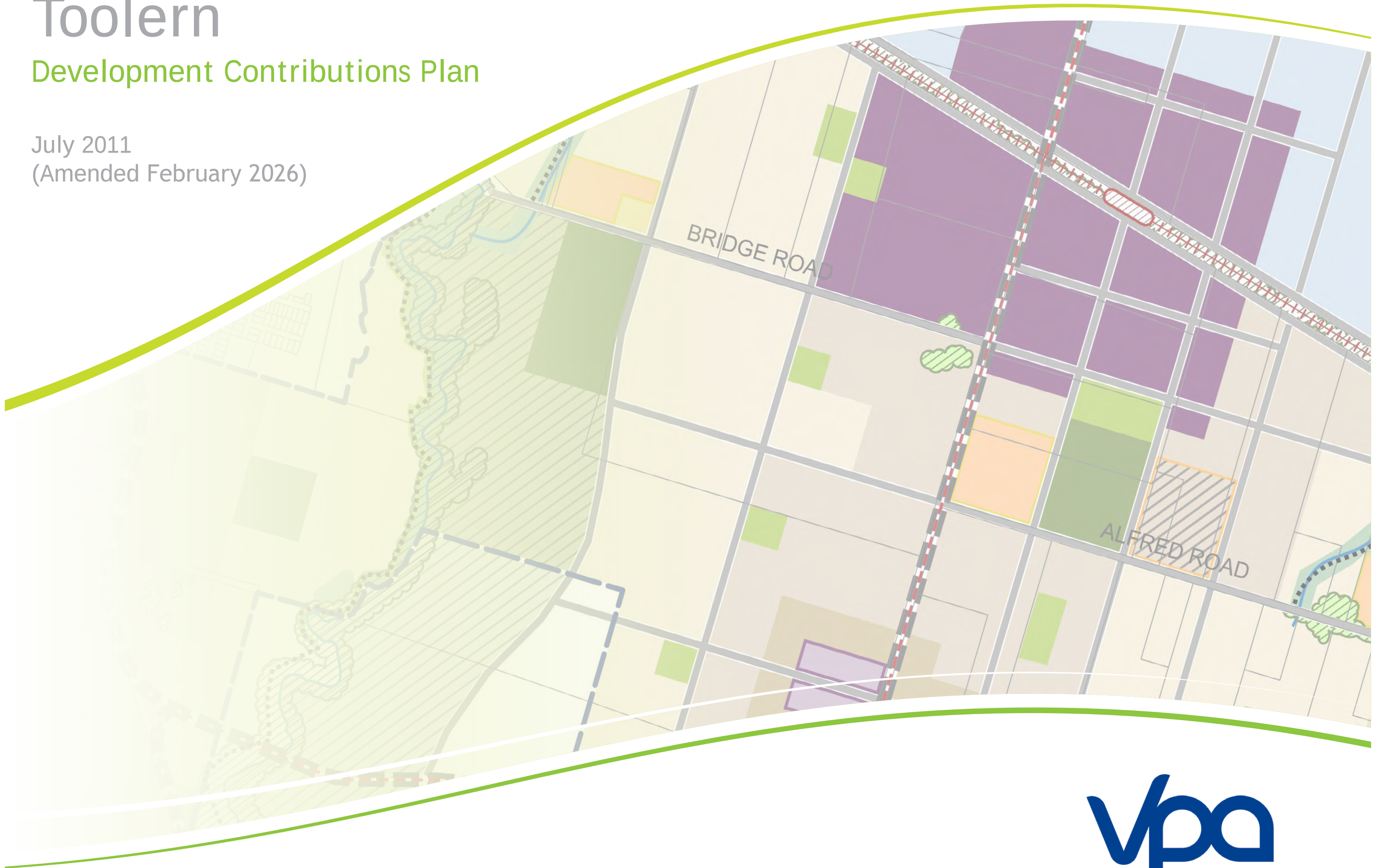


Toolern

Development Contributions Plan

July 2011
(Amended February 2026)



CONTENTS

Amended by C232	INTRODUCTION	3
Amended by C232	1.0 STRATEGIC BASIS	4
	1.1 PLANNING AND ENVIRONMENT ACT 1987	4
	1.2 PRECINCT STRUCTURE PLAN	7
	1.3 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES	7
	1.4 INFRASTRUCTURE PROJECT JUSTIFICATION	9
Amended by C232	2.0 CALCULATION OF CONTRIBUTIONS	19
	2.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS	21
	2.2 CALCULATION OF CONTRIBUTION CHARGES	21
Amended by C232	3.0 ADMINISTRATION AND IMPLEMENTATION	67
	3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN	67
	3.2 IMPLEMENTATION STRATEGY	69
Amended by C232	4.0 OTHER INFORMATION	72
	4.1 ACRONYMS	72
	4.2 GLOSSARY	72
	4.3 SUPPORTING INFORMATION	74

Amended by C232	APPENDICIES	
	Appendix 1: Functional Layout Plans	76
	Appendix 2: Bridge Designs	107
	Appendix 3: Functional Layout Plans from the Rockbank and Paynes Road PSPs	113
	Appendix 4: Community Centre Concept Designs	124
	Appendix 5: Pavilion Concept Designs	126
	Appendix 6: Sporting Reserve Concept Designs	128
	Appendix 7: Detailed Costs Sheets	130

Amended by C232	PLANS	
	Plan 1: Regional Context	4
	Plan 2: Future Urban Structure	6
	Plan 3: Charge Areas	8
	Plan 4: Roads and Intersections	10
	Plan 5: Bridges and Public Transport	12
	Plan 6: Community Facilities	14
	Plan 7: Active Recreation Facilities	16
	Plan 8: Land Budget	20

Amended by C232	TABLES	
	Table 1: Summary Land Use Budget	23
	Table 2: Property Specific Land Use Budgets	24
	Table 3: Strategic Justification	28
	Table 4: Calculation of Costs	42
	Table 5: Schedule of Costs	56
	Table 6: Summary of Charges	64
	Table 7: Items for Direct Delivery	74

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	October 2010	Melton C84 (Part 1)	N/A
2	July 2011	Melton C84 (Part 2)	Refer to C84 (Part 2) explanatory report
3	December 2015	Melton C161	Removal of Paynes Road PSP land from Toolern PSP
4	February 2019	Melton C172	Includes Paynes Road Railway Station
5	June 2020	C207melt	Table 2: Re-insert rows inadvertently deleted by C172
6	February 2026	Melton C232	Incorporate findings from the Toolern PSP Review

INTRODUCTION

Amended by C232 The *Toolern Development Contributions Plan* (DCP) has been developed to support the provision of certain specified works, services and facilities to be used by the future community of Toolern which is generally covered by the *Toolern Precinct Structure Plan* in the Melton-Caroline Springs Growth Area (Refer to Plan 1 for location). The *Toolern Precinct Structure Plan* area will require a range of physical and social infrastructure as part of the development of the area. Not all of this infrastructure will be funded through this DCP.

This infrastructure is provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Development contributions (community infrastructure levy and development infrastructure levy);
- Utility service provider contributions; and
- Capital works projects by Council, state government agencies and community groups.

Amended by C232 This DCP will require the payment of levies to ensure that the infrastructure specified in this plan is funded to enable Melton City Council to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the Toolern Precinct. The full range of infrastructure identified in the *Toolern Precinct Structure Plan* will only be delivered if the lower order infrastructure items are provided by those developing the land through the imposition of planning permit conditions. Decisions have been made about the type of infrastructure which will be funded by this DCP. These decisions are in line with the Ministerial Direction for Development Contributions.

Amended by C232 This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act* and the *Victorian State Government Development Contributions Guidelines* (2003).

DEVELOPMENT CONTRIBUTIONS PLAN STRUCTURE

The DCP document comprises four parts.

PART ONE

Part 1 clearly explains the strategic basis for the Development Contributions Plan, which includes information about the *Toolern Precinct Structure Plan* and justification for the various infrastructure projects included in the Development Contributions Plan.



PART TWO

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



PART THREE

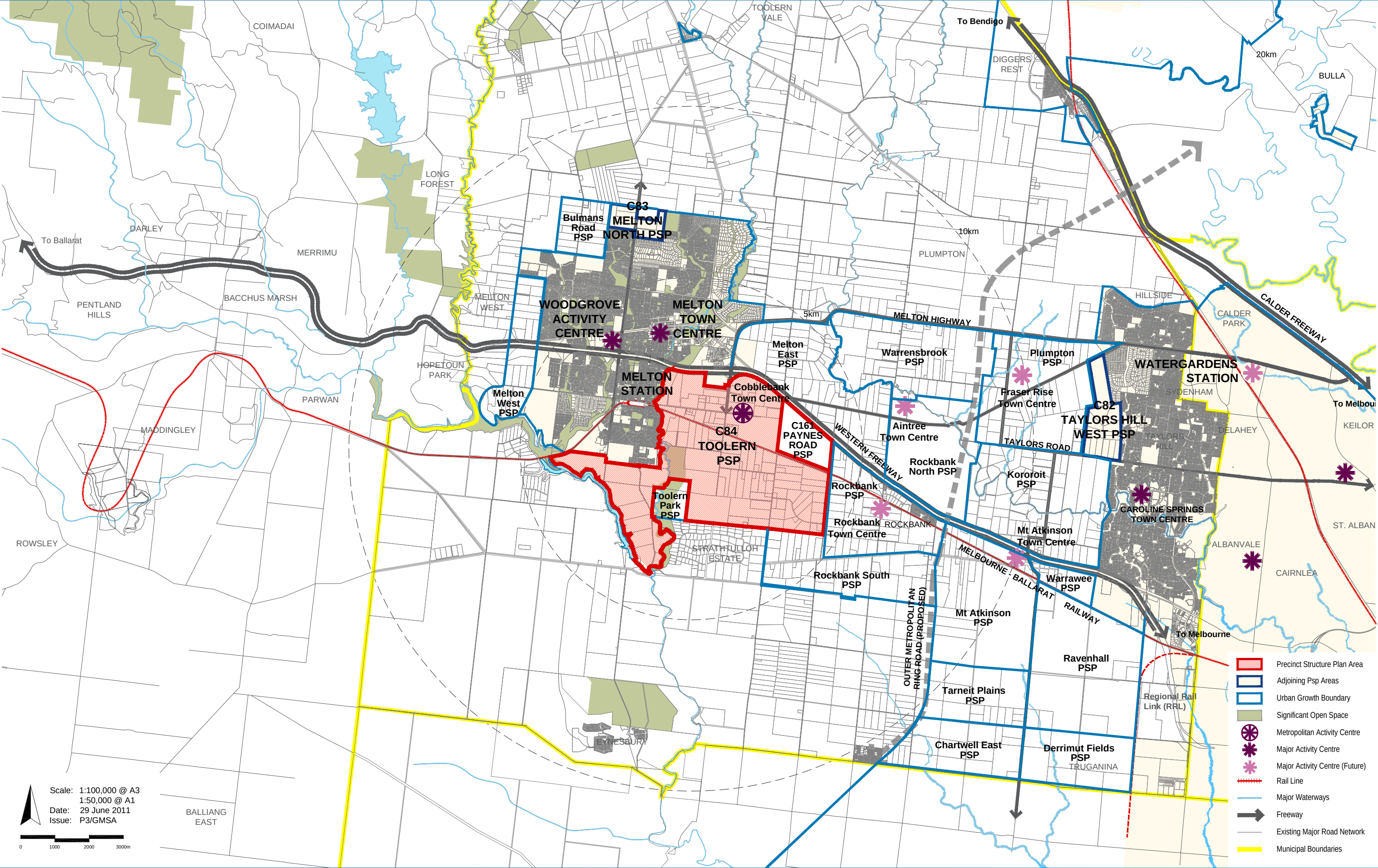
Part 3 focuses on administration and implementation of the Development Contributions Plan.



PART FOUR

Part 4 provides other information.

This page has been intentionally left blank.



1.0 STRATEGIC BASIS

The strategic basis for this DCP Plan is established by the Planning Policy Framework of the Melton Planning Scheme. Key documents are *Plan Melbourne 2017-2050*, the *Growth Corridor Plans*, the Municipal Strategic Statement, and the *Toolern Precinct Structure Plan* (and supporting documents), which set out a broad, long term vision for the sustainable development of the DCP Plan area.

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

The *Toolern Precinct Structure Plan* has been developed following a comprehensive planning process and provides a greater level of detail to guide the development of the DCP area.

1.1 PLANNING AND ENVIRONMENT ACT 1987

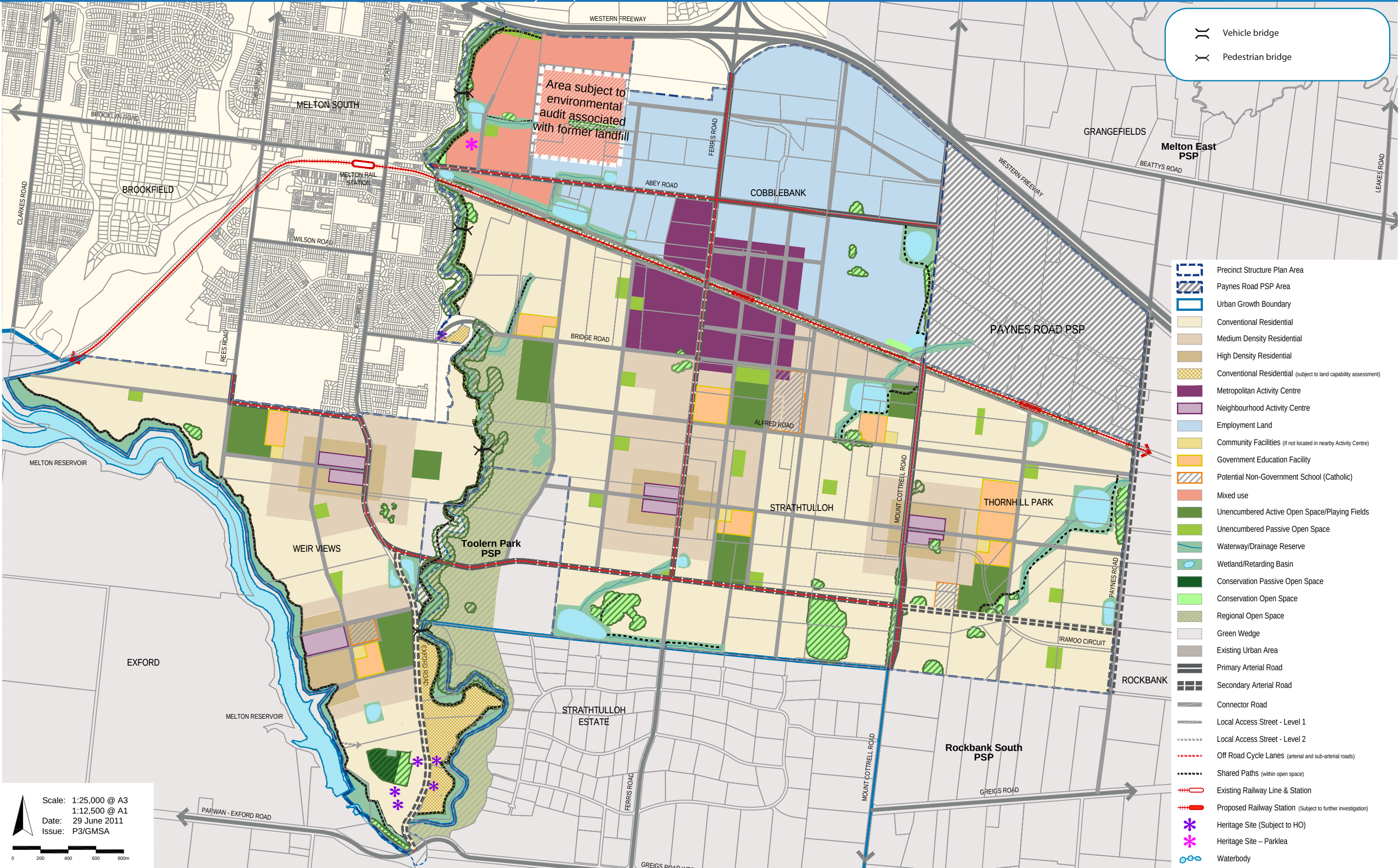
This DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* ("the Act") and has been developed in line with the Planning Policy Framework of the Melton Planning Scheme as well as Victorian Government Guidelines.

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

This DCP forms part of the Melton Planning Scheme pursuant to Section 46I of the Act and is an incorporated document under Clause 72.04 of the Melton Planning Scheme.

Plan 1 Regional Context

Amended by C232



1.2 PRECINCT STRUCTURE PLAN

Amended by C232
The area of the *Toolern Precinct Structure Plan* is located to the south and east of the existing Melton Township.

The *Toolern Precinct Structure Plan* area is expected to:

- Amended by C232
 - Grow by up to 68,000 people, accommodated in approximately 25,000 households; and,
 - Generate up to 25,000 jobs in land uses in the Precinct Structure Plan area.

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

Amended by C232
The need for the infrastructure has been determined according to the anticipated development scenario for Toolern PSP area as described in the *Toolern Precinct Structure Plan*. The DCP emanates from the Precinct Structure Plan, as the Precinct Structure Plan provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

1.3 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

Amended by C232
In accordance with Section 46K(1)(a) of the Planning and Environment Act 1987, the Toolern DCP applies to land shown in Plan 3. The area is also clearly indicated in the relevant DCP Overlay in the Melton Planning Scheme.

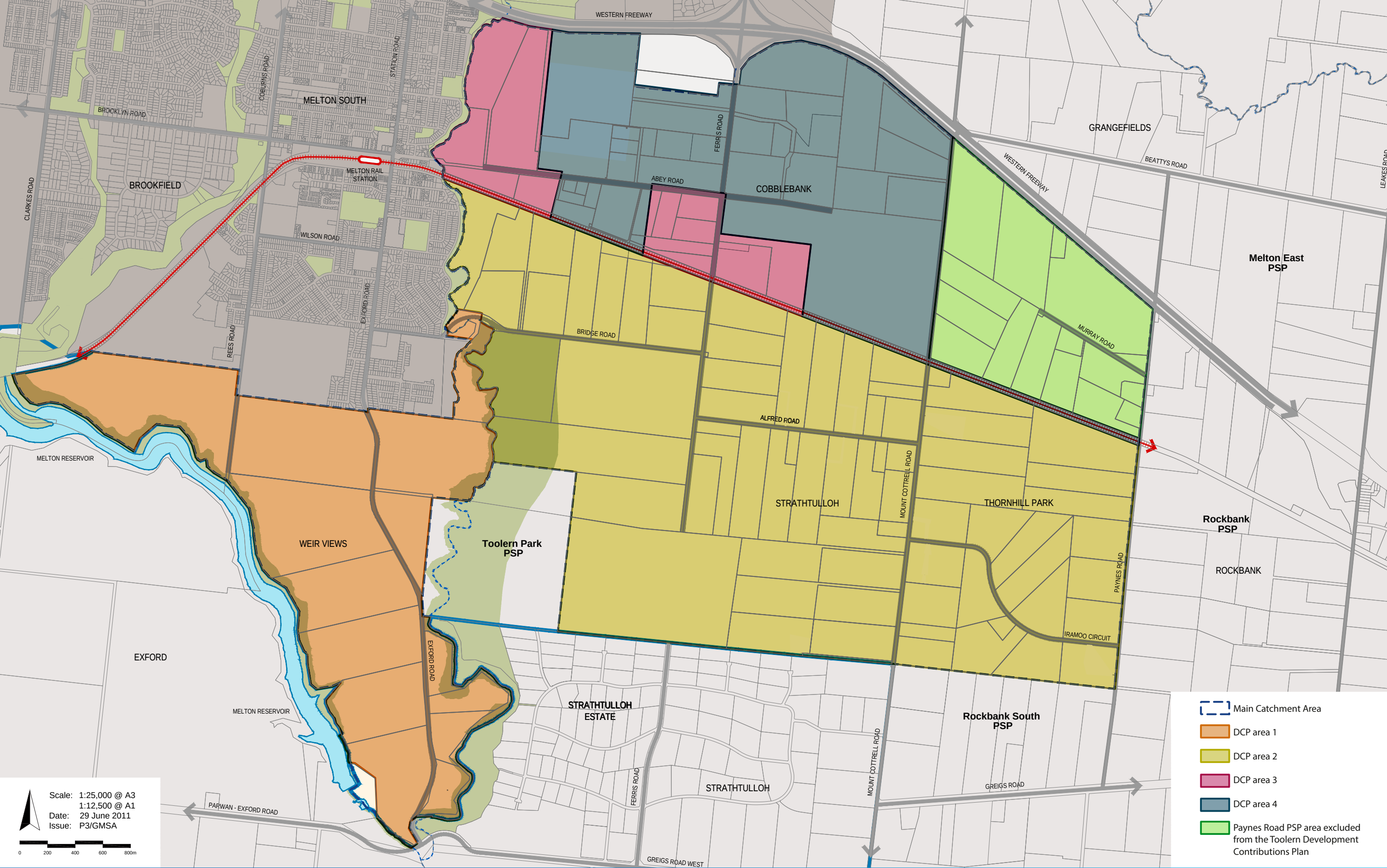
The Precinct Structure Plan applies to approximately 2,100 hectares of land as shown in Plan 3.

The DCP area is divided into four areas:

- Area 1
- Area 2
- Area 3
- Area 4

Amended by C232
The *Toolern Precinct Structure Plan* clearly sets out that the plan area comprises four areas as shown in Plan 3. These four areas also define the main catchment areas (MCA) for the various infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

Amended by C232
In selecting items to be funded under this DCP, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the *Toolern Precinct Structure Plan*, an existing local development contributions plan, an agreement under Section 173 of the Act, or as a condition on an existing planning permit. Furthermore, items of local infrastructure which are normally funded by developers as part of the normal subdivisions process is not funded under this DCP. This includes for example, items such as subdivisional drainage and local roads, parts of the connector road network, intersections between local roads and higher order roads. These items must continue to be required by planning permit conditions as they are not funded by this DCP.



