

Cranbourne East Precinct Structure Plan

DEVELOPMENT CONTRIBUTIONS PLAN

MAY 2010

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PURPOSE

The Cranbourne East Precinct Structure Plan Development Contributions Plan (the DCP), 2010 has been prepared by the Growth Areas Authority with the assistance of the City of Casey, Government agencies, service authorities and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the area can be provided with timely access to infrastructure and services necessary to support a quality, affordable lifestyle,
- Establishes a framework for development proponents to make a financial contribution towards the cost of the identified infrastructure projects. It ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community, and
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects.

REPORT STRUCTURE

This document comprises four parts:

PART ONE

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

PART TWO

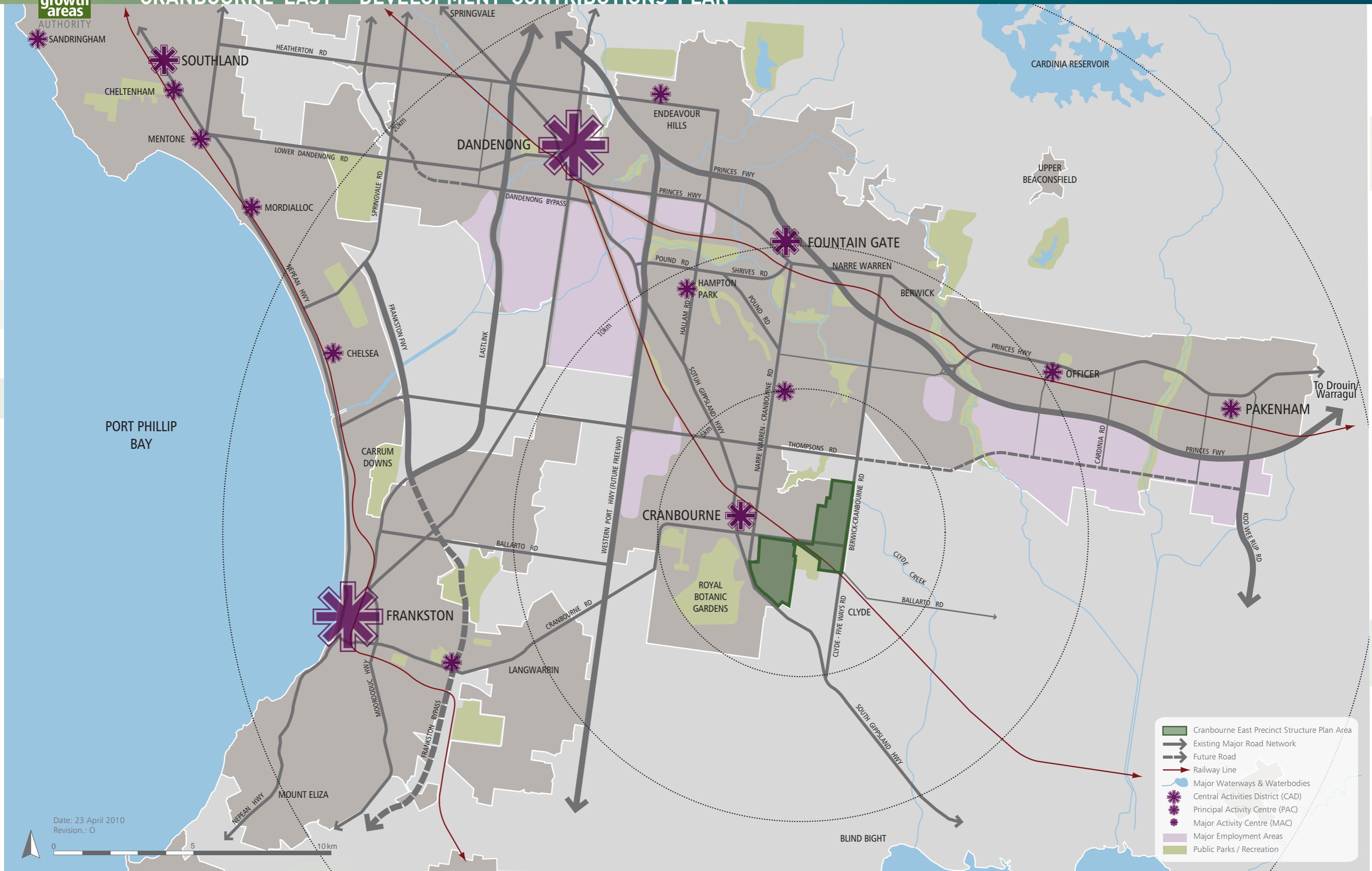
Part 2 sets out how the development contributions are calculated and costs apportioned.

PART THREE

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

PART FOUR

Provides other information



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- Cranbourne East Precinct Structure Plan Area
- Existing Major Road Network
- Future Road
- Railway Line
- Major Waterways & Waterbodies
- Central Activities District (CAD)
- Principal Activity Centre (PAC)
- Major Activity Centre (MAC)
- Major Employment Areas
- Public Parks / Recreation

1.0 STRATEGIC BASIS

The strategic basis for this Development Contributions Plan is established by the State and Local Planning Policy Framework of the Casey Planning Scheme. Key documents are Melbourne 2030, the Growth Area Framework Plans, the Municipal Strategic Statement and the Cranbourne East Precinct Structure Plan (and supporting documents), which set out a broad, long term vision for the sustainable development of the Development Contributions Plan area.

