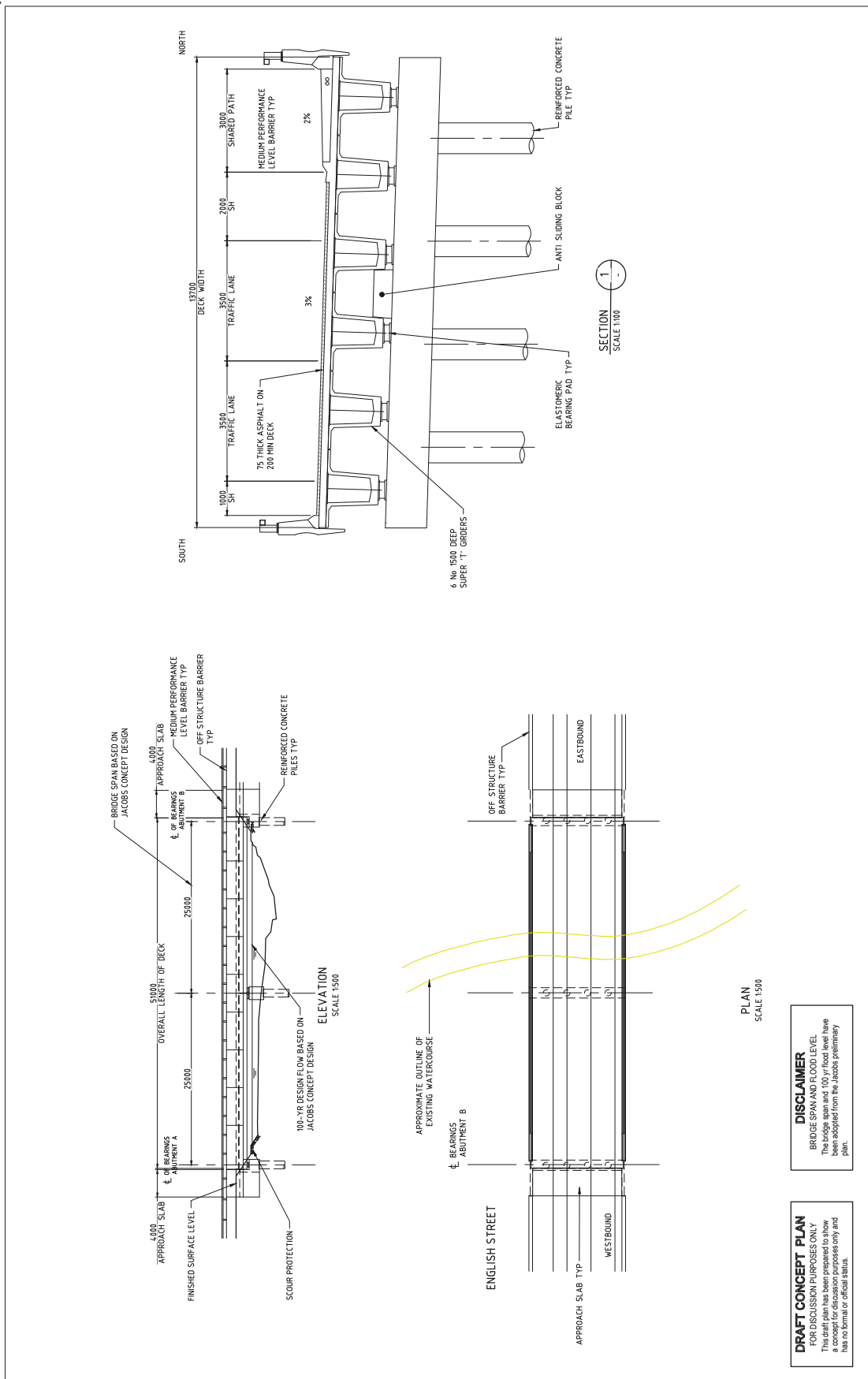
6.4 Appendix 4 – Bridge Project Cost Sheets

BR-1

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			\$ 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.