1.4 INFRASTRUCTURE PROJECT JUSTIFICATION

1.4.1 INTRODUCTION

The need for infrastructure has been determined according to the anticipated development scenario for Toolern PSP area as described in the *Toolern Precinct Structure Plan* and its supporting documents.

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

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the *Toolern Precinct Structure Plan* area. The cost apportionment methodology adopted in this DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item. A summary of how each item relates to projected growth area development is set out below and individual item use catchments are identified in Table 4.

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

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

1.4.2 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

The items listed below are not included in the DCP, as they are not considered to be higher order items. They must be provided by developers as a matter of course usually by the imposition of planning permit conditions:

- All internal streets and connector streets, and associated traffic management measures (including streets on the edge of the *Toolern Precinct Structure Plan*);
- Flood mitigation works;
- Local drainage systems;
- Intersections connecting the development to the existing road network, except where specified as DCP projects;
- Water, sewerage, underground power, gas, telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, water tapping and landscaping of open space;
- Passive public open space reserve masterplans and any agreed associated works required by the *Toolern Precinct Structure Plan*;
- Council's plan checking and supervision costs; and
- Bus stops.

Table 3, Strategic Justification, provides an explanation of all projects in the DCP.

Plan 3 Charge Areas

Amended by C232



Construction

Land

Signalised T-intersection

Signalised 4-way intersection

upgrade of protected right-hand turn lane & left-hand declaration lane

NOTE: Refer to detailed land budget for property specific land takes for road widening

- Precinct Structure Plan Area

Paynes Road PSP Area

Urban Growth Boundary

Conventional Residential

Medium Density Residential

High Density Residential

Conventional Residential (subject to land capability assessment)

Metropolitan Activity Centre

Neighbourhood Activity Centre

Employment Land

Community Facilities (if not located in nearby Activity Centre)

Government Education Facility

Potential Non-Government School (Catholic)

Mixed use

Unencumbered Active Open Space/Playing Fields

Unencumbered Passive Open Space

Waterway/Drainage Reserve

Wetland/Retarding Basin

Conservation Passive Open Space

Conservation Open Space

Regional Open Space

Green Wedge

Existing Urban Area

Primary Arterial Road

Secondary Arterial Road

Connector Road

Local Access Street - Level 1

Local Access Street - Level 2

Off Road Cycle Lanes (arterial and sub-arterial roads)

Shared Paths (within open space)

Existing Railway Line & Station

Proposed Railway Station (Subject to further investigation)

Heritage Site

Heritage Site (Parklea)

Waterbody

Habitat Zone/Ecological Vegetation Classes (EVC)

INFRASTRUCTURE PROJECTS

1.4.3 TRANSPORT

The key transport-related projects in the DCP are based on the transport network depicted in Plan 4 which is based on the Veitch Lister Modelling PSP, April 2009, and have been costed by Cardno, 2021.

The transport projects comprise of three categories:

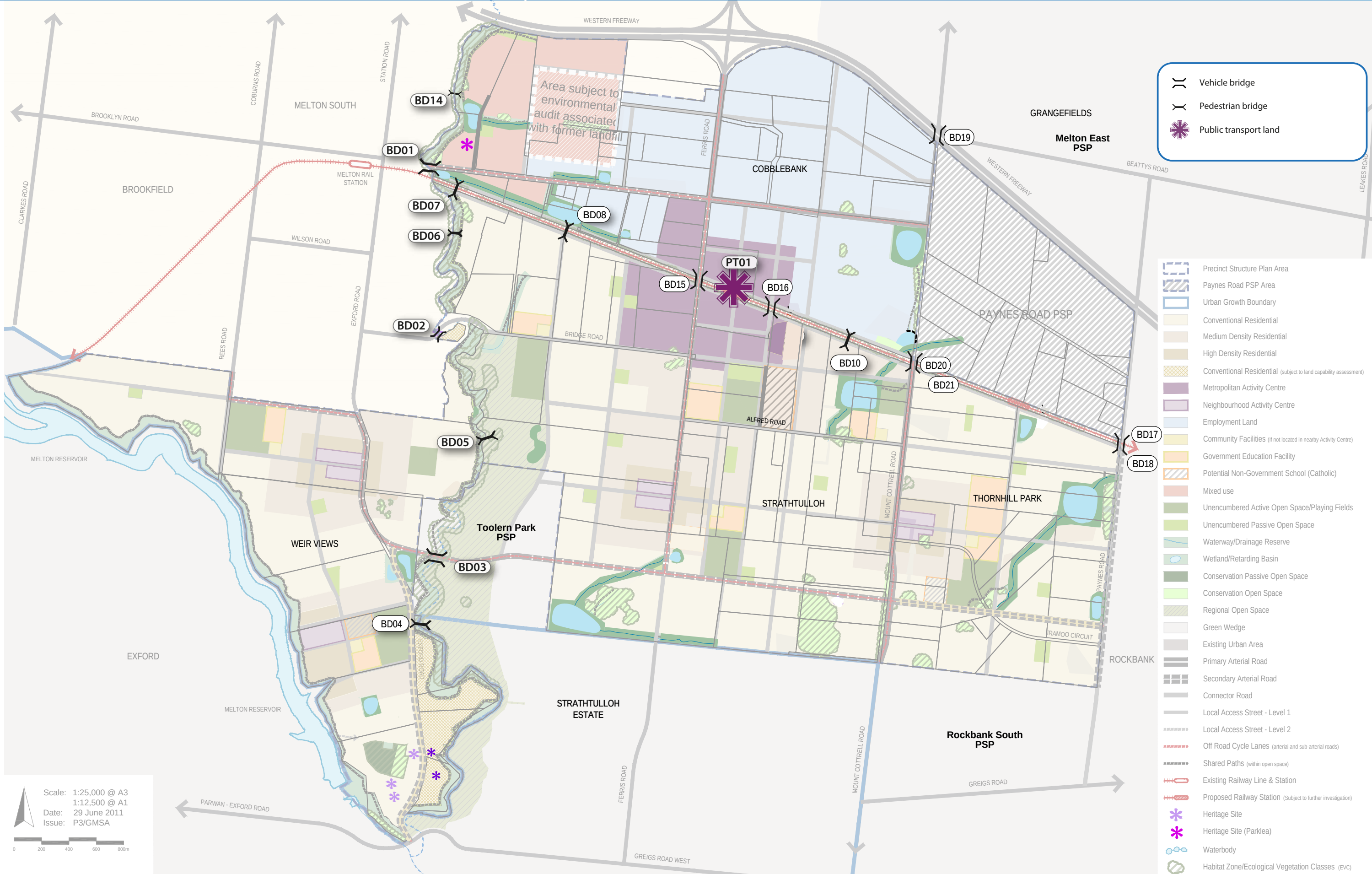
- Road construction and duplication including land requirements;
- Construction of major controlled intersections; and
- Bridges.

The road, intersection, and bridge projects funded by the DCP include:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
Road Projects	
RD01	Rees Road: Coburns Road (PSP Boundary) to East West Arterial (IT01). Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 20m to 34m (ultimate).
RD02	East West Arterial: Rees Road (IT01) to Exford Road (IT02). Construction of a 2-lane arterial road (interim layout) Purchase of land to increase reserve width from 0m to 34m (ultimate).
RD03	Exford Road: East West Arterial (IT02) to East West Arterial (IT03). Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m(ultimate)
RD04	Exford Road: Exford Road (IT03) to Greigs Road (IT04). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate)
RD05	East West Arterial: Exford Road (IT03) to Toolern Creek (BD03). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate)
RD06	East West Arterial: Toolern Creek (BD03) to Ferris Road (IT05). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve from 0m to 34 m (ultimate)
RD07	East West Arterial: Ferris Road (IT05) to Mount Cottrell Road (IT06). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate)
RD08	East West Arterial: Mount Cottrell Road (IT06) to Paynes Road (IT07). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).
RD09	Deleted
RD10	Deleted
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary. Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).

DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line. Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
RD14	Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).
RD15	Ferris Road: Western Freeway to Shogaki Drive (IT13). Construction of a 2-lane arterial road (interim layout). Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road Purchase land to increase reserve width from 34m to 45m(ultimate).
RD16	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line. Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).
RD17	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05). Construction of a 2-lane arterial road (interim layout).
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate).
RD19	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10). Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m(ultimate).
RD20	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05). Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).
RD21	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05). Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).
RD23	Paynes Road: East-West Connector Road 1 (IT31) to East West Arterial (IT07). Construction of a 2-lane arterial road (interim standard).
RD24	Paynes Road: East West Arterial (IT07) to East-West Connector Road 2 (IT32). Construction of a 2-lane arterial road (interim standard).
Intersection Projects	
IT01	Intersection: Rees Road and East West Arterial. Construction of signalised 4-way intersection (interim standard).
IT02	Intersection: East West Arterial and Exford Road. Construction of signalised T-intersection (interim standard).
IT03	Intersection: East West Arterial and East West Arterial. Construction of signalised T-intersection (interim standard).
IT04	Intersection: Exford Road and Greigs Road. Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.
IT05	Intersection: East West Arterial and Ferris Road. Purchase of land and construction of signalised 4-way intersection (interim standard).

DCP PROJECT NUMBER	PROJECT DESCRIPTION
IT06	Intersection: East West Arterial and Mount Cottrell Road. Purchase of land and construction of signalised 4-way intersection (interim standard).
IT07	Intersection: East West Arterial and Paynes Road. Construction of signalised 4-way intersection (interim standard).
IT08	Deleted
IT09	Deleted
IT10	Intersection: Mount Cottrell Road and Shogaki Drive . Purchase of land and construction of signalised 4-way intersection (interim standard).
IT12	Intersection: Shogaki Drive and Collector Street. Construction of signalised 4-way intersection (interim standard).
IT13	Intersection: Ferris Road and Shogaki Drive. Purchase of land and construction of signalised 4-way intersection (interim standard).
IT14	Intersection: Ferris Road and MAC Northern Collector Road. Construction of signalised T-intersection (interim standard).
IT15	Intersection: Ferris Road and Bridge Road. Construction of signalised 4-way intersection (interim standard).
IT16	Intersection: Abey Road and Industrial Connector Road. Construction of signalised T-intersection (interim standard).
IT17	Intersection: Abey Road and Bundy Drive. Construction of signalised T-intersection (interim standard).
IT18	Intersection: Ferris Road and Shakamaker Drive. Construction of signalised 4-way intersection (ultimate standard).
IT19	Intersection: Mount Cottrell Road and Murray Road. Construction of signalised T-intersection (interim standard).
IT20	Intersection: Mount Cottrell Road and Southern Connector Road. Construction of signalised 4-way intersection (interim standard).
IT21	Intersection: East West Arterial and Eastern North-South Connector Road. Construction of signalised 4-way intersection (interim standard).
IT22	Intersection: East West Arterial and Central North-South Connector Road. Construction of signalised 4-way intersection (interim standard).
IT23	Intersection: East West Arterial and Western North-South Connector Road. Construction of signalised T-intersection (interim standard).
IT24	Intersection: Exford Road and Connector Road. Construction of signalised T-intersection (interim standard).
IT25	Intersection: Mount Cottrell Road and Bridge Road. Construction of signalised T-intersection (interim standard).
IT26	Intersection: Mount Cottrell Road and Alfred Road. Construction of signalised 4-way intersection (interim standard).
IT27	Intersection: Ferris Road and Alfred Road. Construction of signalised 4-way intersection (interim standard).
IT28	Intersection: Ferris Road and Southern Connector Road. Construction of signalised 4-way intersection (interim standard).



Plan 5

bridges & public transport

Amended by C232

DCP PROJECT NUMBER	PROJECT DESCRIPTION
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).
Bridge Projects	
BD01	Abey Road Bridge. Construction of an arterial road bridge over the Toolern Creek.
BD02	Bridge Road Bridge. Construction of a connector road bridge over the Toolern Creek.
BD03	East West Arterial Bridge. Construction of an arterial road bridge over the Toolern Creek.
BD04	Shared Use Pedestrian Bridge 1: Toolern Creek. Construction of a shared use pedestrian bridge over the Toolern Creek.
BD05	Shared Use Pedestrian Bridge 2: Toolern Creek. Construction of a shared use pedestrian bridge over the Toolern Creek.
BD06	Shared Use Pedestrian Bridge 3: Toolern Creek. Construction of a shared use pedestrian bridge over the Toolern Creek.
BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway. Construction of a pedestrian underpass.
BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway. Construction of a pedestrian underpass.
BD09	Deleted
BD10	Pedestrian Underpass 3: Melbourne Ballarat Railway. Construction of a pedestrian underpass.
BD11	Deleted
BD12	Deleted
BD13	Deleted
BD14	Shared Use Pedestrian Bridge 4: Toolern Creek. Construction of a shared use pedestrian bridge over the Toolern Creek.
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor (interim standard).
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).

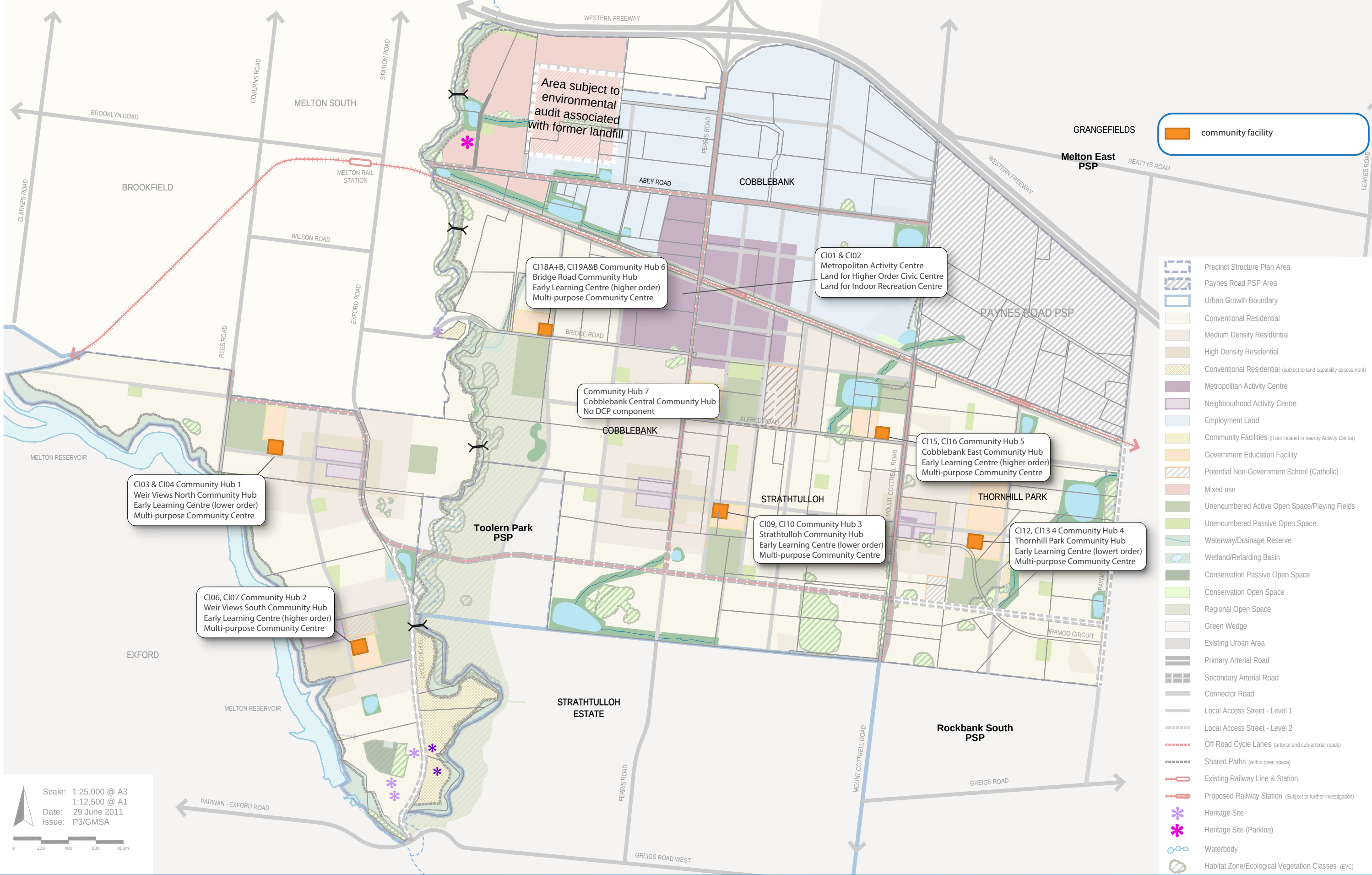
DCP PROJECT NUMBER	PROJECT DESCRIPTION
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).
BD19	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)
BD20	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).

1.4.4 PUBLIC TRANSPORT

Amended by C232

The Melbourne-Ballarat rail line traverses through the *Toolern Precinct Structure Plan* area with the nearest station located in Melton Township. The *Victorian Transport Plan* (State of Victoria, 2008) states that the services on the Melton line will be doubled following completion of the Regional Rail Link and electrification of the line to Sunbury. The *Victorian Transport Plan* also notes that other stations will be built as development progresses and patronage rises thus there is a need to identify land required to establish a station including parking and a bus interchange at Cobblebank Metropolitan Activity Centre. This will be undertaken as part of the Urban Design Framework for the Metropolitan Activity Centre.

DCP PROJECT NUMBER	PROJECT DESCRIPTION
PT01	Purchase land to provide for Local Bus Interchange (1 hectare).



Plan 6

Community Facilities

Amended by C232

1.4.5 COMMUNITY FACILITIES

Amended by C232

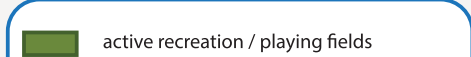
The needs analysis undertaken by ASR Research and City of Melton determined the requirement for a range of community facilities which are illustrated in Plan 6.

The community and indoor facility projects funded by the DCP include:

Amended by C232

DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI01	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.
CI03	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.
CI04	Weir Views North Community Centre onstruction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.
CI05	Deleted
CI06	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.
CI07	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.
CI08	Deleted
CI09	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.
CI10	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.
CI11	Deleted
CI12	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.
CI13	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.

DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI14	Deleted
CI15	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.
CI16	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.
CI17	Deleted
CI18A	Bridge Road Community Centre. Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)
CI18B	Bridge Road Community Centre. Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)
CI19A	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 Contribution (60%)
CI19B	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 Contribution (40%)
CI20	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component

Amended
by C232

The analysis undertaken by ASR Research and City of Melton determined a number of facilities required to be built on the various active open space areas to meet the needs of the future community, as illustrated in Plan 7.

The active recreation projects funded by the DCP include:

Amended
by C232

DCP
PROJE
NUMB

DCP
PROJECT
NUMBER

Active Recreation Facilities

Amended by C232

1.4.7 STRATEGIC PLANNING

Funding for the preparation of the Precinct Structure Plan and DCP was made available up front by the Council. This funding, totalling \$1.25 million, has been included in the DCP so that the burden of providing advance funding is shared equitably over the area benefiting from the project which is covered by this DCP.

1.4.8 PROJECT TIMING

Each item of infrastructure funded by the DCP has an assumed indicative provision trigger specified in Table 3. The timing for the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared. The Development Agency will monitor and assess the required timing for individual items and may seek an amendment to the Melton Planning Scheme to adjust indicative provision triggers as part of the 5-year review.

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

1.4.9 DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

Amended by C232

In accordance with the *Planning and Environment Act 1987* and the *Ministerial Direction on Development Contributions* (May 2004), 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.

Amended by C232

For community infrastructure, contributions are to be made by the home-buyer at the time of building approval. Contributions relating to community infrastructure will be paid for at a 'per dwelling'. The *Planning and Environment Act 1987* stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$900 per dwelling. If the cap is ever increased and the increased amount is equal to or less than the amount required by the DCP to fund the community infrastructure, this higher amount will be collected from the date it is introduced.

The following infrastructure projects are community infrastructure:

All other infrastructure projects are in the development infrastructure category. Contributions relating to development infrastructure are to be made by developers generally at the time of subdivision or as otherwise specified in this DCP. If subdivision is not applicable payments must be made prior to construction of buildings and works.

Amended by C232

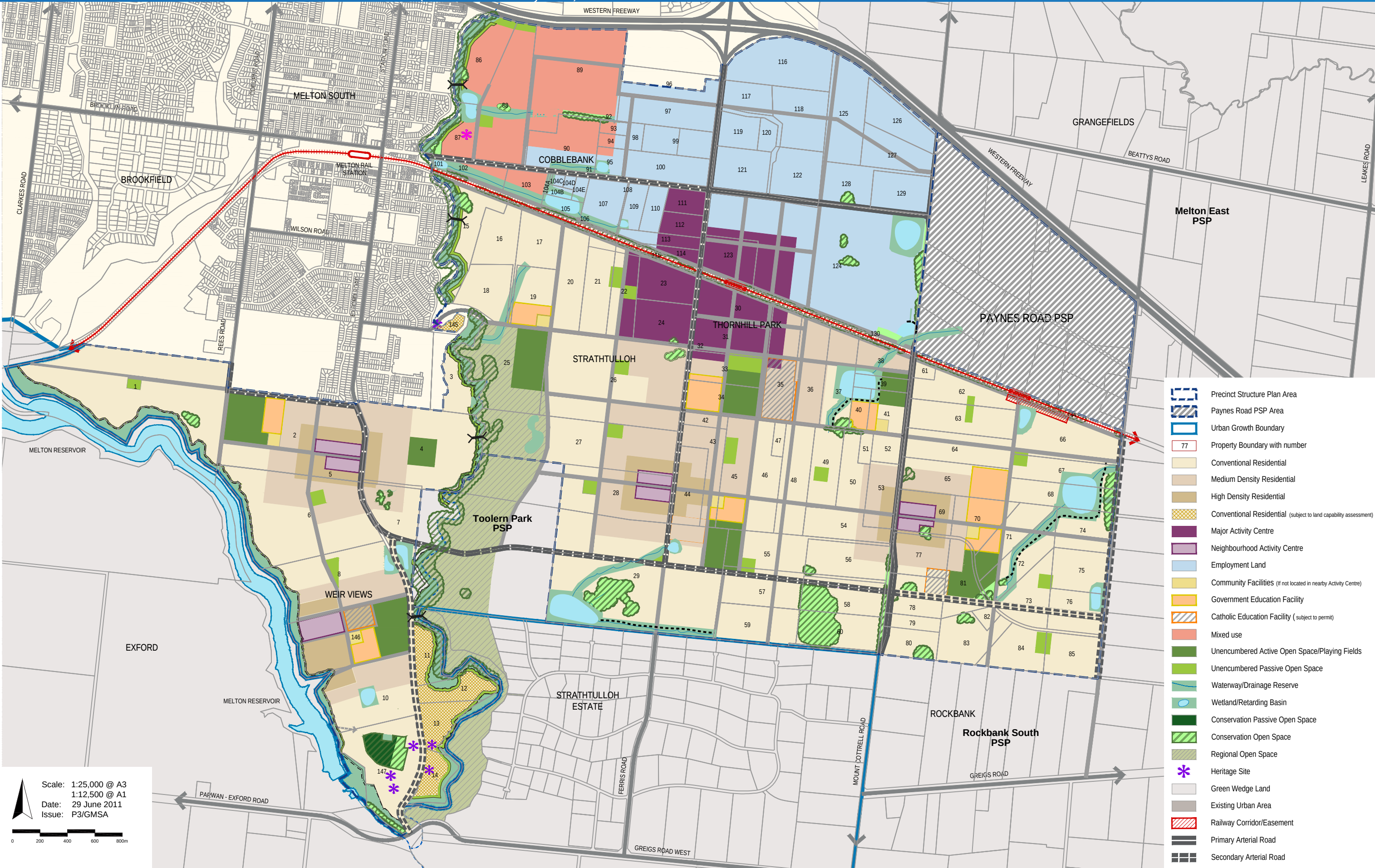
DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI04	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.
CI07	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.
CI10	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.
CI13	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.
CI16	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.
CI20	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component.
AR02	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure
AR04	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure
AR06	Weir Views South Sports Reserve Pavilion Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure
AR08	Strathtulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure
AR10	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure
AR12	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure
AR14	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping, and related infrastructure
AR16	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure

2.0 CALCULATION OF CONTRIBUTIONS

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

The general cost apportionment method includes the following steps:

- Calculation of the net developable area and demand units (refer Tables 1 and 2);
- Calculation of project costs (refer Table 3);
- Identification and allowance for external use (refer Table 4);
- Cost apportionment (refer Table 4);
- Calculation of service catchments (refer Table 4);
- Identification of development types required to pay the levy (refer Table 4);
- Summary of costs payable by development type and precinct for each infrastructure category (refer Table 5); and,
- Finally, a charge per hectare for the 4 charge areas and each development type (refer Table 6).



2.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

2.1.1 INTRODUCTION

Contributions are payable on each hectare of the Net Developable Area. The following section sets out how Net Developable Area is calculated, and provides a detailed land budget for every property within the *Toolern Precinct Structure Plan*.

2.1.2 NET DEVELOPABLE AREA

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

For the purposes of this DCP Net Developable Area is defined as the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, and local and connector streets. Put simply, it is the total precinct area, minus the area of community facilities, schools and educational facilities, open space, encumbered land and arterial roads. Small local parks to be identified at the subdivision stage are included in Net Developable Area.

The net developable area for the DCP has been calculated in the Tables 1 and 2 to ensure these levies are properly apportioned.

2.1.3 LAND BUDGET AND DEMAND UNITS

Tables 1 and 2 provide a detailed land budget for the entire *Toolern Precinct Structure Plan*. The land budget is calculated for the precinct and then broken down further again for each land holding within the Precinct Structure Plan area, as illustrated in Plan 8. Table 2 sets out the amount of Net Developable Area available and the land required for a public purpose in accordance with the DCP, for each land holding. The resulting Net Developable Hectares is the area comprising the “demand units” and therefore the basis upon which the development contribution levies are calculated and payable. One Net Developable Hectare equals one Demand Unit.

2.2 CALCULATION OF CONTRIBUTION CHARGES

2.2.1 CALCULATION OF COSTS

Each project has been assigned a land and/or construction cost. These costs are listed in Table 3. The costs are expressed in 1 September 2009 dollars and will be adjusted annually in accordance with the indexation method specified in Section 3.1.6. A summary of the total costs for each charge area by infrastructure category is provided in Table 6.

VALUATION OF LAND

The cost of each land project was determined (that is to say estimated) by a land valuer appointed by Melton City Council and Victorian Planning Authority based on both compensation-based valuation principles and a broad hectare rate to determine the current market value of the land required in accordance with the Precinct Structure Plan and DCP.

CALCULATION OF CONSTRUCTION COSTS

Road, intersection, and shared path construction costs have been estimated by Cardno and Melton City Council (detailed project cost sheets can be obtained from the Melton City Council).

All sports field and community building construction costs have been estimated by ASR Research in consultation with Melton City Council.

2.2.2 EXTERNAL USE

The strategic planning undertaken has determined an allowance for other use external to the Main Catchment Area for specific projects – that is use that does not emanate from the Toolern Precinct Structure Plan area. Table 4 quantifies any external demand (as a percentage) for each infrastructure project. Where this is the case, a percentage discount has been made to the dollar amount that will be recovered (refer to column 5, Table 4).

2.2.3 COST APPORTIONMENT

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

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

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

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

To support this approach, a main catchment area has been determined for each item.

2.2.4 MAIN CATCHMENT AREAS

The Main Catchment Area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use. The DCP MCA has been divided into four areas. These areas form logical charge areas to which the usage of local infrastructure has been apportioned.

For each infrastructure project, the areas that make up the MCA have been nominated.

The charges for new development are different in each of these areas as they ensure new development pays an appropriate share towards the items it will use.

It is important to note that the number of net developable hectares (that is the demand units) in each area is based on the land budgets in Tables 1 and 2.

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 Net Developable area set out in the detailed Land Budget in Table 2.

For the purposes of the DCP, the number of developable hectares will only change if the Collecting Agency agrees to a variation to the Precinct and Detailed Land Budget and associated tables. Table 2 should be used to determine the number of developable hectares (for DCP purposes) on individual parcels.

Plan 8

Land Budget

Amended by C232



2.2.5 CHARGE AREAS

Amended by C232 The DCP contains four charge areas. Charge Areas 1, 2 and 3 apply to land where residential development is to be located under the Future Urban Structure (refer Plan 2). This includes the Metropolitan and Neighbourhood Activity Centres and Mixed Use-zoned (applied) land in Charge Area 3.

Charge Area 4 applies to land designated for employment use and includes Mixed Use-zoned (applied) land to the west of Ferris Road (north of Abey Road).

The variation between the residential and employment charge area rates reflects the fact that employment land does not contribute towards community and active recreation items.

For each infrastructure project, the charge area that is to make the contribution is specified (refer Table 5).

NON-GOVERNMENT SCHOOLS

Amended by C232 The development of land for a non-government school is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under the DCP.

2.2.6 TOTAL CONTRIBUTIONS PAYABLE BY CHARGE AREA AND DEVELOPMENT TYPE

The final column in Table 4 provides the dollar contribution per Net Developable Hectare for the respective infrastructure items.

Development infrastructure levies and community infrastructure levies must not be imposed on development of land for housing provided by or on behalf of the Department of Families, Fairness and Housing.

2.2.7 SCHEDULE OF COSTS

Table 5 calculates the amount of contributions payable by each charge area for each infrastructure category.

2.2.8 SUMMARY OF CHARGES PER HECTARE

Amended by C232 Table 6 shows the quantum of funds to be contributed by each Charge Area towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP. Table 6 sets out a summary of costs for each charge area.

Amended by C232 **Table 1:** Summary Land Use Budget

DESCRIPTION	RESIDENTIAL AREA 1			RESIDENTIAL AREA 2			RESIDENTIAL AREA 3			TOTAL RESIDENTIAL PRECINCT			EMPLOYMENT AREA			Total Precinct		
	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA	Hectares	% of Total Precinct	% of NDA
TOTAL PRECINCT AREA (including existing road reserves)	454.55	21.7%	20.1%	1,082.60	51.8%	51.7%	131.47	6.3%	5.7%	1,668.62	79.8%	77.6%	422.07	20.2%	22.4%	2,090.69	100.0%	100.0%
TRANSPORT																		
Arterial Roads and Bridges	4.54	1.00%	1.47%	12.69	1.17%	1.60%	0.80	0.61%	0.91%	18.03	1.08%	1.51%	3.63	0.86%	1.05%	21.66	1.04%	1.41%
Intersections	4.21	0.93%	1.36%	16.85	1.56%	2.12%	0.30	0.23%	0.34%	21.36	1.28%	1.79%	4.20	1.00%	1.22%	25.56	1.22%	1.66%
Local Bus Interchange	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.00	0.76%	1.14%	1.00	0.06%	0.08%	0.00	0.00%	0.00%	1.00	0.05%	0.07%
Railway Corridors / Easements	0.00	0.00%	0.00%	2.35	0.22%	0.30%	8.05	6.12%	9.15%	10.40	0.62%	0.87%	13.09	3.10%	3.80%	23.49	1.12%	1.53%
SUBTOTAL	8.75	1.92%	2.83%	31.89	2.95%	4.01%	10.15	7.72%	11.54%	50.79	3.04%	4.26%	20.92	4.96%	6.07%	71.71	3.43%	4.67%
COMMUNITY FACILITIES																		
Community Services Facilities	1.80	0.40%	0.58%	6.29	0.58%	0.79%	0.00	0.00%	0.00%	8.09	0.48%	0.68%	0.00	0.00%	0.00%	8.09	0.39%	0.53%
Civic	0.00	0.00%	0.00%	1.50	0.14%	0.19%	0.00	0.00%	0.00%	1.50	0.09%	0.13%	0.00	0.00%	0.00%	1.50	0.07%	0.10%
Justice	0.00	0.00%	0.00%	2.00	0.18%	0.25%	0.00	0.00%	0.00%	2.00	0.12%	0.17%	0.00	0.00%	0.00%	2.00	0.10%	0.13%
Major Activity Centre Public Space	0.00	0.00%	0.00%	0.40	0.04%	0.05%	0.00	0.00%	0.00%	0.40	0.02%	0.03%	0.00	0.00%	0.00%	0.40	0.02%	0.03%
Emergency	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.00	0.76%	1.14%	1.00	0.06%	0.08%	0.00	0.00%	0.00%	1.00	0.05%	0.07%
SUBTOTAL	1.80	0.40%	0.58%	10.19	0.94%	1.28%	1.00	0.76%	1.14%	12.99	0.78%	1.09%	0.00	0.00%	0.00%	12.99	0.62%	0.85%
GOVERNMENT EDUCATION																		
Government Schools	7.00	1.54%	2.26%	30.87	2.85%	3.88%	0.00	0.00%	0.00%	37.87	2.27%	3.18%	0.00	0.00%	0.00%	37.87	1.81%	2.46%
SUBTOTAL	7.00	1.54%	2.26%	30.87	2.85%	3.88%	0.00	0.00%	0.00%	37.87	2.27%	3.18%	0.00	0.00%	0.00%	37.87	1.81%	2.46%
OPEN SPACE																		
ENCUMBERED LAND AVAILABLE FOR RECREATION																		
Power Easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Gas Easements	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Water / Sewer Pipe Easement	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
Waterway / Drainage Line / Wetland / Retarding	52.11	11.46%	16.86%	60.35	5.57%	7.59%	15.81	12.03%	17.98%	128.27	7.69%	10.76%	17.55	4.16%	5.09%	145.82	6.97%	9.49%
Heritage	0.00	0.00%	0.00%	0.00	0.00%	0.00%	1.06	0.81%	1.21%	1.06	0.06%	0.09%	0.00	0.00%	0.00%	1.06	0.05%	0.07%
Conservation	3.41	0.75%	1.10%	29.16	2.69%	3.67%	1.25	0.95%	1.42%	33.82	2.03%	2.84%	4.90	1.16%	1.42%	38.72	1.85%	2.52%
Landfill	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	21.82	5.17%	6.33%	21.82	1.04%	1.42%
SUBTOTAL	55.52	12.21%	17.96%	89.51	8.27%	11.26%	18.12	13.78%	20.60%	163.15	9.78%	13.69%	44.27	10.49%	12.85%	207.42	9.92%	13.50%
UNENCUMBERED LAND AVAILABLE FOR RECREATION																		
Active Open Space	22.79	5.0%	7.37%	30.67	2.8%	3.86%	0.00	0.00%	0.00%	53.46	3.20%	4.49%	0.00	0.00%	0.00%	53.46	2.56%	3.48%
Passive Open Space	25.07	5.5%	8.11%	18.89	1.7%	2.38%	4.21	3.20%	4.79%	48.17	2.89%	4.04%	0.00	0.00%	0.00%	48.17	2.30%	3.14%
SUBTOTAL OPEN SPACE	47.86	10.5%	15.48%	49.56	4.6%	6.24%	4.21	3.20%	4.79%	101.63	6.09%	8.53%	0.00	0.00%	0.00%	101.63	4.86%	6.61%
Other - Regional Park	0.00	0.0%	0.00%	44.74	4.1%	5.63%	0.00	0.00%	0.00%	44.74	2.7%	3.75%	0.00	0.00%	0.00%	44.74	2.14%	2.91%
SUBTOTAL REGIONAL OPEN SPACE	0.00	0.0%	0.00%	44.74	4.1%	5.63%	0.00	0.00%	0.00%	44.74	2.7%	3.75%	0.00	0.00%	0.00%	44.74	2.14%	2.91%
OTHER																		
Existing Road Reserves	11.03	2.43%	3.57%	18.64	1.72%	2.35%	10.04	7.64%	11.42%	39.71	2.38%	3.33%	12.29	2.91%	3.57%	52.00	2.49%	3.38%
Balance of Land subject to Land Capability Assessment	10.46	2.30%	3.38%	0.00	0.00%	0.00%	0.00	0.00%	0.00%	10.46	0.63%	0.88%	0.00	0.00%	0.00%	10.46	0.50%	0.68%
Identified Non-Government Schools	3.00	0.66%	0.97%	12.49	1.15%	1.57%	0.00	0.00%	0.00%	15.49	0.93%	1.30%	0.00	0.00%	0.00%	15.49	0.74%	1.01%
SUBTOTAL	24.49	5.39%	7.92%	31.13	2.88%	3.92%	10.04	7.64%	11.42%	65.66	3.93%	5.51%	12.29	2.91%	3.57%	77.95	3.73%	5.07%
NET DEVELOPABLE AREA (NDA) Ha	309.13	68.01%	47.0%	794.71	73.41%	36.2%	87.95	66.90%	49.5%	1191.79	71.42%	40.0%	344.59	81.64%	22.5%	1536.38	73.49%	36.1%



Amended
by C232

Table 2: Property Specific Land Use Budgets

PROPERTY NUMBER		TRANSPORT				COMMUNITY					ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND		OTHER						TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE					
		ARTERIAL ROADS AND BRIDGES	INTERSECTIONS	LOCAL BUS INTERCHANGE	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMENT SCHOOLS	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VICTORIAN HERITAGE REGISTER	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT		NET DEVELOPMENT AREA OF PRECINCT	ACTIVE OPEN SPACE % OF NDA	PASSIVE OPEN SPACE % OF NDA	TOTAL PASSIVE AND ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DELIVERY TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA HA			
PRECINCT 1																																				
Property 1	76.82													11.45		0.86				2.70							61.81	80.46%	0.00%	4.37%	4.37%	3.97%	0.40%	0.25		
Property 2	56.77	2.27	1.85			0.80				3.50									9.83	0.03						38.49	67.80%	25.54%	0.08%	25.62%	3.97%	-3.89%	-1.50			
Property 3	12.73													5.30						1.52						5.91	46.43%	0.00%	25.72%	25.72%	3.97%	21.75%	1.29			
Property 4	46.36													2.60					4.00	1.48						38.28	82.57%	10.45%	3.87%	14.32%	3.97%	-0.10%	-0.04			
Property 5	0.10																								0.10	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00				
Property 6	57.05	0.17	0.16											3.38					1.89							51.45	90.18%	0.00%	3.67%	3.67%	3.97%	-0.30%	-0.15			
Property 7	17.22	0.06	1.84											2.48		0.55		0.07								12.22	70.96%	0.00%	0.57%	0.57%	3.97%	-3.40%	-0.42			
Property 8	37.15	0.07	0.04											3.36				1.63								32.05	86.27%	0.00%	5.09%	5.09%	3.97%	1.12%	0.36			
Property 9	7.88													7.88												0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00			
Property 10	30.15	0.25												2.92				0.52								26.46	87.76%	0.00%	1.97%	1.97%	3.97%	-2.00%	-0.53			
Property 11	8.15	0.09												2.35				2.75				1.00				1.96	**	0.00%	**	**	3.97%	**	**			
Property 12	10.30	0.15												1.95				4.34				1.87				1.99	**	0.00%	**	**	3.97%	**	**			
Property 13	8.89	0.45												0.23				2.20				3.87				2.14	**	0.00%	**	**	3.97%	**	**			
Property 14	8.16													2.17				1.12				2.24				2.63	**	0.00%	**	**	3.97%	**	**			
Property 145	1.48																								0.00	**	0.00%	**	**	3.97%	**	**				
Property 146	34.72	0.49				1.00				3.50				2.22				8.96	0.60	3.00						14.95	43.06%	59.93%	4.01%	63.95%	3.97%	0.04%	0.01			
Property 147	29.59	0.54	0.32											3.82		2.00		4.22								18.69	63.16%	0.00%	22.58%	22.58%	3.97%	18.61%	3.48			
SUB-TOTAL	443.52	4.54	4.21	0.00	0.00	1.80	0.00	0.00	0.00	0.00	7.00	0.00	0.00	0.00	52.11	0.00	3.41	0.00	22.79	25.07	3.00	0.00	10.46	0.00	0.00	309.13	69.70%	7.37%	8.11%	15.48%	3.97%	4.14%	12.80			
Road reserves	11.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.03	0.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00	0.00			
SUB-TOTAL	11.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.03	0.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00	0.00			
TOTAL AREA 1	454.55	4.54	4.21	0.00	0.00	1.80	0.00	0.00	0.00	0.00	7.00	0.00	0.00	0.00	52.11	0.00	3.41	0.00	22.79	25.07	3.00	0.00	10.46	0.00	11.03	309.13	68.01%	7.37%	8.11%	15.48%						

*Passive Open Space Contribution is to be made via Clause 53.01

** Net Developable Area and Passive Open Space Contribution to be determined via a land capability assessment

Amended
by C232

PRECINCT 2																																				
Property 15	17.98														6.14		0.93				1.84							9.07	50.44%	0.00%	20.29%	20.29%	3.97%	16.32%	1.48	
Property 16	12.98							0.02							0.40												12.56	96.76%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.50		
Property 17	12.95							0.12							0.51												12.32	95.14%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.49		
Property 18	12.94														0.65					0.09							12.20	94.28%	0.00%	0.74%	0.74%	3.97%	-3.23%	-0.39		
Property 19	12.95				0.80				3.50						1.26												7.39	57.07%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.29		
Property 20	15.15																									15.15	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.60			
Property 21	14.10																			0.28						13.82	98.01%	0.00%	2.03%	2.03%	3.97%	-1.94%	-0.27			
Property 22	12.44																			1.99						10.45	84.00%	0.00%	19.04%	19.04%	3.97%	15.07%	1.58			
Property 23	12.04	0.18				1.50														0.05						10.31	85.63%	0.00%	0.48%	0.48%	3.97%	-3.49%	-0.36			
Property 24	11.91				2.89												0.19									8.83	74.14%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.35			
Property 25	31.77														1.36							30.41				0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00			
Property 26	62.80	0.19	0.33														0.79		1.00			0.87			59.62	94.94%	0.00%	1.68%	1.68%	3.97%	-2.29%	-1.37				
Property 27	47.45	0.03													2.20				1.12		13.46			30.64	64.57%	0.00%	3.66%	3.66%	3.97%	-0.31%	-0.10					
Property 28	27.18	0.06	0.38																1.00					25.74	94.70%	0.00%	3.89%	3.89%	3.97%	-0.08%	-0.02					
Property 29	100.18	2.37	3.91												17.31		6.49		4.28	0.18				65.64	65.52%	6.52%	0.27%	6.79%	3.97%	-3.70%	-2.43					
Property 30	14.15	0.72						0.40																13.03	92.08%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.52					
Property 31	12.95	0.03	0.52			2.00													0.29					10.11	78.07%	0.00%	2.87%	2.87%	3.97%	-1.10%	-0.11					
Property 32	0.10		0.10																					0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00					
Property 33	12.25	0.04	0.27							1.16									2.80	2.62				5.36	43.76%	52.24%	48.88%	101.12%	3.97%	44.91%	2.41					
Property 34	12.15	0.14	0.22							5.04									5.39					1.36	11.19%	396.32%	0.00%	396.32%	3.97%	-3.97%	-0.05					
Property 35	17.47																				9.51		7.96	45.56%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.32						
Property 36	16.30																				0.42		15.88	97.42%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.63						
Property 37	15.17														4.38		0.58						10.21	67.30%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.41						
Property 38	8.94	0.37	0.14												1.90				0.73				5.80	64.88%	12.59%	0.00%	12.59%	3.97%	-3.97%	-0.23						
Property 39	3.91														1.95				1.86				0.10	2.56%	186.00%	0.00%	186.00%	3.97%	-3.97%	0.00						
Property 40	4.01							2.47							1.33		0.17						0.04	1.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00						