NOT FOR CONSTRUCTION

**MERRI CREEK ROAD BRIDGE
CONCEPT DESIGN**

INFORMATION DOCUMENT

30041112-ID-0009-20150716

Rev 7 21 April 2015

BR-25.1-2 Pedestrian bridge across Merri Creek with 4m clear width

Description	Detail	Unit	Rate	Qty	Amount
Clearing & Grubbing		item	\$ 2.50	238	\$ 594.00
Structure Costs	2 span structure with 1500mm deep Super-T beams (all inclusive)	sq m	\$ 4,500.00	238	\$ 1,069,200.00
Embankment & Wingwall		item	\$ 75,000.00	1	\$ 75,000.00
		Subtotal			\$ 1,144,200.00
Authority Fees	3.25% of cost of works	item	3.25%	1	\$ 37,186.50
Environmental Management	0.5% of cost of works	item	0.5%	1	\$ 5,721.00
Survey & Design	5% of cost of works	item	5%	1	\$ 57,210.00
Supervision & Project Management	10% of cost of works	item	10%	1	\$ 114,420.00
Site Establishment	2.5% of cost of works	item	2.5%	1	\$ 28,605.00
Contingency	20% of cost of works	item	20%	1	\$ 228,840.00
		TOTAL			\$ 1,616,182.50
ROUNDED TOTAL					\$ 1,616,000

SMEC Australia assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increases in construction rates and costs. These values are not intended for use in construction pricing and do not constitute a Bill of Quantities.



6.5 Appendix 5 – Community Facility and Active Recreation Cost Sheets

Community Centre

Name: Community Centre CB 25.2-1

Scope of works: Integrated Community Centre

Detail 2 consulting rooms for Maternal & Child Health, Flexible activity rooms, Consulting rooms for visiting services play group & occasional child care, Public amenities, Central Management Office and carparking.

Notes: Costs based on estimate from areas and rooms provided by MPA and Michell Shire Council

Estimate based on normal earthworks on fairly level site

Item	Unit	Rate	area	comments	subtotal	Amount
Community Centre						
Community centre and Sales office	subtotal					
Meeting Space	m ²		492.4	square metres		
Multi purpose room	m ²	\$ 2,439.00	35	community meeting 19.25m2 and office 15.75m2	\$ 85,365.00	\$ 1,219,326
Sales Display and offices	m ²	\$ 2,439.00	104	5m2 storage	\$ 253,656.00	
Accessible toilet & parents room	m ²	\$ 2,439.00	132	meeting room & activity space & 10m2 storage	\$ 321,948.00	
Gallery/Foyer	m ²	\$ 2,721.00	9		\$ 24,489.00	
Cafe/Shop	m ²	\$ 2,721.00	50		\$ 136,050.00	
Kitchenette & cleaners room	m ²	\$ 2,721.00	90		\$ 244,890.00	
Storage ext. & service cupboards	m ²	\$ 2,721.00	12	Kitchen 9.5 cleaners 2.5	\$ 32,652.00	
Public toilets	m ²	\$ 1,986.00	6	20 external service cupboard 8, service rooms 4, bin stores 9, maintenance sheds 12	\$ 11,916.00	
circulation	m ²	\$ 2,721.00	21	male and female	\$ 57,141.00	
		\$ 2,439.00	21		\$ 51,219.00	
Carpark works	subtotal					
Bulk Earthworks	m ³	\$ 2,930.05	24	Car Spaces		\$ 70,321
Asphalt	m ²	\$ 40.00	7.7	metres	\$ 7,392.00	
Kerb and Channel S 504	m ²	\$ 56.40	22	metres	\$ 29,779.20	
Side entry pits std drw S305	unit	\$ 55.00	2.6	sides	\$ 3,432.00	
Drainage , subgrade drain	m	\$ 2,000.00	0.2	interval metres	\$ 9,600.00	
Linemarking & Signage	m	\$ 16.25	2.6	metres	\$ 1,014.00	
Concrete Path	m ²	\$ 25.00	5.5	metres	\$ 3,300.00	
300mm dia conc drain Cr BF	per metre	\$ 60.00	2.6	1.5m wide path	\$ 3,744.00	
Lighting	m	\$ 225.00	1.5	metres	\$ 8,100.00	
lighting conduit	m	\$ 100.00	1	rows of lights	\$ 2,400.00	
Landscaping Level B	m ²	\$ 50.00	1.3	No of runs/sides	\$ 1,560.00	
Landscaping Level A	m ²	\$ 35.00	500	Level B		\$ 17,500
Water tanks for irrigation	unit	\$ 65.00	500	Level A		\$ 32,500
		\$ 20,000.00	2			\$ 40,000
Subtotal						
estimated total						\$ 1,379,647
Contingence			20%			\$ 275,929
Total + contingencies					\$ 1,655,577	
Services for buildings	Item					\$ 75,000
Survey and Design			5%			\$ 68,982
Project Management			10%			\$ 137,965
Site establishment			2.5%			\$ 34,491
Total Estimated Cost						\$ 1,972,015
Adopted Cost						

Estimate Prepared by: **CDCE**

Dec-14