Table 2: Property Specific Land Use Budgets (continued)

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION						UNENCUMBERED LAND		OTHER						TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE		
		ARTERIAL ROADS AND BRIDGES	INTERSECTIONS	LOCAL BUS INTERCHANGE	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON- GOVERNMENT SCHOOLS	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VICTORIAN HERITAGE REGISTER	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT		NET DEVELOPMENT AREA OF PRINCIPAL	ACTIVE OPEN SPACE % OF NDA	PASSIVE OPEN SPACE % OF NDA	TOTAL PASSIVE AND ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DELIVERY TARGET *	DIFFERENCE % NDA	DIFFERENCE AREA HA
Property 41	8.05		0.10			1.00					1.03				0.68				1.97							3.27	40.62%	60.24%	0.00%	60.24%	3.97%	-3.97%	-0.13
Property 42	3.04	0.08	0.10																							2.86	94.08%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.11
Property 43	11.77	0.28				0.43					0.43								0.29							10.34	87.85%	2.80%	0.00%	2.80%	3.97%	-3.97%	-0.41
Property 44	12.18	0.46	0.61																							11.11	91.22%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.44
Property 45	17.29					0.37					3.07								1.08	1.59						11.18	64.66%	9.66%	14.22%	23.88%	3.97%	10.25%	1.15
Property 46	15.23																									15.23	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.60
Property 47	2.03																									2.03	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08
Property 48	17.02																									17.02	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.68
Property 49	12.40																0.36			1.00						11.04	89.03%	0.00%	9.06%	9.06%	3.97%	5.09%	0.56
Property 50	10.31																0.16									10.15	98.45%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.40
Property 51	2.02																0.01									2.01	99.50%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08
Property 52	4.26		0.06																							4.20	98.59%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.17
Property 53	7.94		0.09																							7.85	98.87%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.31
Property 54	13.82		0.17																							13.65	98.77%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.54
Property 55	17.12		0.08														0.04		2.69	0.87						13.44	78.50%	20.01%	6.47%	26.49%	3.97%	2.50%	0.34
Property 56	15.00																0.38									14.62	97.47%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.58
Property 57	17.23	0.59	1.78													0.05			0.28	0.38						14.15	82.12%	1.98%	2.69%	4.66%	3.97%	-1.28%	-0.18
Property 58	14.92	1.42	0.66														4.96									7.88	52.82%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.31
Property 59A	14.72																									14.72	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.58
Property 59B	1.33																									1.33	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.05
Property 59C	1.29																0.15									1.14	88.37%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.05
Property 60	15.01																0.28	7.08								7.65	50.97%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.30
Property 61	2.07																									2.07	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.08
Property 62	13.61	0.31	0.31		0.40															0.33						12.26	90.08%	0.00%	2.69%	2.69%	3.97%	-1.28%	-0.16
Property 63	16.81	0.29	0.18																	0.64						15.70	93.40%	0.00%	4.08%	4.08%	3.97%	0.11%	0.02
Property 64	16.84	0.01	0.72																							16.11	95.67%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.64
Property 65	18.53	0.31	0.17							5.86							0.53									11.66	62.92%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.46
Property 66	24.55				1.95										2.00		0.17		0.20							20.23	82.40%	0.00%	0.99%	0.99%	3.97%	-2.98%	-0.60
Property 67	13.59														3.27		1.11		0.80							8.41	61.88%	0.00%	9.51%	9.51%	3.97%	5.54%	0.47
Property 68	13.58														5.55		0.96									7.07	52.06%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.28
Property 69	12.13		0.78														0.69									10.66	87.88%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.42
Property 70	12.07					0.80					6.52								0.07							4.68	38.77%	1.50%	0.00%	1.50%	3.97%	-3.97%	-0.19
Property 71	12.07										1.53								2.50							8.04	66.61%	31.09%	0.00%	31.09%	3.97%	-3.97%	-0.32
Property 72	13.74		0.21												4.28				1.13							8.12	59.10%	13.92%	0.00%	13.92%	3.97%	-3.97%	-0.32
Property 73	13.25	0.86	0.86												0.54					0.90						10.09	76.15%	0.00%	8.92%	8.92%	3.97%	4.95%	0.50
Property 74	12.01														2.16		0.67									9.18	76.44%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.36
Property 75	12.02														0.70					0.10						11.22	93.34%	0.00%	0.89%	0.89%	3.97%	-3.08%	-0.35
Property 76	11.97	1.81													1.50				0.01							8.65	72.26%	0.00%	0.12%	0.12%	3.97%	-3.85%	-0.33
Property 77	12.07	0.16	0.66														0.15									10.35	85.75%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.41
Property 78	11.98	0.78	2.10														0.58									7.06	58.93%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.28
Property 79	4.10	0.03	0.31														0.05									3.71	90.49%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.15
Property 80	8.44	0.48															1.21									6.75	79.98%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.27
Property 81	12.09	0.69	0.86							0.12							0.01		4.99			0.35				5.07	41.94%	98.42%	0.00%	98.42%	3.97%	-3.97%	-0.20
Property 82	1.93		0.17																							1.76	91.19%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.07
Property 83	13.68																0.69									12.99	94.96%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.52
Property 84	11.98																			1.06						10.92	91.15%	0.00%	9.71%	9.71%	3.97%	5.74%	0.63
Property 85	12.04																			0.55						11.49	95.43%	0.00%	4.79%	4.79%	3.97%	0.82%	0.09
SUB-TOTAL	1063.35	12.69	16.85	0.00	2.35	6.29	1.50	2.00	0.00	0.40	30.87	0.00	0.00	0.00	60.35	0.00	29.16	0.00	30.06	18.89	12.49	44.74	0.00	0.00	0.00	794.71	74.74%	3.78%	2.38%	6.16%	3.97%	-1.59%	-12.66
Precinct 2 road reserves	19.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	18.64	0.00	0.00%	0.00%	0.00%	0.00%		0.00	
SUB-TOTAL	19.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	18.64	0.00	0.00%	0.00%	0.00%	0.00%		0.00	
TOTAL AREA 2	1082.60	12.69	16.85	0.00	2.35	6.29	1.50	2.00	0.00	0.40	30.87	0.00	0.00	0.00	60.35	0.00	29.16	0.00	30.67	18.89	12.49	44.74	0.00	0.00	18.64	794.88	73.41%	3.86%	2.38%	6.24%			

Table 2: Property Specific Land Use Budgets (continued)

PROPERTY NUMBER		TRANSPORT				COMMUNITY					ENCUMBERED LAND AVAILABLE FOR RECREATION							UNENCUMBERED LAND		OTHER						TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE			
		ARTERIAL ROADS AND BRIDGES	INTERSECTIONS	LOCAL BUS INTERCHANGE	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON-GOVERNMENT SCHOOLS	REGIONAL PARK	BALANCE OF LANDS SUBJECT TO LAND CAPABILITY ASSESSMENT	VICTORIAN HERITAGE REGISTER	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT		NET DEVELOPMENT AREA OF PRECINCT	ACTIVE OPEN SPACE % OF NDA	PASSIVE OPEN SPACE % OF NDA	TOTAL PASSIVE AND ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DELIVERY TARGET %*	DIFFERENCE % NDA	DIFFERENCE AREA HA	
PRECINCT 3																																		
Property 86	19.26													5.53		0.37			1.90							11.46	59.50%	0.00%	16.58%	16.58%	3.97%	12.61%	1.45	
Property 87	10.36													3.12	1.06	0.57			0.58							5.03	48.55%	0.00%	11.53%	11.53%	3.97%	7.56%	0.38	
Property 88	29.27		0.17											1.86		0.31			1.61							25.32	86.50%	0.00%	6.36%	6.36%	3.97%	2.39%	0.60	
Property 101	0.07													0.07												0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00	
Property 102	6.31													3.42					0.12							2.77	43.90%	0.00%	4.33%	4.33%	3.97%	0.36%	0.01	
Property 103	6.53													1.81												4.72	72.28%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.19	
Property 111	4.92		0.04																							4.88	99.19%	0.00%	0.00%	0.00%	3.97%			
Property 112	4.90																									4.90	100.00%	0.00%	0.00%	0.00%	3.97%			
Property 113 (MAC) Part	2.78	0.30																								2.48	89.21%	0.00%	0.00%	0.00%	3.97%			
Property 114 (MAC) Part	2.82	0.26																								2.56	90.78%	0.00%	0.00%	0.00%	3.97%			
Property 115	8.05				8.05																					0.00	0.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	0.00	
Property 123	11.65	0.24	0.09	1.00					1.00																	9.32	80.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.37	
Property 124 (MAC) Part	14.51																									14.51	100.00%	0.00%	0.00%	0.00%	3.97%	-3.97%	-0.58	
SUB-TOTAL	121.43	0.80	0.30	1.00	8.05	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	15.81	1.06	1.25	0.00	0.00	4.21	0.00	0.00	0.00	0.00	0.00	0.00	87.95	72.43%	0.00%	4.79%	4.79%	3.97%	0.82%	0.72	
Road reserves	10.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.04	0.00	0.00%	0.00%	0.00%	0.00%			0.00	
SUB-TOTAL	10.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.04	0.00	0.00%	0.00%	0.00%	0.00%			0.00	
TOTAL AREA 3	131.47	0.80	0.30	1.00	8.05	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	15.81	1.06	1.25	0.00	0.00	4.21	0.00	0.00	0.00	0.00	0.00	10.04	87.95	66.90%	0.00%	4.79%	4.79%				

*Passive Open Space Contribution is to be made via Clause 53.01

** Net Developable Area and Passive Open Space Contribution to be determined via a land capability assessment

PRECINCT 4																																			
Property 89	45.80																	0.58	17.43									27.79	60.68%						
Property 90	17.45														1.65		0.48	4.39										10.93	62.64%						
Property 91	0.01														0.01													0.00	0.00%						
Property 92	0.13																0.04										0.09	69.23%							
Property 93	1.89																0.09										1.80	95.24%							
Property 94	2.00																										2.00	100.00%							
Property 95	4.00		0.03												0.92												3.05	76.25%							
Property 96	6.56		0.01																							6.55	99.85%								
Property 97	13.23		0.03																							13.20	99.77%								
Property 98	2.01																									2.01	100.00%								
Property 99	10.01																									10.01	100.00%								
Property 100	12.14		0.07																							12.07	99.42%								
Property 104A	0.24														0.24											0.00	0.00%								
Property 104B	1.55														1.16											0.39	25.16%								
Property 104C	0.76														0.13											0.63	82.89%								
Property 104D	0.76																									0.76	100.00%								
Property 104E	1.69														0.35											1.34	79.29%								
Property 105	3.70														2.98											0.72	19.46%								
Property 106	0.04														0.01											0.03	75.00%								
Property 107	10.00														1.40											8.60	86.00%								
Property 108	0.67														0.05											0.62	92.54%								
Property 109	4.88														0.40											4.48	91.80%								
Property 110	4.88																									4.88	100.00%								
Property 113 (Emp) Part	2.21																									2.21	100.00%								
Property 114 (Emp) Part	0.78																									0.78	100.00%								
Property 116	23.48	0.01	0.02																							23.45	99.87%								
Property 117	7.80		0.27																							7.53	96.54%								
Property 118	17.94																									17.94	100.00%								

Table 2: Property Specific Land Use Budgets (continued)

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY						ENCUMBERED LAND AVAILABLE FOR RECREATION						UNENCUMBERED LAND		OTHER						TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE			
		ARTERIAL ROADS AND BRIDGES	INTERSECTIONS	LOCAL BUS INTERCHANGE	RAILWAY RESERVATION	COMMUNITY FACILITIES	CIVIC	JUSTICE	EMERGENCY	MAJOR ACTIVITY CENTRE PUBLIC SPACE	GOVERNMENT EDUCATION	POWER EASEMENTS	GAS EASEMENTS	WATER/SEWER PIPE EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	HERITAGE	CONSERVATION	LANDFILL	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*	IDENTIFIED NON- GOVERNMENT SCHOOLS	REGIONAL PARK	BALANCE OF LAND SUBJECT TO LAND CAPABILITY ASSESSMENT	VICTORIAN HERITAGE REGISTER	EXISTING ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT		NET DEVELOPMENT AREA OF PRECINCT	ACTIVE OPEN SPACE % OF NDA	PASSIVE OPEN SPACE % OF NDA	TOTAL PASSIVE AND ACTIVE OPEN SPACE %	PASSIVE OPEN SPACE DELIVERY TARGET %	DIFFERENCE %	NDA	DIFFERENCE AREA HA
Property 119	7.28	0.12	0.19																							6.97	95.74%							
Property 120	2.90																									2.90	100.00%							
Property 121	12.34	0.31	0.21																							11.82	95.79%							
Property 122	12.66		0.09																							12.57	99.29%							
Property 124 (Emp) Part	97.82	2.48	2.57											8.25		2.47										82.05	83.88%							
Property 125	21.85																									21.85	100.00%							
Property 126	12.34	0.45																								11.89	96.35%							
Property 127	12.27		0.12																							12.15	99.02%							
Property 128	12.29	0.14	0.43													1.24										10.48	85.27%							
Property 129	11.84		0.28																							11.56	97.64%							
Property 130	6.65				6.65																					0.00	0.00%							
Property 144	6.44				6.44																					0.00	0.00%							
SUB-TOTAL	413.29	3.63	4.20	0.00	13.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.55	0.00	4.90	21.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	348.10	84.2%							
Precinct Emp road reserves	8.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.29	-3.51	-39.98%							
SUB-TOTAL	8.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.29	0.00	0.00%							
TOTAL EMP AREA	422.07	3.63	4.20	0.00	13.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.55	0.00	4.90	21.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.29	348.10	82.47%							
TOTAL PRECINCTS	2090.69	21.66	25.56	1.00	23.49	8.09	1.50	2.00	1.00	0.40	37.87	0.00	0.00	0.00	145.82	1.06	38.72	21.82	53.46	48.17	15.49	44.74	10.46	0.00	52.00	1539.89	73.65%							



Amended
by C232

Table 3: Strategic Justification

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
ROADS								
RD01	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	\$470,152	\$1,016,633	\$1,486,785	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	Completed
RD01A	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Offset cost estimate associated with removal of scattered trees for RD01.	\$-	\$18,549	\$18,549	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	Completed
RD02	Development	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).	\$2,725,000	\$5,388,662	\$8,113,662	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand	As required by traffic/access demand
RD03	Development	Exford Road: East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	\$1,000,000	\$2,342,702	\$3,342,702	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD03A	Development	Exford Road: East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	\$-	\$9,512	\$9,512	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD04	Development	Exford Road: East West Arterial Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	\$3,705,000	\$15,689,041	\$19,394,041	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD04A	Development	Exford Road: Toolern Road (IT03) to Greigs Road (IT04) Offset cost estimate associated with removal of scattered trees for RD04.	\$-	\$116,046	\$116,046	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD05	Development	East West Arterial Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	\$2,205,652	\$768,395	\$2,974,047	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD05A	Development	East West Arterial: Exford Road (IT03) to Toolern Creek (BD03) Offset cost estimate associated with removal of EVC for RD05.	\$-	\$172,927	\$172,927	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
RD06	Development	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).	\$1,925,000	\$8,090,787	\$10,015,787	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD06A	Development	East West Arterial: Toolern Creek (BD03) to Ferris Road (IT05) Offset cost estimate associated with removal of scattered trees for RD06.	\$-	\$3,805	\$3,805	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD07	Development	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	\$4,900,000	\$6,729,265	\$11,629,265	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD07A	Development	East West Arterial: Ferris Road (IT05) to Mount Cottrell Road (IT06) Offset cost estimate associated with removal of EVC for RD07.	\$-	\$30,438	\$30,438	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD08	Development	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).	\$7,925,000	\$8,525,868	\$16,450,868	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD08A	Development	East West Arterial: Mount Cottrell Road (IT06) to Paynes Road (IT07) Offset cost estimate associated with removal of EVC for RD08.	\$-	\$87,605	\$87,605	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD09	Development	Removed	\$-	\$-	\$-			
RD10	Development	Removed	\$-	\$-	\$-			
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$3,060,000	\$11,153,773	\$14,213,773	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD11A	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of scattered trees for RD11.	\$-	\$21,639	\$21,639	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.
RD11B	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of EVC for RD11.	\$-	\$6,278	\$6,278	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As required by traffic/access demand.

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$625,000	\$9,488,568	\$10,113,568	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	Completed
RD13		Skipped Project - There is no RD13 in the Toolern DCP						
RD14	Development	Shogaki Drive: Ferris Road (IT14) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).	\$375,000	\$6,076,840	\$6,451,840	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD15	Development	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 41.8m (ultimate).	\$1,000,000	\$5,669,938	\$6,669,938	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD16	Development	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).	\$25,000	\$797,666	\$822,666	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD17	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Construction of a 2-lane arterial road (interim layout).	\$-	\$12,199,588	\$12,199,588	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD17A	Development	East West Arterial: Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of scattered trees for RD17.	\$-	\$3,805	\$3,805	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD18	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate).	\$744,408	\$12,199,587	\$12,943,995	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD18A	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of scattered trees for RD18.	\$-	\$644	\$644	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD18B	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of EVC for RD18.	\$-	\$53,004	\$53,004	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
RD19	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).	\$2,550,000	\$5,312,859	\$7,862,859	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD19A	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Offset cost estimate associated with removal of EVC for RD19.	\$-	\$18,549	\$18,549	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	\$3,271,457	\$-	\$3,271,457	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD20A	Development	East West Arterial: Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of EVC for RD20.	\$-	\$869	\$869	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).	\$5,006,250	\$-	\$5,006,250	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD22	Development	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	\$-	\$1,676,076	\$1,676,076	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	Rockbank Precinct Structure Plan Transport Modelling Assessment, Jacobs, September 2014; and Rockbank Precinct Structure Plan Transport Project Costing Sheets, SMEC, July 2015
RD23	Development	Paynes Road: East-West Connector Road 1 (IT31) to East West Arterial Road (IT07) Construction of a 2-lane arterial road (interim standard).	\$-	\$2,146,739	\$2,146,739	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
RD24	Development	Paynes Road: East West Arterial Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	\$-	\$1,136,191	\$1,136,191	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
SUB-TOTAL			\$41,512,919	\$116,952,848	\$158,465,767			
INTERSECTIONS								
IT01	Development	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).	\$1,150,000	\$4,774,152	\$5,924,152	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	Toolern Precinct Structure Plan Transport Modelling Report, Veitch Lister Consulting, September 2008; Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008; and Toolern Project Review, Cardno, 2022
IT02	Development	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).	\$1,685,000	\$7,193,537	\$8,878,537	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT03	Development	Intersection: Exford Road and East West Arterial Road Construction of signalised T-intersection (interim standard).	\$3,975,000	\$10,699,071	\$14,674,071	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
IT04	Development	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	\$500,000	\$3,218,998	\$3,718,998	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT05	Development	Intersection: East West Arterial Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$4,200,000	\$9,806,601	\$14,006,601	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT06	Development	Intersection: East West Arterial Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$6,800,000	\$14,066,345	\$20,866,345	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT07	Development	Intersection: East West Arterial Road and Paynes Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$-	\$6,734,277	\$6,734,277	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT08	Development	Deleted	\$-	\$-	\$-			
IT09	Development	Deleted	\$-	\$-	\$-			
IT10	Development	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	\$1,450,000	\$7,390,012	\$8,840,012	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT11		Skipped Project - There is no IT11 in the Toolern DCP						
IT12	Development	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	\$3,275,000	\$16,174,949	\$19,449,949	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT13	Development	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	\$1,000,000	\$12,409,794	\$13,409,794	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT14	Development	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	\$-	\$1,621,977	\$1,621,977	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT15	Development	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	\$2,015,000	\$1,621,977	\$3,636,977	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT16	Development	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).	\$290,000	\$4,074,031	\$4,364,031	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT17	Development	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).	\$200,000	\$4,627,005	\$4,827,005	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
IT18	Development	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).	\$1,325,000	\$15,901,733	\$17,226,733	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT19	Development	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	\$-	\$1,284,065	\$1,284,065	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT20	Development	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	\$2,810,000	\$11,256,823	\$14,066,823	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT21	Development	Intersection: East West Arterial Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).	\$4,025,000	\$7,803,911	\$11,828,911	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT22	Development	Intersection: East West Arterial Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).	\$3,330,000	\$6,705,178	\$10,035,178	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT23	Development	Intersection: East West Arterial Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).	\$1,400,000	\$5,755,070	\$7,155,070	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT24	Development	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).	\$-	\$1,284,065	\$1,284,065	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT25	Development	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).	\$850,000	\$1,899,995	\$2,749,995	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/access demand.	As above
IT26	Development	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	\$1,925,000	\$1,621,977	\$3,546,977	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT27	Development	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	\$1,025,000	\$1,621,977	\$2,646,977	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT28	Development	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	\$1,775,000	\$1,621,977	\$3,396,977	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
IT29	Development	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	\$225,000	\$5,510,516	\$5,735,516	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	Cobblebank Metropolitan Activity Centre Urban Design Framework Movement and Transport Technical Report, GTA Consultants, November 2017; and Cobblebank Metropolitan Activity Centre Urban Design Framework, Tract, November 2019



Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
IT30	Development	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	\$-	\$4,640,204	\$4,640,204	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	Rockbank Precinct Structure Plan Transport Modelling Assessment, Jacobs, September 2014; and Rockbank Precinct Structure Plan Transport Project Costing Sheets, SMEC, July 2015
IT31	Development	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	\$-	\$4,014,638	\$4,014,638	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	
IT32	Development	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	\$-	\$4,188,652	\$4,188,652	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	
SUB-TOTAL			\$45,230,000	\$179,523,507	\$224,753,507			
BRIDGES								
BD01	Development	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	\$-	\$5,913,459	\$5,913,459	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	Toolern Precinct Structure Plan Transport Modelling Report, Veitch Lister Consulting, September 2008; Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008; and Toolern Project Review, Cardno, 2022
BD02	Development	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	\$-	\$8,436,535	\$8,436,535	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	
BD03	Development	East West Arterial Bridge Construction of an arterial road bridge over the Toolern Creek.	\$-	\$18,206,172	\$18,206,172	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	
BD04	Development	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$1,665,023	\$1,665,023	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD05	Development	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$1,665,023	\$1,665,023	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD06	Development	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$2,114,826	\$2,114,826	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD09	Development	Deleted	\$-	\$-	\$-	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD10	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD11	Development	Deleted	\$-	\$-	\$-			
BD12	Development	Deleted	\$-	\$-	\$-			

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
BD13	Development	Deleted	\$-	\$-	\$-			
BD14	Development	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$2,114,826	\$2,114,826	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD15	Development	Ferris Road Rail Overpass Rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor.	\$-	\$-	\$-	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	Cobblebank Metropolitan Activity Centre Urban Design Framework Movement and Transport Technical Report, GTA Consultants, November 2017; and Cobblebank Metropolitan Activity Centre Urban Design Framework, Tract, November 2019
BD16	Development	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).	\$-	\$16,576,864	\$16,576,864	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD17	Development	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	\$-	\$17,826,902	\$17,826,902	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	Rockbank Precinct Structure Plan Transport Modelling Assessment, Jacobs, September 2014; Rockbank Precinct Structure Plan Transport Project Costing Sheets, SMEC, July 2015; and Rockbank Development Contributions Plan, VPA, August 2016
BD18	Development	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	\$-	\$752,627	\$752,627	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
BD19	Development	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	\$1,025,000	\$-	\$1,025,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	Paynes Road Precinct Structure Plan Transport Modelling Assessment, Jacobs September 2014; and Paynes Road Precinct Structure Plan, VPA, February 2016
BD20	Development	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).	\$1,850,000	\$-	\$1,850,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	As required by traffic/ access demand.	As above
BD21	Development	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$-	\$640,137	\$640,137	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	As above
SUB-TOTAL			\$2,875,000	\$89,438,227	\$92,313,227			



Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
PUBLIC TRANSPORT								
PT01	Development	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	\$3,550,000	\$-	\$3,550,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	Toolern Precinct Structure Plan Transport Modelling Report, Veitch Lister Consulting, September 2008; and Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008.
SUB-TOTAL			\$3,550,000	\$-	\$3,550,000			
UNENCUMBERED LOCAL ACTIVE OPEN SPACE								
OS01	Development	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	\$23,600,000	\$-	\$23,600,000	Areas 1 and 2 form the MCA for this facility.	Completed	Toolern Growth Area Social Infrastructure Estimates, ASR Research (Jan 2009); and Community and Recreation Project Review, ASR Research, 2021
OS02	Development	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04	\$11,200,000	\$-	\$11,200,000	Areas 1 and 2 form the MCA for this facility.	Completed	As above
OS03	Development	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06	\$21,500,000	\$-	\$21,500,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
OS04	Development	Strathulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08	\$22,400,000	\$-	\$22,400,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
OS05	Development	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10	\$22,600,000	\$-	\$22,600,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
OS06	Development	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12	\$13,225,000	\$-	\$13,225,000	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
OS07	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	\$12,780,000	\$-	\$12,780,000	Area 2 forms the MCA for this facility.	At time of subdivision.	As above
OS08	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	\$8,520,000	\$-	\$8,520,000	Area 3 forms the MCA for this facility.	At time of subdivision.	As above
OS09	Development	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	\$3,550,000	\$-	\$3,550,000	Areas 1, 2, 3 and 4 form the MCA for this facility.	At time of subdivision.	As above
SUB-TOTAL			\$139,375,000	\$-	\$139,375,000			
COMMUNITY AND INDOOR RECREATION FACILITIES								
CI01	Development	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	\$-	\$-	\$-	Areas 1, 2 and 3 form the MCA for this facility.	Completed	Toolern Growth Area Social Infrastructure Estimates, ASR Research (Jan 2009); and Community and Recreation Project Review, ASR Research, 2021
CI02	Development	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	\$-	\$-	\$-	Areas 1, 2 and 3 form the MCA for this facility.	Completed	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
CI03	Development	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	\$3,050,000	\$9,601,798	\$12,651,798	Area 1 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI04	Community	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	\$-	\$866,886	\$866,886	Area 1 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI05	Community	Deleted	\$-	\$-	\$-			As above
CI06	Development	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	\$3,350,000	\$10,777,102	\$14,127,102	Area 1 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI07	Community	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	\$-	\$1,665,334	\$1,665,334	Area 1 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI08	Community	Deleted	\$-	\$-	\$-			As above
CI09	Development	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	\$3,200,000	\$9,601,798	\$12,801,798	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI10	Community	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	\$-	\$866,886	\$866,886	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI11	Community	Deleted	\$-	\$-	\$-			As above
CI12	Development	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	\$3,200,000	\$9,601,798	\$12,801,798	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI13	Community	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	\$-	\$866,886	\$866,886	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI14	Community	Deleted	\$-	\$-	\$-			As above
CI15	Development	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	\$3,550,000	\$10,777,102	\$14,327,102	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
CI16	Community	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	\$-	\$1,665,334	\$1,665,334	Area 2 forms the MCA for this facility.	No later than 800 occupied dwellings within its identified 3,000 dwelling catchment.	As above
CI17	Community	Deleted	\$-	\$-	\$-			As above
CI18A	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	\$-	\$1,538,103	\$1,538,103	Area 2 forms the MCA for this facility.	Completed	As above
CI18B	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	\$-	\$764,928	\$764,928	Area 3 forms the MCA for this facility.	Completed	As above
CI19A	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	\$1,920,000	\$2,088,116	\$4,008,116	Area 2 forms the MCA for this facility.	Completed	As above
CI19B	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	\$1,280,000	\$1,392,077	\$2,672,077	Area 3 forms the MCA for this facility.	Completed	As above
CI20	Community	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	\$-	\$2,320,128	\$2,320,128	Areas 2 and 3 form the MCA for this facility.	Completed	As above
SUB-TOTAL			\$19,550,000	\$64,394,276	\$83,944,276			
OUTDOOR ACTIVE RECREATION								
AR01	Development	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$13,205,945	\$13,205,945	Areas 1 and 2 form the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 3,000 occupied dwellings within the designated tennis facility catchment.	Toolern Growth Area Social Infrastructure Estimates, ASR Research (Jan 2009); and Community and Recreation Project Review, ASR Research, 2021
AR02	Community	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
AR03	Development	Weir Views East Sports Reserve Construction of a sports reserve incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$10,229,347	\$10,229,347	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR04	Community	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above
AR05	Development	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR06	Community	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above
AR07	Development	Strathulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR08	Community	Strathulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure	\$-	\$4,223,862	\$4,223,862	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above
AR09	Development	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$13,205,945	\$13,205,945	Areas 1 and 2 form the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 3,000 occupied dwellings within the designated tennis facility catchment.	As above
AR10	Community	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above



Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
AR11	Development	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$10,229,347	\$10,229,347	Areas 1 and 2 form the MCA for this facility.	Playing Fields: at time of subdivision; Tennis Courts: no later than 3,000 occupied dwellings within the designated tennis facility catchment.	At time of subdivision.
AR12	Community	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.
AR13	Development	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	Areas 1 and 2 form the MCA for this facility.	At time of subdivision.	As above
AR14	Community	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping and related infrastructure	\$-	\$2,111,931	\$2,111,931	Areas 1 and 2 form the MCA for this facility.	No later than 1,500 occupied dwellings within its identified 3,000 dwelling catchment.	As above
AR15A	Development	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$2,752,032	\$2,752,032	Area 2 forms the MCA for this facility.	Completed	As above
AR15B	Development	Area 2 Contribution (60%) Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$1,834,688	\$1,834,688	Area 3 forms the MCA for this facility.	Completed	As above
Area 3 Contribution (40%)								

Table 3: Strategic Justification (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND \$ JULY 2024	CONSTRUCTION \$ JULY 2024	TOTAL \$ JULY 2024	MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
AR16	Community	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure	\$-	\$1,930,926	\$1,930,926	Areas 2 and 3 form the MCA for this facility.	Completed	As above
SUB-TOTAL			\$-	\$109,901,513	\$109,901,513			
OFF-ROAD PEDESTRIAN AND CYCLE TRAILS								
TR01	Development	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	\$-	\$1,098,214	\$1,098,214	Areas 1, 2, and 3 form the MCA for this facility.	Completed	Toolern Precinct Structure Plan Transport Modelling Report, Veitch Lister Consulting, September 2008; Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008; and Toolern Project Review, Cardno, 2022
SUB-TOTAL			\$-	\$1,098,214	\$1,098,214			
STRUCTURE PLANNING								
PL01	Development	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.	\$-	\$-	\$2,011,381	Areas 1, 2, 3 and 4 form the MCA for this facility.	Completed	
SUB-TOTAL			\$-	\$-	\$2,011,381			
TOTAL			\$252,092,919	\$561,308,585	\$815,412,885			



Table 4: Calculation of Costs

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
ROADS											
RD01	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	\$470,152	\$1,016,633	\$1,486,785	0%	\$1,486,785	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$965.51
RD01A	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Offset cost estimate associated with removal of scattered trees for RD01.	\$-	\$18,549	\$18,549	0%	\$18,549	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$12.05
RD02	Development	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard). Purchase of land to increase reserve width from 0m to 34m (ultimate).	\$2,725,000	\$5,388,662	\$8,113,662	0%	\$8,113,662	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$5,268.99
RD03	Development	East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	\$1,000,000	\$2,342,702	\$3,342,702	0%	\$3,342,702	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,170.74
RD03A	Development	East West Arterial (IT02) to Toolern Road (IT03) Offset cost estimate associated with removal of scattered trees for RD03.	\$-	\$9,512	\$9,512	0%	\$9,512	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$6.18
RD04	Development	East West Arterial Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	\$3,705,000	\$15,689,041	\$19,394,041	0%	\$19,394,041	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$12,594.43
RD04A	Development	Toolern Road (IT03) to Greigs Road (IT04) Offset cost estimate associated with removal of scattered trees for RD04.	\$-	\$116,046	\$116,046	0%	\$116,046	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$75.36
RD05	Development	East West Arterial Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	\$2,205,652	\$768,395	\$2,974,047	0%	\$2,974,047	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,931.34
RD05A	Development	Exford Road (IT03) to Toolern Creek (BD03) Offset cost estimate associated with removal of EVC for RD05.	\$-	\$172,927	\$172,927	0%	\$172,927	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$112.30
RD06	Development	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).	\$1,925,000	\$8,090,787	\$10,015,787	0%	\$10,015,787	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$6,504.22
RD06A	Development	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Offset cost estimate associated with removal of scattered trees for RD06.	\$-	\$3,805	\$3,805	0%	\$3,805	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2.47
RD07	Development	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	\$4,900,000	\$6,729,265	\$11,629,265	0%	\$11,629,265	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$7,552.01
RD07A	Development	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Offset cost estimate associated with removal of EVC for RD07.	\$-	\$30,438	\$30,438	0%	\$30,438	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$19.77
RD08	Development	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).	\$7,925,000	\$8,525,868	\$16,450,868	0%	\$16,450,868	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$10,683.14
RD08A	Development	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Offset cost estimate associated with removal of EVC for RD08.	\$-	\$87,605	\$87,605	0%	\$87,605	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$56.89
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$3,060,000	\$11,153,773	\$14,213,773	0%	\$14,213,773	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$9,230.38
RD11A	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of scattered trees for RD11.	\$-	\$21,639	\$21,639	0%	\$21,639	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$14.05
RD11B	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of EVC for RD11.	\$-	\$6,278	\$6,278	0%	\$6,278	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$4.08
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$625,000	\$9,488,568	\$10,113,568	50%	\$5,369,284	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,486.80
RD14	Development	Shogaki Drive: Ferris Road (IT14) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).	\$375,000	\$6,076,840	\$6,451,840	0%	\$6,451,840	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$4,189.81

Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
RD15	Development	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 41.8m (ultimate).	\$1,000,000	\$5,669,938	\$6,669,938	0%	\$6,669,938	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$4,331.44
RD16	Development	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).	\$25,000	\$797,666	\$822,666	0%	\$822,666	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$534.24
RD17	Development	East West Arterial Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Construction of a 2-lane arterial road (interim layout).	\$-	\$12,199,588	\$12,199,588	0%	\$12,199,588	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$7,922.38
RD17A	Development	East West Arterial Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of scattered trees for RD17.	\$-	\$3,805	\$3,805	0%	\$3,805	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2.47
RD18	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate).	\$744,408	\$12,199,587	\$12,943,995	0%	\$12,943,995	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$8,405.79
RD18A	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of scattered trees for RD18.	\$-	\$644	\$644	0%	\$644	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$0.42
RD18B	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of EVC for RD18.	\$-	\$53,004	\$53,004	0%	\$53,004	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$34.42
RD19	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).	\$2,550,000	\$5,312,859	\$7,862,859	0%	\$7,862,859	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$5,106.12
RD19A	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Offset cost estimate associated with removal of EVC for RD19.	\$-	\$18,549	\$18,549	0%	\$18,549	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$12.05
RD20	Development	East West Arterial Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	\$3,271,457	\$-	\$3,271,457	0%	\$3,271,457	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,124.47
RD20A	Development	East West Arterial Road: Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of EVC for RD20.	\$-	\$869	\$869	0%	\$869	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$0.56
RD21	Development	East West Arterial Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).	\$5,006,250	\$-	\$5,006,250	0%	\$5,006,250	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,251.04
RD22	Development	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	\$-	\$1,676,076	\$1,676,076	50%	\$838,038	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$544.22
RD23	Development	East West Arterial Road: East-West Connector Road 1 (IT31) to East West Arterial Road (IT07) Construction of a 2-lane arterial road (interim standard).	\$-	\$2,146,739	\$2,146,739	50%	\$1,073,370	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$697.04
RD24	Development	East West Arterial Road: East West Arterial Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	\$-	\$1,136,191	\$1,136,191	50%	\$568,096	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$368.92
SUB-TOTAL			\$41,512,919	\$116,952,848	\$158,465,767		\$151,241,980				



Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
INTERSECTIONS											
IT01	Development	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).	\$1,150,000	\$4,774,152	\$5,924,152	0%	\$5,924,152	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,847.13
IT02	Development	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).	\$1,685,000	\$7,193,537	\$8,878,537	0%	\$8,878,537	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$5,765.70
IT03	Development	Intersection: East West Arterial Road and East West Arterial Road Construction of signalised T-intersection (interim standard).	\$3,975,000	\$10,699,071	\$14,674,071	0%	\$14,674,071	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$9,529.30
IT04	Development	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	\$500,000	\$3,218,998	\$3,718,998	0%	\$3,718,998	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,415.11
IT05	Development	Intersection: East West Arterial Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$4,200,000	\$9,806,601	\$14,006,601	0%	\$14,006,601	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$9,095.85
IT06	Development	Intersection: East West Arterial Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$6,800,000	\$14,066,345	\$20,866,345	0%	\$20,866,345	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$13,550.54
IT07	Development	Intersection: East West Arterial Road and Paynes Road Purchase of land and construction of signalised 4-way intersection (interim standard).	\$-	\$6,734,277	\$6,734,277	50%	\$3,367,139	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,186.61
IT10	Development	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	\$1,450,000	\$7,390,012	\$8,840,012	50%	\$5,145,006	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,341.15
IT12	Development	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	\$3,275,000	\$16,174,949	\$19,449,949	0%	\$19,449,949	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$12,630.74
IT13	Development	Purchase of land and construction of signalised 4-way intersection (interim standard).	\$1,000,000	\$12,409,794	\$13,409,794	0%	\$13,409,794	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$8,708.28
IT14	Development	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	\$-	\$1,621,977	\$1,621,977	0%	\$1,621,977	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,053.31
IT15	Development	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	\$2,015,000	\$1,621,977	\$3,636,977	0%	\$3,636,977	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,361.84
IT16	Development	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).	\$290,000	\$4,074,031	\$4,364,031	0%	\$4,364,031	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,833.99
IT17	Development	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).	\$200,000	\$4,627,005	\$4,827,005	0%	\$4,827,005	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,134.64
IT18	Development	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).	\$1,325,000	\$15,901,733	\$17,226,733	0%	\$17,226,733	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$11,186.99
IT19	Development	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	\$-	\$1,284,065	\$1,284,065	50%	\$642,033	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$416.93
IT20	Development	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	\$2,810,000	\$11,256,823	\$14,066,823	0%	\$14,066,823	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$9,134.95
IT21	Development	Intersection: East West Arterial Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).	\$4,025,000	\$7,803,911	\$11,828,911	0%	\$11,828,911	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$7,681.66
IT22	Development	Intersection: East West Arterial Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).	\$3,330,000	\$6,705,178	\$10,035,178	0%	\$10,035,178	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$6,516.81
IT23	Development	Intersection: East West Arterial Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).	\$1,400,000	\$5,755,070	\$7,155,070	0%	\$7,155,070	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$4,646.48
IT24	Development	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).	\$-	\$1,284,065	\$1,284,065	0%	\$1,284,065	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$833.87
IT25	Development	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).	\$850,000	\$1,899,995	\$2,749,995	0%	\$2,749,995	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,785.84
IT26	Development	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	\$1,925,000	\$1,621,977	\$3,546,977	0%	\$3,546,977	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,303.40

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
IT27	Development	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	\$1,025,000	\$1,621,977	\$2,646,977	0%	\$2,646,977	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,718.94
IT28	Development	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	\$1,775,000	\$1,621,977	\$3,396,977	0%	\$3,396,977	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$2,205.99
IT29	Development	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	\$225,000	\$5,510,516	\$5,735,516	0%	\$5,735,516	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$3,724.63
IT30	Development	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	\$-	\$4,640,204	\$4,640,204	50%	\$2,320,102	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,506.67
IT31	Development	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	\$-	\$4,014,638	\$4,014,638	50%	\$2,007,319	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$1,303.55
IT32	Development	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard)	\$-	\$4,188,652	\$4,188,652	75%	\$1,047,163	Areas 1, 2, 3 and 4	Res. and Employ.	1539.89	\$680.02
SUBTOTAL			\$45,230,000	\$179,523,507	\$224,753,507		\$209,580,420				



Amended by C232
Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
BRIDGES											
BD01	Development	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	\$-	\$5,913,459	\$5,913,459	0%	\$5,913,459	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$3,840.18
BD02	Development	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	\$-	\$8,436,535	\$8,436,535	0%	\$8,436,535	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$5,478.66
BD03	Development	East West Arterial Bridge Construction of an arterial road bridge over the Toolern Creek.	\$-	\$18,206,172	\$18,206,172	0%	\$18,206,172	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$11,823.03
BD04	Development	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$1,665,023	\$1,665,023	0%	\$1,665,023	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,081.26
BD05	Development	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$1,665,023	\$1,665,023	0%	\$1,665,023	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,081.26
BD06	Development	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$2,114,826	\$2,114,826	0%	\$2,114,826	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,373.36
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	0%	\$4,508,611	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$2,927.88
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	0%	\$4,508,611	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$2,927.88
BD09	Development	Deleted	\$-	\$-	\$-	0%	\$-			1539.89	\$-
BD10	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway Construction of a pedestrian underpass.	\$-	\$4,508,611	\$4,508,611	0%	\$4,508,611	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$2,927.88
BD11	Development	Deleted	\$-	\$-	\$-	0%	\$-			1539.89	\$-
BD12	Development	Deleted	\$-	\$-	\$-	0%	\$-			1539.89	\$-
BD13	Development	Deleted	\$-	\$-	\$-	0%	\$-			1539.89	\$-
BD14	Development	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	\$-	\$2,114,826	\$2,114,826	0%	\$2,114,826	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,373.36

Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
BD15	Development	Ferris Road Rail Overpass Rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor.	\$-	\$-	\$-	0%	\$-	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$-
BD16	Development	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).	\$-	\$16,576,864	\$16,576,864	0%	\$16,576,864	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$10,764.97
BD17	Development	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	\$-	\$17,826,902	\$17,826,902	75%	\$4,456,726	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$2,894.18
BD18	Development	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	\$-	\$752,627	\$752,627	75%	\$188,157	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$122.19
BD19	Development	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	\$1,025,000	\$-	\$1,025,000	0%	\$1,025,000	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$665.63
BD20	Development	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).	\$1,850,000	\$-	\$1,850,000	0%	\$1,850,000	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,201.38
BD21	Development	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$-	\$640,137	\$640,137	25%	\$480,103	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$311.78
SUB-TOTAL			\$2,875,000	\$89,438,227	\$92,313,227		\$78,218,546				
PUBLIC TRANSPORT											
PT01	Development	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	\$3,550,000	\$-	\$3,550,000	0%	\$3,550,000	\$-	\$3,550,000	0%	\$2,146.24
SUB-TOTAL			\$3,550,000	\$-	\$3,550,000		\$3,550,000				
UNENCUMBERED LOCAL ACTIVE OPEN SPACE											
OS01	Development	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	\$23,600,000	\$-	\$23,600,000	30%	\$16,520,000	Areas 1 and 2	Res.	1103.84	\$14,965.94
OS02	Development	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04	\$11,200,000	\$-	\$11,200,000	0%	\$11,200,000	Areas 1 and 2	Res.	1103.84	\$10,146.40
OS03	Development	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06	\$21,500,000	\$-	\$21,500,000	0%	\$21,500,000	Areas 1 and 2	Res.	1103.84	\$19,477.46
OS04	Development	Strathulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08	\$22,400,000	\$-	\$22,400,000	0%	\$22,400,000	Areas 1 and 2	Res.	1103.84	\$20,292.80
OS05	Development	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10	\$22,600,000	\$-	\$22,600,000	0%	\$22,600,000	Areas 1 and 2	Res.	1103.84	\$20,473.98
OS06	Development	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12	\$13,225,000	\$-	\$13,225,000	0%	\$13,225,000	Areas 1 and 2	Res.	1103.84	\$11,980.90
OS07	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	\$12,780,000	\$-	\$12,780,000	0%	\$12,780,000	Area 2	Res.	794.71	\$16,081.34
OS08	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	\$8,520,000	\$-	\$8,520,000	0%	\$8,520,000	Area 3	Res.	87.95	\$96,873.22
OS09	Development	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	\$3,550,000	\$-	\$3,550,000	0%	\$3,550,000	Areas 1, 2, 3 and 4	Res.	1539.89	\$2,305.36
SUB-TOTAL			\$139,375,000	\$-	\$139,375,000		\$132,295,000				



Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
COMMUNITY AND INDOOR RECREATION FACILITIES											
CI01	Development	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	\$-	\$-	\$-	0%	\$-	Areas 1, 2 and 3	Res.	-	-
CI02	Development	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	\$-	\$-	\$-	0%	\$-	Areas 1, 2 and 3	Res.	-	-
CI03	Development	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	\$3,050,000	\$9,601,798	\$12,651,798	30%	\$8,856,259	Area 1	Res.	309.13	\$28,648.98
CI04	Community	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component."	\$-	\$866,886	\$866,886	30%	Funded via the CIL	Area 1	Res.	309.13	Funded via the CIL
CI05	Community	Deleted	\$-	\$-	\$-						
CI06	Development	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	\$3,350,000	\$10,777,102	\$14,127,102	0%	\$14,127,102	Area 1	Res.	309.13	\$45,699.55
CI07	Community	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	\$-	\$1,665,334	\$1,665,334	0%	Funded via the CIL	Area 1	Res.	309.13	Funded via the CIL
CI08	Community	Deleted	\$-	\$-	\$-	0%					
CI09	Development	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	\$3,200,000	\$9,601,798	\$12,801,798	0%	\$12,801,798	Area 2	Res.	794.71	\$16,108.77
CI10	Community	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	\$-	\$866,886	\$866,886	0%	Funded via the CIL	Area 2	Res.	794.71	Funded via the CIL
CI09	Community	Deleted	\$-	\$-	\$-	0%					
CI12	Development	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	\$3,200,000	\$9,601,798	\$12,801,798	0%	\$12,801,798	Area 2	Res.	794.71	\$16,108.77
CI13	Community	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	\$-	\$866,886	\$866,886	0%	Funded via the CIL	Area 2	Res.	794.71	Funded via the CIL
CI14	Community	Deleted	\$-	\$-	\$-	0%					
CI15	Development	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	\$3,550,000	\$10,777,102	\$14,327,102	0%	\$14,327,102	Area 2	Res.	794.71	\$18,028.09
CI16	Community	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	\$-	\$1,665,334	\$1,665,334	0%	Funded via the CIL	Area 2	Res.	794.71	Funded via the CIL
CI17	Community	Deleted	\$-	\$-	\$-	0%					
CI18A	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	\$-	\$1,538,103	\$1,538,103	0%	\$1,538,103	Area 2	Res.	794.71	\$1,935.43
CI18B	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	\$-	\$764,928	\$764,928	0%	\$764,928	Area 3	Res.	87.95	\$8,697.31
CI19A	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	\$1,920,000	\$2,088,116	\$4,008,116	0%	\$4,008,116	Area 2	Res.	794.71	\$5,043.50

Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
CI19B	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	\$1,280,000	\$1,392,077	\$2,672,077	0%	\$2,672,077	Area 3	Res.	87.95	\$30,381.77
CI20	Community	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	\$-	\$2,320,128	\$2,320,128	0%	Funded via the CIL	Areas 2 and 3	Res.	882.66	Funded via the CIL
SUB-TOTAL			\$19,550,000	\$64,394,276	\$83,944,276		\$71,897,283				
OUTDOOR ACTIVE RECREATION											
AR01	Development	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$13,205,945	\$13,205,945	30%	\$9,244,162	Areas 1 and 2	Res.	1103.84	\$8,374.55
AR02	Community	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	30%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR03	Development	Weir Views East Sports Reserve Construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$10,229,347	\$10,229,347	0%	\$10,229,347	Areas 1 and 2	Res.	1103.84	\$9,267.06
AR04	Community	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR05	Development	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	0%	\$13,205,945	Areas 1 and 2	Res.	1103.84	\$11,963.64
AR06	Community	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR07	Development	Strathulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	0%	\$13,205,945	Areas 1 and 2	Res.	1103.84	\$11,963.64
AR08	Community	Strathulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure	\$-	\$4,223,862	\$4,223,862	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR09	Development	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$13,205,945	\$13,205,945	0%	\$13,205,945	Areas 1 and 2	Res.	1103.84	\$11,963.64
AR10	Community	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL

Table 4: Calculation of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$ JULY 2024	ESTIMATED CONSTRUCTION COST \$ JULY 2024	TOTAL PROJECT COST \$ JULY 2024	ESTIMATED EXTERNAL USAGE %	TOTAL COST ATTRIBUTED TO MCA \$ JULY 2024	MAIN CATCHMENT AREA (MCA)	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$ JULY 2024
AR11	Development	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$10,229,347	\$10,229,347	0%	\$10,229,347	Areas 1 and 2	Res.	1103.84	\$9,267.06
AR12	Community	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure	\$-	\$2,111,931	\$2,111,931	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR13	Development	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	\$-	\$13,205,945	\$13,205,945	0%	\$13,205,945	Areas 1 and 2	Res.	1103.84	\$11,963.64
AR14	Community	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping and related infrastructure	\$-	\$2,111,931	\$2,111,931	0%	Funded via the CIL	Areas 1 and 2	Res.	1103.84	Funded via the CIL
AR15A	Development	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$2,752,032	\$2,752,032	0%	\$2,752,032	Area 2	Res.	794.71	\$3,462.94
AR15B	Development	Area 2 Contribution (60%) Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	\$-	\$1,834,688	\$1,834,688	0%	\$1,834,688	Area 3	Res.	87.95	\$20,860.58
AR16	Community	Area 3 Contribution (40%) Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure	\$-	\$1,930,926	\$1,930,926	0%	Funded via the CIL	Areas 2 and 3	Res.	882.66	Funded via the CIL
SUB-TOTAL			\$-	\$109,901,513	\$109,901,513		\$87,113,356				
OFF-ROAD PEDESTRIAN AND CYCLE TRAILS											
TR01	Development	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	\$-	\$1,098,214	\$1,098,214	0%	\$1,098,214	Areas 1, 2 and 3	Res.	1191.79	\$921.48
SUB-TOTAL			\$-	\$1,098,214	\$1,098,214		\$1,098,214				
STRUCTURE PLANNING											
PL01	Development	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.	\$-	\$-	\$2,011,381	0%	\$2,011,381	Areas 1, 2, 3 and 4	Res. And Employ.	1539.89	\$1,306.18
SUB-TOTAL			\$-	\$-	\$2,011,381		\$2,011,381				
TOTAL			\$252,092,919	\$561,308,585	\$815,412,885		\$737,006,180				

This page has been intentionally left blank.



Amended
by C232

Table 5: Schedule of Costs

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
ROADS			309.13	794.71	87.95	348.10		
RD01	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout).	298,469.27	767,303.45	85,044.10	336,095.34	1,486,785.00	1,486,785.00
RD01A	Development	Purchase of land to increase reserve width from 20m to 34m (ultimate). Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Offset cost estimate associated with removal of scattered trees for RD01.	3,724.64	9,574.99	1,061.00	4,188.36	18,549.00	18,549.00
RD02	Development	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard)	1,629,223.33	4,188,272.32	464,101.47	1,832,064.88	8,113,662.00	8,113,662.00
RD03	Development	Purchase of land to increase reserve width from 0m to 34m (ultimate). Exford Road: East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout).	671,214.56	1,725,502.77	191,202.55	754,782.11	3,342,702.00	3,342,702.00
RD03A	Development	Purchase land to increase reserve width from 20m to 34m (ultimate). Exford Road: East West Arterial (IT02) to Toolern Road (IT03) Offset cost estimate associated with removal of scattered trees for RD03.	1,910.01	4,910.09	544.09	2,147.81	9,512.00	9,512.00
RD04	Development	Exford Road: East West Arterial Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout).	3,894,323.43	10,011,203.96	1,109,339.15	4,379,174.46	19,394,041.00	19,394,041.00
RD04A	Development	Purchase land to increase reserve width from 20m to 34m (ultimate). Exford Road: Toolern Road (IT03) to Greigs Road (IT04) Offset cost estimate associated with removal of scattered trees for RD04.	23,302.04	59,902.95	6,637.83	26,203.19	116,046.00	116,046.00
RD05	Development	East West Arterial Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout).	597,188.64	1,535,203.06	170,115.49	671,539.81	2,974,047.00	2,974,047.00
RD05A	Development	Purchase land to increase reserve width from 0m to 34m (ultimate). East West Arterial: East West Arterial (IT03) to Toolern Creek (BD03) Offset cost estimate associated with removal of EVC for	34,723.74	89,264.92	9,891.42	39,046.92	172,927.00	172,927.00
RD06	Development	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout).	2,011,170.03	5,170,149.25	572,903.02	2,261,564.70	10,015,787.00	10,015,787.00
RD06A	Development	Create road reserve 34m (ultimate). East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Offset cost estimate associated with removal of scattered trees for RD06.	764.04	1,964.14	217.65	859.17	3,805.00	3,805.00
RD07	Development	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout).	2,335,156.41	6,003,026.59	665,193.96	2,625,888.04	11,629,265.00	11,629,265.00
RD07A	Development	Purchase land to increase reserve width from 0m to 34m (ultimate). East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Offset cost estimate associated with removal of EVC for RD07.	6,111.95	15,712.10	1,741.05	6,872.90	30,438.00	30,438.00
RD08	Development	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout).	3,303,334.29	8,491,938.06	940,989.65	3,714,605.99	16,450,868.00	16,450,868.00
RD08A	Development	Purchase land to increase reserve width to 0m to 45m (ultimate). East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Offset cost estimate associated with removal of EVC for RD08.	17,591.08	45,221.70	5,011.01	19,781.21	87,605.00	87,605.00
RD09	Development	Removed	-	-	-	-	-	-
RD10	Development	Removed	-	-	-	-	-	-
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout).	2,854,125.62	7,337,149.62	813,027.82	3,209,469.94	14,213,773.00	14,213,773.00
RD11A	Development	Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate). Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of scattered trees for RD11.	4,345.11	11,170.05	1,237.75	4,886.09	21,639.00	21,639.00
RD11B	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of EVC for RD11.	1,260.62	3,240.70	359.10	1,417.57	6,278.00	6,278.00
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout).	1,078,152.23	2,771,624.40	307,123.04	1,212,384.33	10,113,568.00	5,369,284.00
RD13	Development	Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate). Skipped Project - There is no RD13 in the Toolern DCP						

Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
RD14	Development	Shogaki Drive: Ferris Road (IT14) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout).	1,295,529.47	3,330,439.81	369,045.25	1,456,825.47	6,451,840.00	6,451,840.00
RD15	Development	Purchase land to increase reserve width from 40m to 45m (ultimate). Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout).	1,339,323.55	3,443,022.00	381,520.45	1,506,072.00	6,669,938.00	6,669,938.00
RD16	Development	Purchase land to increase reserve width from 34m to 41.8m (ultimate). Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout).	165,191.33	424,660.19	47,056.50	185,757.98	822,666.00	822,666.00
RD17	Development	Purchase land to increase reserve width from 34m to 38m (ultimate). Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Construction of a 2-lane arterial road (interim layout).	2,449,677.27	6,297,427.33	697,816.43	2,754,666.97	12,199,588.00	12,199,588.00
RD17A	Development	East West Arterial : Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of scattered trees for	764.04	1,964.14	217.65	859.17	3,805.00	3,805.00
RD18	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout).	2,599,154.20	6,681,690.22	740,396.51	2,922,754.07	12,943,995.00	12,943,995.00
RD18A	Development	Purchase land to increase reserve with from 19m to 38m (ultimate). Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of scattered trees for RD18.	129.32	332.43	36.84	145.42	644.00	644.00
RD18B	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of EVC for RD18.	10,643.20	27,360.66	3,031.83	11,968.30	53,004.00	53,004.00
RD19	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout).	1,578,862.09	4,058,807.82	449,755.53	1,775,433.56	7,862,859.00	7,862,859.00
RD19A	Development	Purchase land to increase reserve width from 0m to 45m (ultimate). Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Offset cost estimate associated with removal of EVC for RD19.	3,724.64	9,574.99	1,061.00	4,188.36	18,549.00	18,549.00
RD20	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	656,908.57	1,688,726.10	187,127.34	738,694.99	3,271,457.00	3,271,457.00
RD20A	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Offset cost estimate associated with removal of EVC for RD20.	174.50	448.58	49.71	196.22	869.00	869.00
RD21	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).	1,005,255.00	2,584,226.25	286,357.50	1,130,411.25	5,006,250.00	5,006,250.00
RD22	Development	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).	168,278.03	432,595.22	47,935.77	189,228.98	1,676,076.00	838,038.00
RD23	Development	Paynes Road: East-West Connector Road 1 (IT31) to East West Arterial Road (IT07) Construction of a 2-lane arterial road (interim standard).	215,532.60	554,073.34	61,396.74	242,366.83	2,146,739.00	1,073,369.50
RD24	Development	Paynes Road: East West Arterial Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).	114,073.58	293,250.90	32,495.06	128,275.96	1,136,191.00	568,095.50
SUB-TOTAL			30,369,312.43	78,070,935.11	8,651,041.26	34,150,818.37	158,465,767.00	151,241,980.00
INTERSECTIONS								
IT01	Development	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).	1,189,569.72	3,058,047.26	338,861.49	1,337,673.52	5,924,152.00	5,924,152.00
IT02	Development	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).	1,782,810.23	4,583,100.80	507,852.32	2,004,773.65	8,878,537.00	8,878,537.00
IT03	Development	Intersection: Exford Road and East West Arterial Road Construction of signalised T-intersection (interim standard).	2,946,553.46	7,574,755.45	839,356.86	3,313,405.23	14,674,071.00	14,674,071.00
IT04	Development	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	746,774.80	1,919,746.77	212,726.69	839,749.75	3,718,998.00	3,718,998.00
IT05	Development	Intersection: East West Arterial Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).	2,812,525.48	7,230,207.44	801,177.58	3,162,690.51	14,006,601.00	14,006,601.00
IT06	Development	Intersection: East West Arterial Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).	4,189,962.08	10,771,207.29	1,193,554.93	4,711,620.70	20,866,345.00	20,866,345.00
IT07	Development	Intersection: East West Arterial Road and Paynes Road Purchase of land and construction of signalised 4-way intersection (interim standard).	676,121.41	1,738,116.89	192,600.32	760,299.87	6,734,277.00	3,367,138.50
IT08	Development	Deleted	-	-	-	-	-	-
IT09	Development	Deleted	-	-	-	-	-	-
IT10	Development	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	1,033,117.20	2,655,852.10	294,294.34	1,161,742.35	8,840,012.00	5,145,006.00



Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
IT11	Development	Skipped Project - There is no IT11 in the Toolern DCP						
IT12	Development	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	3,905,549.86	10,040,063.92	1,112,537.11	4,391,798.59	19,449,949.48	19,449,949.48
IT13	Development	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	2,692,686.64	6,922,135.66	767,040.22	3,027,931.49	13,409,794.00	13,409,794.00
IT14	Development	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	325,692.98	837,264.53	92,777.08	366,242.41	1,621,977.00	1,621,977.00
IT15	Development	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	730,304.98	1,877,407.53	208,035.08	821,229.41	3,636,977.00	3,636,977.00
IT16	Development	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).	876,297.42	2,252,712.80	249,622.57	985,398.20	4,364,031.00	4,364,031.00
IT17	Development	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).	969,262.60	2,491,699.98	276,104.69	1,089,937.73	4,827,005.00	4,827,005.00
IT18	Development	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).	3,459,127.99	8,892,439.57	985,369.13	3,889,796.31	17,226,733.00	17,226,733.00
IT19	Development	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	128,920.13	331,417.18	36,724.26	144,970.94	1,284,065.00	642,032.50
IT20	Development	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	2,824,618.06	7,261,294.03	804,622.28	3,176,288.63	14,066,823.00	14,066,823.00
IT21	Development	Intersection: East West Arterial Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).	2,375,245.33	6,106,083.86	676,613.71	2,670,968.10	11,828,911.00	11,828,911.00
IT22	Development	Intersection: East West Arterial Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).	2,015,063.74	5,180,158.88	574,012.18	2,265,943.19	10,035,178.00	10,035,178.00
IT23	Development	Intersection: East West Arterial Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).	1,436,738.06	3,693,447.13	409,270.00	1,615,614.81	7,155,070.00	7,155,070.00
IT24	Development	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).	257,840.25	662,834.35	73,448.52	289,941.88	1,284,065.00	1,284,065.00
IT25	Development	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).	552,199.00	1,419,547.42	157,299.71	620,948.87	2,749,995.00	2,749,995.00
IT26	Development	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	712,232.98	1,830,949.53	202,887.08	800,907.41	3,546,977.00	3,546,977.00
IT27	Development	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	531,512.98	1,366,369.53	151,407.08	597,687.41	2,646,977.00	2,646,977.00
IT28	Development	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	682,112.98	1,753,519.53	194,307.08	767,037.41	3,396,977.00	3,396,977.00
IT29	Development	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	1,151,691.61	2,960,673.36	328,071.52	1,295,079.51	5,735,516.00	5,735,516.00
IT30	Development	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	465,876.48	1,197,636.65	132,709.83	523,879.03	4,640,204.00	2,320,102.00
IT31	Development	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	403,069.66	1,036,178.07	114,818.65	453,252.63	4,014,638.00	2,007,319.00
IT32	Development	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	210,270.33	540,545.54	59,897.72	236,449.41	4,188,652.00	1,047,163.00
SUB-TOTAL			42,083,748.43	108,185,413.05	11,988,000.05	47,323,258.94	224,753,507.48	209,580,420.48
BRIDGES								
BD01	Development	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	1,187,422.57	3,052,527.54	338,249.85	1,335,259.04	5,913,459.00	5,913,459.00
BD02	Development	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	1,694,056.23	4,354,939.37	482,569.80	1,904,969.60	8,436,535.00	8,436,535.00
BD03	Development	East West Arterial Road Bridge Construction of an arterial road bridge over the Toolern Creek.	3,655,799.34	9,398,025.99	1,041,393.04	4,110,953.64	18,206,172.00	18,206,172.00
BD04	Development	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	334,336.62	859,484.87	95,239.32	375,962.19	1,665,023.00	1,665,023.00
BD05	Development	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	334,336.62	859,484.87	95,239.32	375,962.19	1,665,023.00	1,665,023.00
BD06	Development	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	424,657.06	1,091,673.18	120,968.05	477,527.71	2,114,826.00	2,114,826.00
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.	905,329.09	2,327,345.00	257,892.55	1,018,044.36	4,508,611.00	4,508,611.00

Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.	905,329.09	2,327,345.00	257,892.55	1,018,044.36	4,508,611.00	4,508,611.00
BD09	Development	Deleted	-	-	-	-	-	-
BD10	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway Construction of a pedestrian underpass.	905,329.09	2,327,345.00	257,892.55	1,018,044.36	4,508,611.00	4,508,611.00
BD11	Development	Deleted	-	-	-	-	-	-
BD12	Development	Deleted	-	-	-	-	-	-
BD13	Development	Deleted	-	-	-	-	-	-
BD14	Development	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	424,657.06	1,091,673.18	120,968.05	477,527.71	2,114,826.00	2,114,826.00
BD15	Development	Ferris Road Rail Overpass Rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor.	-	-	-	-	-	-
BD16	Development	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).	3,328,634.29	8,556,977.20	948,196.62	3,743,055.89	16,576,864.00	16,576,864.00
BD17	Development	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	894,910.48	2,300,561.70	254,924.70	1,006,328.62	17,826,902.00	4,456,725.50
BD18	Development	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	37,781.88	97,126.51	10,762.57	42,485.79	752,627.00	188,156.75
BD19	Development	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	205,820.00	529,105.00	58,630.00	231,445.00	1,025,000.00	1,025,000.00
BD20	Development	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).	371,480.00	954,970.00	105,820.00	417,730.00	1,850,000.00	1,850,000.00
BD21	Development	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	96,404.63	247,829.04	27,461.88	108,407.20	640,137.00	480,102.75
SUB-TOTAL			15,706,284.04	40,376,413.45	4,474,100.83	17,661,747.69	92,313,227.00	78,218,546.00
PUBLIC TRANSPORT								
PT01	Development	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	712,840.00	1,832,510.00	203,060.00	801,590.00	3,550,000.00	3,550,000.00
SUB-TOTAL			712,840.00	1,832,510.00	203,060.00	801,590.00	3,550,000.00	3,550,000.00
UNENCUMBERED LOCAL ACTIVE OPEN SPACE								
OS01	Development	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	4,626,420.13	11,893,579.87	-	-	23,600,000.00	16,520,000.00
OS02	Development	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04	3,136,556.02	8,063,443.98	-	-	11,200,000.00	11,200,000.00
OS03	Development	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06	6,020,000.00	15,480,000.00	-	-	21,500,000.00	21,500,000.00
OS04	Development	Strathulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08	6,272,000.00	16,128,000.00	-	-	22,400,000.00	22,400,000.00
OS05	Development	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10	6,328,000.00	16,272,000.00	-	-	22,600,000.00	22,600,000.00
OS06	Development	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12	3,703,000.00	9,522,000.00	-	-	13,225,000.00	13,225,000.00
OS07	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	-	12,780,000.00	-	-	12,780,000.00	12,780,000.00
OS08	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	-	-	8,520,000.00	-	8,520,000.00	8,520,000.00
OS09	Development	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	712,840.00	1,832,510.00	203,060.00	801,590.00	3,550,000.00	3,550,000.00
SUB-TOTAL			30,798,816.16	91,971,533.84	8,723,060.00	801,590.00	139,375,000.00	132,295,000.00



Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
COMMUNITY AND INDOOR RECREATION FACILITIES								
CI01	Development	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	-	-	-	-	-	-
CI02	Development	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	-	-	-	-	-	-
CI03	Development	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	8,856,258.60	-	-	-	12,651,798.00	8,856,258.60
CI04	Community	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	866,886.00	-	-	-	866,886.00	Funded via the CIL
CI05	Community	Deleted	-	-	-	-	-	-
CI06	Development	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	14,127,102.00	-	-	-	14,127,102.00	14,127,102.00
CI07	Community	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	1,665,334.00	-	-	-	1,665,334.00	Funded via the CIL
CI08	Community	Deleted	-	-	-	-	-	-
CI09	Development	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	-	12,801,798.00	-	-	12,801,798.00	12,801,798.00
CI10	Community	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	-	866,886.00	-	-	866,886.00	Funded via the CIL
CI11	Community	Deleted	-	-	-	-	-	-
CI12	Development	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	-	12,801,798.00	-	-	12,801,798.00	12,801,798.00
CI13	Community	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	-	866,886.00	-	-	866,886.00	Funded via the CIL
CI14	Community	Deleted	-	-	-	-	-	-
CI15	Development	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	-	14,327,102.00	-	-	14,327,102.00	14,327,102.00
CI16	Community	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	-	1,665,334.00	-	-	1,665,334.00	Funded via the CIL
CI17	Community	Deleted	-	-	-	-	-	-
CI18A	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	-	1,538,103.00	-	-	1,538,103.00	1,538,103.00
CI18B	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	-	-	764,928.00	-	764,928.00	764,928.00
CI19A	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	-	4,008,116.00	-	-	4,008,116.00	4,008,116.00
CI19B	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	-	-	2,672,077.00	-	2,672,077.00	2,672,077.00
CI20	Community	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	-	2,088,115.20	232,012.80	-	2,320,128.00	Funded via the CIL
SUB-TOTAL			25,515,580.60	50,964,138.20	3,669,017.80	-	83,944,276.00	71,897,282.60

Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
OUTDOOR ACTIVE RECREATION								
AR01	Development	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	2,588,824.15	6,655,337.35	-	-	13,205,945.00	9,244,161.50
AR02	Community	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure	414,011.87	1,064,339.83	-	-	2,111,931.00	Funded via CIL
AR03	Development	Weir Views East Sports Reserve Construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	2,864,217.16	7,365,129.84	-	-	10,229,347.00	10,229,347.00
AR04	Community	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure	591,340.68	1,520,590.32	-	-	2,111,931.00	Funded via CIL
AR05	Development	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	3,697,664.60	9,508,280.40	-	-	13,205,945.00	13,205,945.00
AR06	Community	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure	591,340.68	1,520,590.32	-	-	2,111,931.00	Funded via CIL
AR07	Development	Strathulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	3,697,664.60	9,508,280.40	-	-	13,205,945.00	13,205,945.00
AR08	Community	Strathulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure	1,182,681.36	3,041,180.64	-	-	4,223,862.00	Funded via CIL
AR09	Development	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	3,697,664.60	9,508,280.40	-	-	13,205,945.00	13,205,945.00
AR10	Community	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure	591,340.68	1,520,590.32	-	-	2,111,931.00	Funded via CIL
AR11	Development	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	2,864,217.16	7,365,129.84	-	-	10,229,347.00	10,229,347.00
AR12	Community	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure	591,340.68	1,520,590.32	-	-	2,111,931.00	Funded via CIL
AR13	Development	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	3,697,664.60	9,508,280.40	-	-	13,205,945.00	13,205,945.00
AR14	Community	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping and related infrastructure	591,340.68	1,520,590.32	-	-	2,111,931.00	Funded via CIL
AR15A	Development	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)	-	2,752,032.00	-	-	2,752,032.00	2,752,032.00



Table 5: Schedule of Costs (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	AREA 1 \$ July 2024	Area 2 \$ July 2024	Area 3 \$ July 2024	Area 4 \$ July 2024	Total Project Cost \$ July 2024	Total Cost Recovered by DCP \$ July 2024
AR15B	Development	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)	-	-	1,834,688.00	-	1,834,688.00	1,834,688.00
AR16	Community	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure	-	1,737,833.40	193,092.60	-	1,930,926.00	Funded via CIL
SUB-TOTAL			27,661,313.49	75,617,056.11	2,027,780.60	-	109,901,513.00	87,113,355.50
OFF-ROAD PEDESTRIAN & CYCLE TRAILS								
TR01	Development	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	284,837.73	732,237.23	81,139.03	-	1,098,214.00	1,098,214.00
SUB-TOTAL			284,837.73	732,237.23	81,139.03	-	1,098,214.00	1,098,214.00
STRUCTURE PLANNING								
PL01	Development	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.	403,885.30	1,038,274.87	115,050.99	454,169.83	2,011,381.00	2,011,381.00
SUB-TOTAL			403,885.30	1,038,274.87	115,050.99	454,169.83	2,011,381.00	2,011,381.00
TOTAL			173,536,618.18	448,788,511.86	39,932,250.57	101,193,174.84	815,412,885.48	737,006,179.58

Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.
± Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.
• Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.

This page has been intentionally left blank.



Amended
by C232

Table 6: Summary of Charges

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
ROADS									
RD01	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	965.51	-	965.51	-	965.51	-	965.51
RD01A	Development	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Offset cost estimate associated with removal of scattered trees for RD01.	12.05	-	12.05	-	12.05	-	12.05
RD02	Development	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).	5,268.99	-	5,268.99	-	5,268.99	-	5,268.99
RD03	Development	Exford Road: East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	2,170.74	-	2,170.74	-	2,170.74	-	2,170.74
RD03A	Development	Exford Road: East West Arterial (IT02) to East West Arterial (IT03) Offset cost estimate associated with removal of scattered trees for RD03.	6.18	-	6.18	-	6.18	-	6.18
RD04	Development	Exford Road: East West Arterial Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	12,594.43	-	12,594.43	-	12,594.43	-	12,594.43
RD04A	Development	Exford Road: Toolern Road (IT03) to Greigs Road (IT04) Offset cost estimate associated with removal of scattered trees for RD04.	75.36	-	75.36	-	75.36	-	75.36
RD05	Development	East West Arterial Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	1,931.34	-	1,931.34	-	1,931.34	-	1,931.34
RD05A	Development	East West Arterial: East West Arterial (IT03) to Toolern Creek (BD03) Offset cost estimate associated with removal of EVC for RD05.	112.30	-	112.30	-	112.30	-	112.30
RD06	Development	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).	6,504.22	-	6,504.22	-	6,504.22	-	6,504.22
RD06A	Development	East West Arterial: Toolern Creek (BD03) to Ferris Road (IT05) Offset cost estimate associated with removal of scattered trees for RD06.	2.47	-	2.47	-	2.47	-	2.47
RD07	Development	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	7,552.01	-	7,552.01	-	7,552.01	-	7,552.01
RD07A	Development	East West Arterial: Ferris Road (IT05) to Mount Cottrell Road (IT06) Offset cost estimate associated with removal of EVC for RD07.	19.77	-	19.77	-	19.77	-	19.77
RD08	Development	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).	10,683.14	-	10,683.14	-	10,683.14	-	10,683.14
RD08A	Development	East West Arterial: Mount Cottrell Road (IT06) to Paynes Road (IT07) Offset cost estimate associated with removal of EVC for RD08.	56.89	-	56.89	-	56.89	-	56.89
RD09	Development	Removed	-	-	-	-	-	-	-
RD10	Development	Removed	-	-	-	-	-	-	-
RD11	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	9,230.38	-	9,230.38	-	9,230.38	-	9,230.38
RD11A	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of scattered trees for RD11.	14.05	-	14.05	-	14.05	-	14.05
RD11B	Development	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Offset cost estimate associated with removal of EVC for RD11.	4.08	-	4.08	-	4.08	-	4.08
RD12	Development	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	3,486.80	-	3,486.80	-	3,486.80	-	3,486.80
RD13		Skipped Project - There is no RD13 in the Toolern DCP							

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
RD14	Development	Shogaki Drive: Ferris Road (IT14) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout).	4,189.81	-	4,189.81	-	4,189.81	-	4,189.81
RD15	Development	Ferris Road: Western Freeway to Shogaki Drive (IT13) Purchase land to increase reserve width from 40m to 45m (ultimate).	4,331.44	-	4,331.44	-	4,331.44	-	4,331.44
RD16	Development	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout).	534.24	-	534.24	-	534.24	-	534.24
RD17	Development	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Purchase land to increase reserve width from 34m to 41.8m (ultimate).	7,922.38	-	7,922.38	-	7,922.38	-	7,922.38
RD17A	Development	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout).	2.47	-	2.47	-	2.47	-	2.47
RD18	Development	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Purchase land to increase reserve width from 34m to 38m (ultimate).	8,405.79	-	8,405.79	-	8,405.79	-	8,405.79
RD18A	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Construction of a 2-lane arterial road (interim layout).	0.42	-	0.42	-	0.42	-	0.42
RD18B	Development	East West Aterial: Melbourne Ballarat Rail Line to Exford Road (IT05) Offset cost estimate associated with removal of scattered trees for RD17.	34.42	-	34.42	-	34.42	-	34.42
RD19	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout).	5,106.12	-	5,106.12	-	5,106.12	-	5,106.12
RD19A	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Purchase land to increase reserve with from 19m to 38m (ultimate).	12.05	-	12.05	-	12.05	-	12.05
RD20	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of scattered trees for RD18.	2,124.47	-	2,124.47	-	2,124.47	-	2,124.47
RD20A	Development	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Offset cost estimate associated with removal of EVC for RD18.	0.56	-	0.56	-	0.56	-	0.56
RD21	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout).	3,251.04	-	3,251.04	-	3,251.04	-	3,251.04
RD22	Development	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Purchase land to increase reserve width from 0m to 45m (ultimate).	544.22	-	544.22	-	544.22	-	544.22
RD23	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	697.04	-	697.04	-	697.04	-	697.04
RD24	Development	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Offset cost estimate associated with removal of EVC for RD20.	368.92	-	368.92	-	368.92	-	368.92
SUB-TOTAL			98,216.09	-	98,216.09	-	98,216.09	-	98,216.09
INTERSECTIONS									
IT01	Development	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).	3,847.13	-	3,847.13	-	3,847.13	-	3,847.13
IT02	Development	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).	5,765.70	-	5,765.70	-	5,765.70	-	5,765.70
IT03	Development	Intersection: East West Arterial and East West Arterial Road Construction of signalised T-intersection (interim standard).	9,529.30	-	9,529.30	-	9,529.30	-	9,529.30
IT04	Development	Intersection: Exford Road and Greigs Road Construction of signalised T-intersection (interim standard).	2,415.11	-	2,415.11	-	2,415.11	-	2,415.11
IT05	Development	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	9,095.85	-	9,095.85	-	9,095.85	-	9,095.85
IT06	Development	Intersection: East West Arterial Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).	13,550.54	-	13,550.54	-	13,550.54	-	13,550.54
IT07	Development	Intersection: East West Arterial Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).	2,186.61	-	2,186.61	-	2,186.61	-	2,186.61
IT08	Development	Intersection: East West Arterial Road and Paynes Road Purchase of land and construction of signalised 4-way intersection (interim standard).	-	-	-	-	-	-	-

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
IT09	Development	Deleted	-	-	-	-	-	-	-
IT10	Development	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	3,341.15	-	3,341.15	-	3,341.15	-	3,341.15
IT11		Skipped Project - There is no IT11 in the Toolern DCP							
IT12	Development	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	12,630.74	-	12,630.74	-	12,630.74	-	12,630.74
IT13	Development	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	8,708.28	-	8,708.28	-	8,708.28	-	8,708.28
IT14	Development	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).	1,053.31	-	1,053.31	-	1,053.31	-	1,053.31
IT15	Development	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).	2,361.84	-	2,361.84	-	2,361.84	-	2,361.84
IT16	Development	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).	2,833.99	-	2,833.99	-	2,833.99	-	2,833.99
IT17	Development	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).	3,134.64	-	3,134.64	-	3,134.64	-	3,134.64
IT18	Development	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).	11,186.99	-	11,186.99	-	11,186.99	-	11,186.99
IT19	Development	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	416.93	-	416.93	-	416.93	-	416.93
IT20	Development	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	9,134.95	-	9,134.95	-	9,134.95	-	9,134.95
IT21	Development	Intersection: East West Arterial Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).	7,681.66	-	7,681.66	-	7,681.66	-	7,681.66
IT22	Development	Intersection: East West Arterial Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).	6,516.81	-	6,516.81	-	6,516.81	-	6,516.81
IT23	Development	Intersection: East West Arterial Road and Western North-South Connector Road Construction of signalised T-intersection (interim standard).	4,646.48	-	4,646.48	-	4,646.48	-	4,646.48
IT24	Development	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).	833.87	-	833.87	-	833.87	-	833.87
IT25	Development	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).	1,785.84	-	1,785.84	-	1,785.84	-	1,785.84
IT26	Development	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	2,303.40	-	2,303.40	-	2,303.40	-	2,303.40
IT27	Development	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).	1,718.94	-	1,718.94	-	1,718.94	-	1,718.94
IT28	Development	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).	2,205.99	-	2,205.99	-	2,205.99	-	2,205.99
IT29	Development	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).	3,724.63	-	3,724.63	-	3,724.63	-	3,724.63
IT30	Development	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).	1,506.67	-	1,506.67	-	1,506.67	-	1,506.67
IT31	Development	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).	1,303.55	-	1,303.55	-	1,303.55	-	1,303.55
IT32	Development	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).	680.02	-	680.02	-	680.02	-	680.02
SUB-TOTAL			136,100.90	-	136,100.90	-	136,100.90	-	136,100.90
BRIDGES									
BD01	Development	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.	3,840.18	-	3,840.18	-	3,840.18	-	3,840.18
BD02	Development	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.	5,478.66	-	5,478.66	-	5,478.66	-	5,478.66
BD03	Development	East West Arterial Bridge Construction of an arterial road bridge over the Toolern Creek.	11,823.03	-	11,823.03	-	11,823.03	-	11,823.03

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
BD04	Development	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	1,081.26	-	1,081.26	-	1,081.26	-	1,081.26
BD05	Development	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	1,081.26	-	1,081.26	-	1,081.26	-	1,081.26
BD06	Development	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	1,373.36	-	1,373.36	-	1,373.36	-	1,373.36
BD07	Development	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.	2,927.88	-	2,927.88	-	2,927.88	-	2,927.88
BD08	Development	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.	2,927.88	-	2,927.88	-	2,927.88	-	2,927.88
BD09	Development	Deleted	-	-	-	-	-	-	-
BD10	Development	Pedestrian Underpass 3: Melbourne Ballarat Railway Construction of a pedestrian underpass.	2,927.88	-	2,927.88	-	2,927.88	-	2,927.88
BD11	Development	Deleted	-	-	-	-	-	-	-
BD12	Development	Deleted	-	-	-	-	-	-	-
BD13	Development	Deleted	-	-	-	-	-	-	-
BD14	Development	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.	1,373.36	-	1,373.36	-	1,373.36	-	1,373.36
BD15	Development	Ferris Road Rail Overpass Rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor.	-	-	-	-	-	-	-
BD16	Development	Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).	10,764.97	-	10,764.97	-	10,764.97	-	10,764.97
BD17	Development	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	2,894.18	-	2,894.18	-	2,894.18	-	2,894.18
BD18	Development	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	122.19	-	122.19	-	122.19	-	122.19
BD19	Development	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	665.63	-	665.63	-	665.63	-	665.63
BD20	Development	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).	1,201.38	-	1,201.38	-	1,201.38	-	1,201.38
BD21	Development	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	311.78	-	311.78	-	311.78	-	311.78
SUB-TOTAL			50,794.89	-	50,794.89	-	50,794.89	-	50,794.89
PUBLIC TRANSPORT									
PT01	Development	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)	2,305.36	-	2,305.36	-	2,305.36	-	2,305.36
SUB-TOTAL			2,305.36	-	2,305.36	-	2,305.36	-	2,305.36
UNENCUMBERED LOCAL ACTIVE OPEN SPACE									
OS01	Development	Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02	14,965.94	-	14,965.94	-	-	-	-
OS02	Development	Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04	10,146.40	-	10,146.40	-	-	-	-
OS03	Development	Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06	19,477.46	-	19,477.46	-	-	-	-

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
OS04	Development	Strathulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08	20,292.80	-	20,292.80	-	-	-	-
OS05	Development	Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10	20,473.98	-	20,473.98	-	-	-	-
OS06	Development	Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12	11,980.90	-	11,980.90	-	-	-	-
OS07	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	-	-	-	-	-	-	-
OS08	Development	Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	-	-	-	-	96,873.22	-	-
OS09	Development	Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	2,305.36	-	2,305.36	-	2,305.36	-	2,305.36
SUB-TOTAL			99,642.84	-	115,724.17	-	99,178.58	-	2,305.36
COMMUNITY AND INDOOR RECREATION FACILITIES									
CI01	Development	Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	-	-	-	-	-	-	-
CI02	Development	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	-	-	-	-	-	-	-
CI03	Development	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	28,648.98	-	-	-	-	-	-
CI04	Community	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	-	\$24.24	-	-	-	-	-
CI05		Deleted							
CI06	Development	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	45,699.55	-	-	-	-	-	-
CI07	Community	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	-	\$66.53	-	-	-	-	-
CI08		Deleted							
CI09	Development	Strathulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	-	-	16,108.77	-	-	-	-
CI10	Community	Strathulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	-	-	-	\$34.63	-	-	-
CI11		Deleted							
CI12	Development	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	-	-	16,108.77	-	-	-	-
CI13	Community	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	-	-	-	\$34.63	-	-	-
CI14		Deleted							
CI15	Development	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	-	-	18,028.09	-	-	-	-
CI16	Community	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	-	-	-	\$66.53	-	-	-
CI17		Deleted							
CI18A	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	-	-	1,935.43	-	-	-	-

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
CI18B	Development	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	-	-	-	-	8,697.31	-	-
CI19A	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)	-	-	5,043.50	-	-	-	-
CI19B	Development	Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)	-	-	-	-	30,381.77	-	-
CI20	Community	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component	-	-	-	\$92.69	-	\$92.69	-
SUB-TOTAL			74,348.53	90.77	57,224.54	228.48	39,079.08	92.69	-
OUTDOOR ACTIVE RECREATION									
AR01	Development	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	8,374.55	-	8,374.55	-	-	-	-
AR02	Community	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	59.06	-	-	-
AR03	Development	Weir Views East Sports Reserve Construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	9,267.06	-	9,267.06	-	-	-	-
AR04	Community	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	84.38	-	-	-
AR05	Development	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	11,963.64	-	11,963.64	-	-	-	-
AR06	Community	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	84.38	-	-	-
AR07	Development	Strathulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	11,963.64	-	11,963.64	-	-	-	-
AR08	Community	Strathulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	168.75	-	-	-
AR09	Development	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	11,963.64	-	11,963.64	-	-	-	-
AR10	Community	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	84.38	-	-	-
AR11	Development	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ	9,267.06	-	9,267.06	-	-	-	-
AR12	Community	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure	-	Funded via the CIL	-	84.38	-	-	-

Table 6: Summary of Charges (continued)

DCP PROJECT NO	INFRASTRUCTURE CATEGORY	DESCRIPTION	CHARGE AREA 1 (RESIDENTIAL)		CHARGE AREA 2 (RESIDENTIAL)		CHARGE AREA 3 (RESIDENTIAL)		CHARGE AREA 4 (EMPLOYMENT)
			DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024	COMMUNITY INFRASTRUCTURE LEVY JULY 2024	DEVELOPMENT INFRASTRUCTURE LEVY JULY 2024
AR13	Development	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ	11,963.64	-	11,963.64	-	-	-	-
AR14	Community	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping and related infrastructure	-	Funded via the CIL	-	\$84.38	-	-	-
AR15A	Development	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	-	-	3,462.94	-	-	-	-
AR15B	Development	Area 2 Contribution (60%) Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	-	-	-	-	20,860.58	-	-
AR16	Community	Area 3 Contribution (40%) Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure	-	-	-	\$77.14	-	\$77.14	-
SUB-TOTAL			74,763.22	-	78,226.16	726.85	20,860.58	77.14	-
OFF-ROAD PEDESTRIAN AND CYCLE TRAILS									
TR01	Development	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	921.48	-	921.48	-	921.48	-	-
SUB-TOTAL			921.48	-	921.48	-	921.48	-	-
STRUCTURE PLANNING									
PL01	Development	Plan Preparation Preparation of Precinct Structure Plan and Development Contributions Plan.	1,306.18	-	1,306.18	-	1,306.18	-	1,306.18
SUB-TOTAL			1,306.18	-	1,306.18	-	1,306.18	-	1,306.18
TOTAL			538,399.50	90.77	540,819.79	955.33	448,763.16	169.83	291,028.79

Includes contingency fee of 10% within construction cost. Includes design and project management fee of 10% within construction cost.
▣ Includes contingency fee of 20% within construction cost. Includes design and project management fee of 10% within construction cost.
• Includes contingency fee of 30% within construction cost. Includes design and project management fee of 10% within construction cost.

As of July 2024:

- Charge area 1 will pay a CIL of \$90.77 per dwelling
- Charge area 2 will pay a CIL of \$955.33 per dwelling
- Charge area 3 will pay a CIL of \$169.83

Please note the broad cost model of CIL \$1046.11 per dwelling shown in Schedule 3 to Clause 45.06 (Development Contributions Plan Overlay) is the total number of dwellings within the PSP divided into the total costs of all Community Infrastructure Projects in the PSP as an average CIL cost. The DCP does not apply a uniform levy and allocates CIL costs as spatially based.

3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

This section clearly 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 Development Infrastructure Levy applies to subdivision and/or development of land and generally must be paid prior to the issue of a Statement of Compliance for a plan of subdivision.

The Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a Building Permit.

3.1.1 PAYMENT OF CONTRIBUTION LEVIES AND TIMING

COLLECTION OF LEVIES

Community Infrastructure

Amended by C232

The Community Infrastructure levy will be collected by Melton City Council at the Building Approval Stage in accordance with Section 46(0) of the Planning & Environment Act 1987.

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

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this development contributions plan was first incorporated into the Melton Planning Scheme through Amendment C84.

Development Infrastructure

Amended by C232

The Development Infrastructure Levy will be collected by Melton City Council generally as follows:

For subdivision of land

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

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.

Amended by C232

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 *Planning and Environment Act* in respect of the proposed works and/or provision of land in lieu to specify implementation requirements.

For development of land where no subdivision is proposed

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

Amended by C232

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 *Planning and Environment Act* or other suitable arrangement in respect of the proposed works and / or land in lieu.

Where no planning permit is required

The following requirements apply where no planning permit is required. The land may only be used and developed subject to the following requirements being met.

Amended by C232

- Unless some other arrangement has been agreed to by Collecting Agency in a Section 173 agreement, prior to the commencement of any development, an infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of this approved Development Contribution Plan for the land.
- If 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 *Planning and Environment Act* in respect of the proposed works or provision of land in lieu.

Amended by C232

A planning permit must include the following conditions:

FOR SUBDIVISIONS OF LAND

A development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contribution Plan 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.

Where the subdivision is to be developed in stages the development infrastructure levy for that stage only may be paid to the Responsible Authority within the time specified provided that a Schedule of Development Contributions is submitted with each stage plan of subdivision. The schedule must show the amount of development contributions payable for each stage and paid in respect of prior stages to the satisfaction of the Responsible Authority.

FOR A PERMIT FOR THE DEVELOPMENT OF LAND WHERE NO SUBDIVISION IS PROPOSED

Amended by C232

Unless some other arrangement has been agreed to by Council in a Section 173 agreement, prior to the commencement of any development, the development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contributions Plan for the land.

3.1.2 WORKS IN KIND

Amended by C232

Responsibility for the delivery of infrastructure works as described in this DCP resides with Melton City Council.

Amended by C232

Section 46P of the *Planning and Environment Act 1987* envisages that the relevant collecting agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable.

Amended by C232

Where Melton City Council as Collecting Agency agrees in writing, infrastructure projects funded in this DCP may be provided by developers with a credit being provided against their development contribution.

In determining whether to agree to the provision of works in lieu of cash the Collecting Agency will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of cash;
- Works must be provided to a standard that generally accords with the DCP unless agreed between the Collecting Agency and the development proponent;
- Detailed design must be approved by the Collecting Agency and

- generally accord with the standards outlined in the DCP unless agreed by the Collecting Agency and the development proponent;
- The construction of works must be completed to the satisfaction of the Collecting Agency; and,
- There is no additional financial impact on the DCP.

Where the Collecting Agency agrees that specified works may be provided by a developer in lieu of paying monetary contributions the agreement must specify:

- The amount of the credit to be provided;
- That the cost of the works in kind are to be offset against the development contributions payable under this DCP;
- That the developer will not be required to make monetary payments for contributions until the value of any credits for the provision of the agreed works-in-kind are exhausted;
- Where the credit for works-in-kind cannot be offset against future development levy payments the developer shall be reimbursed by the Council for any excess credit at a time generally consistent with any scheduled delivery date specified in this DCP or such other time which is specified in the agreement; and
- Where a developer is in credit against development contributions liability, this credit will be indexed annually in accordance with the CPI (all groups) Melbourne.

3.1.3 CREDIT FOR OVER PROVISION

Where the Collection Agency agrees that a development proponent can physically provide an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP for the individual project (in accordance with the ‘per hectare’ charge as set out in Table 8).

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

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

3.1.4 OPEN SPACE PROVISION

Only active open space is funded under this DCP. Passive open space is funded by the specification of an open space requirement in the schedule to Clause 53.01 – Public Open Space Contribution and Subdivision of the Planning Scheme.

3.1.5 FUNDS ADMINISTRATION

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the item. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

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

- The amount and timing of funds collected;
- The source of the funds collected;
- The amount and timing of expenditure on specific projects;
- The project on which the expenditure was made;
- The account balances for individual projects; and
- Clearly show any pooling of funds to deliver specific projects where applicable.

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

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this DCP, as required under Section 46QB(2) of the *Planning and Environment Act 1987*.

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

3.1.6 CONSTRUCTION AND LAND VALUE COSTS AND INDEXATION

The construction costs for all infrastructure projects are in July 2024 dollars and the cost of land is in July 2024 dollars and will be indexed by the Collecting Agency annually for inflation in the following way.

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

- The capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of *Rawlinsons Australian Construction Handbook* on 1 July each year;

In relation to the cost of land, the land value must be adjusted by adopting a revised value determined according to the following method:

- The land value will be adjusted on 1 July each year following site specific land valuations undertaken by a registered valuer. Within

14 days of the adjustments being made, the Collecting Agency will publish the amended contributions on the Collecting Agency’s website.

In relation to the cost of offsets for the removal of native vegetation which form a component of the cost of particular infrastructure items, the cost of the offset component must be adjusted according to the following method:

- The offset costs for the removal of native vegetation which form a component of the cost of particular infrastructure items within the *Toolern Precinct Structure Plan* Development Contributions Plan will be adjusted in accordance with any Offset Plan prepared to the satisfaction of the Department of Environment, Land, Water and Planning and approved by the Responsible Authority.

3.1.7 DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

This DCP adopts a long-term outlook for development. It takes into account planned future development in the Toolern PSP area. A ‘full development’ horizon of land within the current Urban Growth Boundary to the year 2025 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Melton Planning Scheme through Amendment C84 to the Melton Planning Scheme. This DCP will end when development within the DCP area is complete, and when the DCP is removed from the Planning Scheme.

The DCP should be reviewed and if necessary updated every five years (or more if required). This process will require an amendment to the Melton Planning Scheme and this incorporated document. This review is anticipated to include:

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

3.1.8 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

Melton City Council is the collecting agency pursuant to Section 46K(1) (a) of the Act which means that it is the public authority to whom all levies are payable. As the collecting agency, Melton City Council is responsible for the administration of this DCP and also its enforcement pursuant to Section 46Q of the Act.

3.1.9 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

Melton City Council is the Development Agency and is responsible for the provision of the works funded.

3.2 IMPLEMENTATION STRATEGY

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

3.2.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

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

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

The table below provides a summary of the infrastructure items allocated to each Charge Area and the infrastructure items that could be provided as works in kind subject to the agreement of the Collecting Agency. The table indicates the area in which each item would be provided and the development proponent credit that would be attributed for the provision of the item as works-in-kind (subject to annual indexation). The Collecting Agency would encourage development proponents to discuss and agree with the Collecting Agency, the potential for provision of works and land to offset their development contribution. A major aim is to ensure that the timing of infrastructure delivery appropriately supports development.

The table below provides a potential basis for the Collecting Agency and development proponents agreeing to a schedule of land and works that each development proponent can provide as an offset to their development contribution. The Collecting Agency is proposing to construct the Community Centre and Early Learning Centre projects given the need to comply with statutory requirements relating to child care and kindergartens. However, the Collecting Agency could consider development proponents providing this infrastructure on a case-by-case basis.

3.2.2 PREFERRED IMPLEMENTATION MECHANISMS

Where the Collecting Agency agrees that works in kind can be provided by a development proponent in lieu of a cash contribution, this would be set out in an agreement pursuant to Section 173 of the *Planning and Environment Act 1987* or other contractual means as agreed to by the Collecting Agency.

It is the Collecting Agency’s aim, where possible, to discuss and agree with large land developers, how the development and infrastructure will be staged and to identify all of the items of infrastructure they wish to provide in lieu of development contributions. In this way the Collecting Agency may be in a position to agree in-kind works project delivery with development proponents prior to development commencing or early in the development process.

The Collecting Agency recognises benefits in obtaining land required under the DCP as an off-set against a developer’s development contributions. As with works-in-kind, the provision of land would be set out in an agreement between the developer and the Collecting Agency pursuant to Section 173 of the *Planning and Environment Act 1987*. The value of the off-set for providing land will equal to the value shown in the DCP.



Amended
by C232

Table 7: Items for Direct Delivery

DCP PROJECT NO	PROJECT DESCRIPTION
Road Projects	
RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).
RD02	East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).
RD03	Exford Road: East West Arterial (IT02) to East West Arterial Road (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD04	Exford Road: East West Arterial Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD05	East West Arterial Road: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD06	East West Arterial Road: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).
RD07	East West Arterial Road: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD08	East West Arterial Road: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).
RD09	Removed
RD10	Removed
RD11	Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
RD13	Skipped Project - There is no RD13 in the Toolern DCP
RD14	Shogaki Drive: Ferris Road (IT14) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).
RD15	Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 41.8m (ultimate).
RD16	Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).
RD17	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Construction of a 2-lane arterial road (interim layout).

DCP PROJECT NO	PROJECT DESCRIPTION
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).
RD19	Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).
RD20	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.
RD21	Ferris Road: Melbourne Ballarat Rail Line to East West Arterial Road (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).
RD23	Paynes Road: East-West Connector Road 1 (IT31) to East West Arterial Road (IT07) Construction of a 2-lane arterial road (interim standard).
RD24	Paynes Road: East West Arterial Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).
Intersection Projects	
IT01	Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).
IT02	Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).
IT03	Intersection: Exford Road and East West Arterial Road Construction of signalised T-intersection (interim standard).
IT04	Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.
IT05	Intersection: East West Arterial Road and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).
IT06	Intersection: East West Arterial Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).
IT07	Intersection: East West Arterial Road and Paynes Road Purchase of land and construction of signalised 4-way intersection (interim standard).
IT08	Deleted
IT09	Deleted
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).
IT11	Skipped Project - There is no IT11 in the Toolern DCP
IT12	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).

DCP PROJECT NO	PROJECT DESCRIPTION
IT13	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).
IT14	Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).
IT15	Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).
IT16	Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).
IT17	Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).
IT18	Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).
IT20	Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).
IT21	Intersection: East West Arterial Road and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).
IT22	Intersection: East West Arterial Road and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).
IT23	Intersection: East West ArterialRoad and Western North-South Connector Road Construction of signalised T-intersection (interim standard).
IT24	Intersection: Exford Road and Elpis Road Construction of signalised T-intersection (interim standard).
IT25	Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).
IT26	Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).
IT27	Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).
IT28	Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).
Bridge Projects	
BD01	Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.

DCP PROJECT NO	PROJECT DESCRIPTION
BD02	Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.
BD03	East West Arterial Bridge Construction of an arterial road bridge over the Toolern Creek.
BD04	Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD05	Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD06	Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD07	Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD08	Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD09	Deleted
BD10	Pedestrian Underpass 3: Melbourne Ballarat Railway Construction of a pedestrian underpass.
BD11	Deleted
BD12	Deleted
BD13	Deleted
BD14	Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.
BD15	Ferris Road Rail Overpass Rail-road grade separation at the intersection of Ferris Road and the Melbourne-Ballarat rail corridor.
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne-Ballarat rail corridor (interim standard).
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).
BD19	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)
BD20	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor (ultimate standard).

DCP PROJECT NO	PROJECT DESCRIPTION
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).
Community Infrastructure Projects	
AR01	Weir Views North Sports Reserve Construction of a sports reserve in Community Hub 1 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure
AR02	Weir Views North Sports Reserve Pavilion Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure
AR03	Weir Views East Sports Reserve Construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ
AR04	Weir Views East Sports Reserve Pavilion Construction of a pavilion, including all building works, landscaping, and related infrastructure
AR05	Weir Views South Sports Reserve Construction of a sports reserve in Community Hub 2 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ
AR06	Weir Views South Sports Reserve Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure
AR07	Strathtulloh Sports Reserve Construction of a sports reserve in Community Hub 3 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ
AR08	Strathtulloh Sports Reserve Pavilion Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure
AR09	Thornhill Park Sports Reserve Construction of a sports reserve in Community Hub 4 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure
AR10	Thornhill Park Sports Reserve Pavilion Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure

DCP PROJECT NO	PROJECT DESCRIPTION
AR11	Cobblebank East Sports Reserve Construction of a sports reserve in Community Hub 5 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ
AR12	Cobblebank East Sports Reserve Pavilion Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure
AR13	Cobblebank Central Sports Reserve Construction of a sports reserve in Community Hub 7 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ
AR14	Cobblebank Central Sports Reserve Pavilion Construction of a pavilion in Community Hub 7, including all building works, landscaping and related infrastructure
AR15A	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)
AR15B	Bridge Road Sports Reserve Construction of a sports reserve in Community Hub 6 incorporating: • Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure • Playground including play space, youth space, picnic facilities, and BBQ • Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)
AR16	Bridge Road Sports Reserve Pavilion Construction of a pavilion in Community Hub 6, including all building works, landscaping, and related infrastructure
Trail Projects	
TR01	Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)



4.0 OTHER INFORMATION

4.1 ACRONYMS

Amended by C232

AHD	Australian Height Datum
CBD	Central Business District
CHMP	Cultural Heritage Management Plan
CIL	Community Infrastructure Levy
CPTED	Crime Prevention Through Environmental Design
DCP	Development Contribution Plan
DET	Department of Education and Training
DIL	Development Infrastructure Levy
DoT	Department of Transport
DELWP	Department Environment, Land, Water and Planning
VPA	Victorian Planning Authority
Ha	Hectare
HO	Heritage Overlay
NDA	Net Developable Area
NDHa	Net Developable Hectare
NRHa	Net Residential Hectare
NVPP	Native Vegetation Precinct Plan
PIP	Public Infrastructure Plan
PPTN	Principal Public Transport Network
PSP	Precinct Structure Plan
P-6	State School Prep to Year 6
P-12	State School Prep to Year 12
Sq m	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone
WSUD	Water Sensitive Urban Design
7-12	State School Year 7 to Year 12

4.2 GLOSSARY

ACTIVE OPEN SPACE	
Land set aside for the specific purpose of formal organised/club-based sports.	
ACTIVITY 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 metropolitan activity centres, major activity centres, neighbourhood activity centres and local centres. For further information refer to Plan Melbourne 2017-2050.	Amended by C232
AFFORDABLE HOUSING	
Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of that household's income.	
ARTERIAL ROAD	
A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All arterials are managed by the State Government.	
CO-LOCATION	
Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the colocation of schools and active open space.	

**COMMUNITY FACILITIES

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services, Ambulance Victoria Stations, mental health facilities); 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

Amended by C232

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 56.06 - Access and Mobility Management). This Precinct Structure Plan provides a variation to the Connector Street, as defined in Table C1 in Clause 56.06 - Access and Mobility Management of the Melton Planning Scheme. Detailed cross-sections are found in the Precinct Structure Plan for a ‘Connector Road’.

CONVENTIONAL DENSITY HOUSING

Housing with a density range of 10 to 15 dwellings per net developable hectare.

DEVELOPMENT CONTRIBUTIONS PLAN

Amended by C232

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.

FRONTAGE

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.

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 five growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea and Wyndham.

GROWTH CORRIDOR PLAN

Amended by C232

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 a 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 CENTRE

An activity centre smaller than a neighbourhood activity centre with a catchment radius of about 400 metres and may include a small supermarket or convenience store of 500 square metres to 1,500 square metres.

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 a density of less than 10 dwellings per hectare.

METROPOLITAN ACTIVITY CENTRE

Amended by C232

Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. For further information refer to *Plan Melbourne 2017-2050*.

MAJOR EMPLOYMENT AREA

Amended by C232

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

MEDIUM DENSITY HOUSING

Housing with a density range of above 15 to 30 dwellings per net developable hectare.

NATIVE VEGETATION

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

NATIVE VEGETATION PRECINCT PLAN

Amended by C232

A plan relating to native vegetation within a defined area that forms part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16 – Native Vegetation Precinct Plan.

NEIGHBOURHOOD ACTIVITY CENTRE

Amended by C232

Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more metropolitan or major activity centres. For further information refer to *Plan Melbourne 2017-2050*.

NET DEVELOPABLE AREA

Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area. Net Developable Area may be expressed in terms of hectare units (i.e. Net Developable Hectare (“NDHa”)).

NET RESIDENTIAL AREA

As per Net Developable Area but excludes neighbourhood activity centres, non-government schools and other existing or permitted non-residential land uses (e.g. golf course sites). Net Residential Area may be expressed in terms of hectare units (i.e. Net Residential Hectare (“NRHa”)).

PASSIVE OPEN SPACE

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

PRECINCT INFRASTRUCTURE PLAN

Section within the precinct structure plan that defines the priority regional and local infrastructure requirements for future planning and investment by council and government agencies..

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

Amended by C232

A high-quality public transport network that connects Metropolitan 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.

PUBLIC TRANSPORT INTERCHANGE

Amended by C232

Places where people can access or change between multiple public transport routes. For example, between train and bus or a multi-route bus station at a metropolitan activity centre

RAMSAR

The Convention on Wetlands is a global intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. It was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975.

SENSITIVE USE

Sensitive use includes residential, child care, pre-school centre or primary school.

SHARED OR JOINT USE

When councils, schools and community service organisations come together to plan, build and in some cases jointly manage a single facility to be used by multiple service providers. E.g. Using a school as a facility for wider community utilisation.

SOCIAL HOUSING

Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by the community.

SOCIAL INFRASTRUCTURE

Community facilities plus public open space.

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.

WATER SENSITIVE URBAN DESIGN

A sustainable water management approach that aims to provide water quality treatment, flood management to reduce the pollution carried to our waterways and more sustainable urban landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains and improve landscape viability.

NOTE: **The definition of community facilities is all inclusive. This definition does not define Community facilities for the purpose of development contribution calculations.

.

4.3 SUPPORTING INFORMATION

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

A Fairer Victoria 2008: Strong People, Strong Communities, Department of Planning and Community Development, May 2008

A Plan for Melbourne's Growth Areas, Department of Sustainability and Environment, 2005

A Strategic Framework for Creating Liveable New Communities, Growth Areas Authority, March 2008

Activity Centre Design Guidelines, Department of Sustainability and Environment, January 2005

Amended by C232 *Benchmark Infrastructure Report*, Victorian Planning Authority, 11 April 2019

Central Region Sustainable Water Strategy, Department of Sustainability and Environment, 2004

Amended by C232 *Cobblebank Employment and Mixed Use Urban Design Framework*, Melton City Council, 2019

Amended by C232 *Cobblebank Metropolitan Activity Centre Urban Design Framework*, Melton City Council, 2019

Design for Trucks, Buses and Emergency Vehicles on Local Roads, VicRoads, 1998

Development Contributions Guidelines, Department of Planning and Community Development, March 2007

Flora and Fauna Guarantee Strategy: Victoria's Biodiversity, Department of Natural Resources and Environment, 1997

Growing Victoria Together II, State of Victoria, March 2005 *Growing Victoria Together*, Department of Premier and Cabinet, 2001

Guidelines for Conducting Historical Archaeological Surveys, 2008,

Healthy by Design: A planners' guide to environments for active living, National Heart Foundation of Australia, 2004

Heritage Council of Victoria and Heritage Victoria Guidelines for Higher Density Residential Development, Department of Sustainability and Environment, October 2004

Linking People and Spaces: A Strategy for Melbourne's Open Space Network, Parks Victoria, 2002

Meeting Our Transport Challenges, State of Victoria, May 2006

Amended by C232 *Plan Melbourne 2017-2050**Melbourne 2030: Planning for Sustainable Growth*, State of Victoria^{Department of Environment, Land, Water and Planning, October 2002}2017

Our Environment, Our Future, Department of Sustainability and Environment, 2006

Amended by C232 *Paynes Road Precinct Structure Plan*, Metropolitan Planning Authority, 2016

Planning for all of Melbourne: The Victorian Government Response to the Melbourne 2030 Audit, State of Victoria, 2008

Planning for Community Infrastructure in Growth Areas, Australian Social and Recreation Research Pty Ltd for Growth Area Councils, April 2008

Port Phillip and Westernport Regional Catchment Strategy, Port Phillip Regional Catchment and Land Protection Board, 1997

Public Transport Guidelines for Land Use Development, Department of Transport, 2008

Amended by C232 *Rockbank Development Contributions Plan*, Metropolitan Planning Authority, 2016

Amended by C232 *Rockbank Precinct Structure Plan*, Metropolitan Planning Authority, 2016

Safer Design Guidelines for Victoria, Department of Sustainability and Environment, June 2005

Schools as Community Facilities, Department of Education and Training, November 2005

Shared Facility Partnership: A Guide to Good Governance for Schools and the Community, Department of Education and Early Childhood Development, December 2007

Toolern Growth Area Social Infrastructure Estimates, ASR Research, January 2009.

Toolern Native Vegetation Precinct Plan Background Report for the Toolern, Melton South - Rockbank, Victoria, Ecology Partners, December 2008

Toolern Precinct Structure Plan Transport and Movement Study, Booz & Co, February 2008.

Amended by C232 *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report*, ASR Research, January 2021

Amended by C232 *Toolern Precinct Structure Plan Review –Heritage Overlay (Parklea) Review Recommendations Report*, Extent Heritage, April 2020

Amended by C232 *Toolern Precinct Structure Plan Review – Transport Projects Review Recommendations Report*, Cardno, March 2022

Transport Modelling Report, Growth Area Planning Toolern Precinct Plans, Veitch Lister Consulting, 30 September 2008.

Urban Development Program, Department of Planning and Community Development

Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO, 1999

VicRoads Access Management Policies, Version 1.02, VicRoads, May 2006

Victorian Greenhouse Strategy, Department of Natural Resources and Environment, 2002

Victorian Heritage Strategy, Heritage Victoria, 2000

Victoria's Native Vegetation Management: A Framework for Action, Department of Sustainability and Environment.

Amended by C232 *West Growth Corridor Plan*, Growth Areas Authority, 2012

5.0 APPENDICES

Appendix 1 - Functional Layout Plans

Amended
by C232