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

The Cranbourne East Precinct Structure Plan has been developed following a comprehensive planning process and provides a greater level of detail to guide the development of the Development Contributions Plan area.

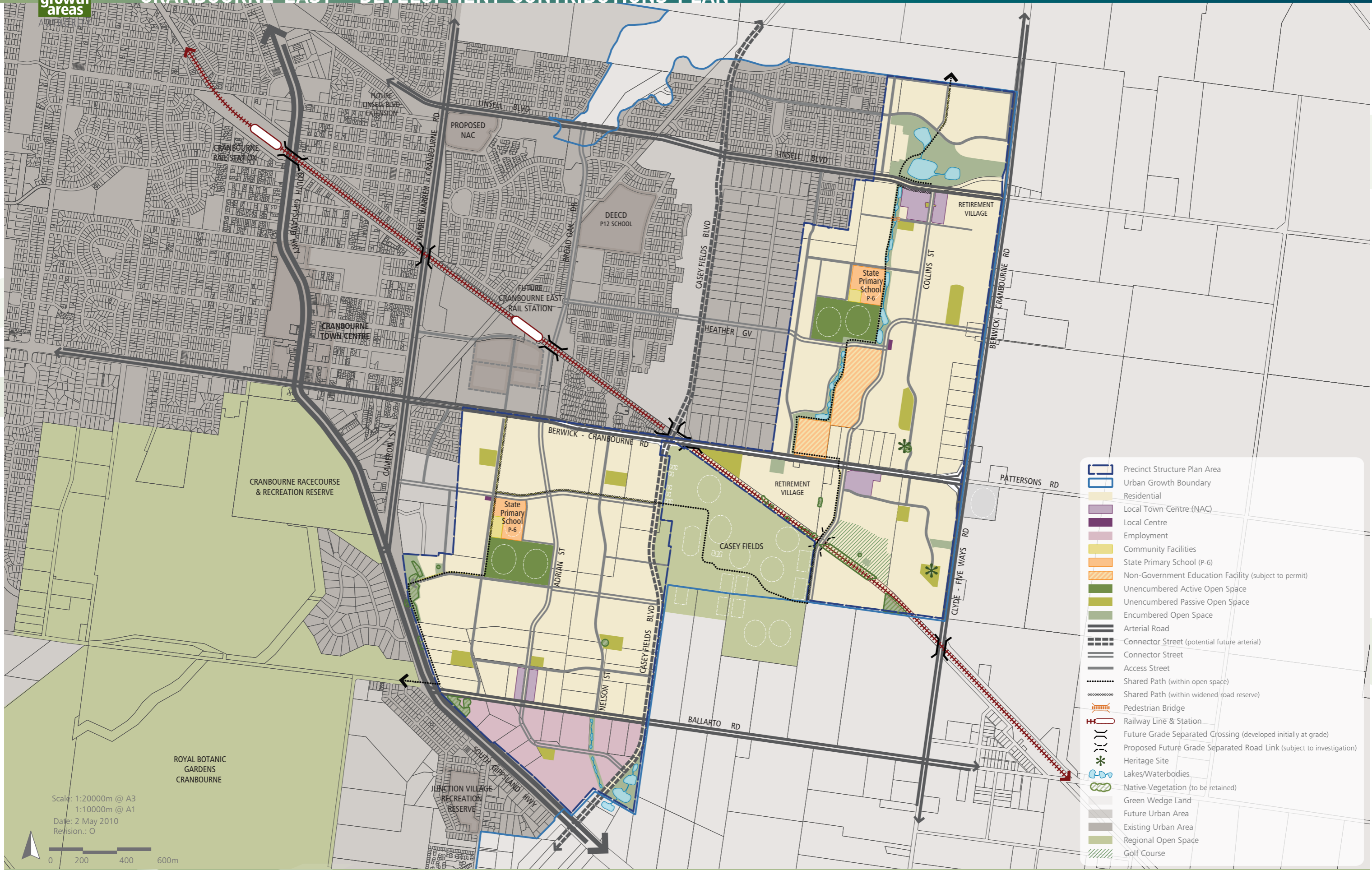
1.1 PLANNING AND ENVIRONMENT ACT 1987

This Development Contributions Plan has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Casey Planning Scheme as well as Victorian Government Guidelines.

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

This Development Contributions Plan forms part of the Casey Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Casey Planning Scheme.

The Development Contributions Plan is enforced under Schedule 10 to the Development Contributions Plan Overlay in the Casey Planning Scheme.



- Precinct Structure Plan Area
- Urban Growth Boundary
- Residential
- Local Town Centre (NAC)
- Local Centre
- Employment
- Community Facilities
- State Primary School (P-6)
- Non-Government Education Facility (subject to permit)
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space
- Arterial Road
- Connector Street (potential future arterial)
- Connector Street
- Access Street
- Shared Path (within open space)
- Shared Path (within widened road reserve)
- Pedestrian Bridge
- Railway Line & Station
- Future Grade Separated Crossing (developed initially at grade)
- Proposed Future Grade Separated Road Link (subject to investigation)
- Heritage Site
- Lakes/Waterbodies
- Native Vegetation (to be retained)
- Green Wedge Land
- Future Urban Area
- Existing Urban Area
- Regional Open Space
- Golf Course

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1.2 PRECINCT STRUCTURE PLAN

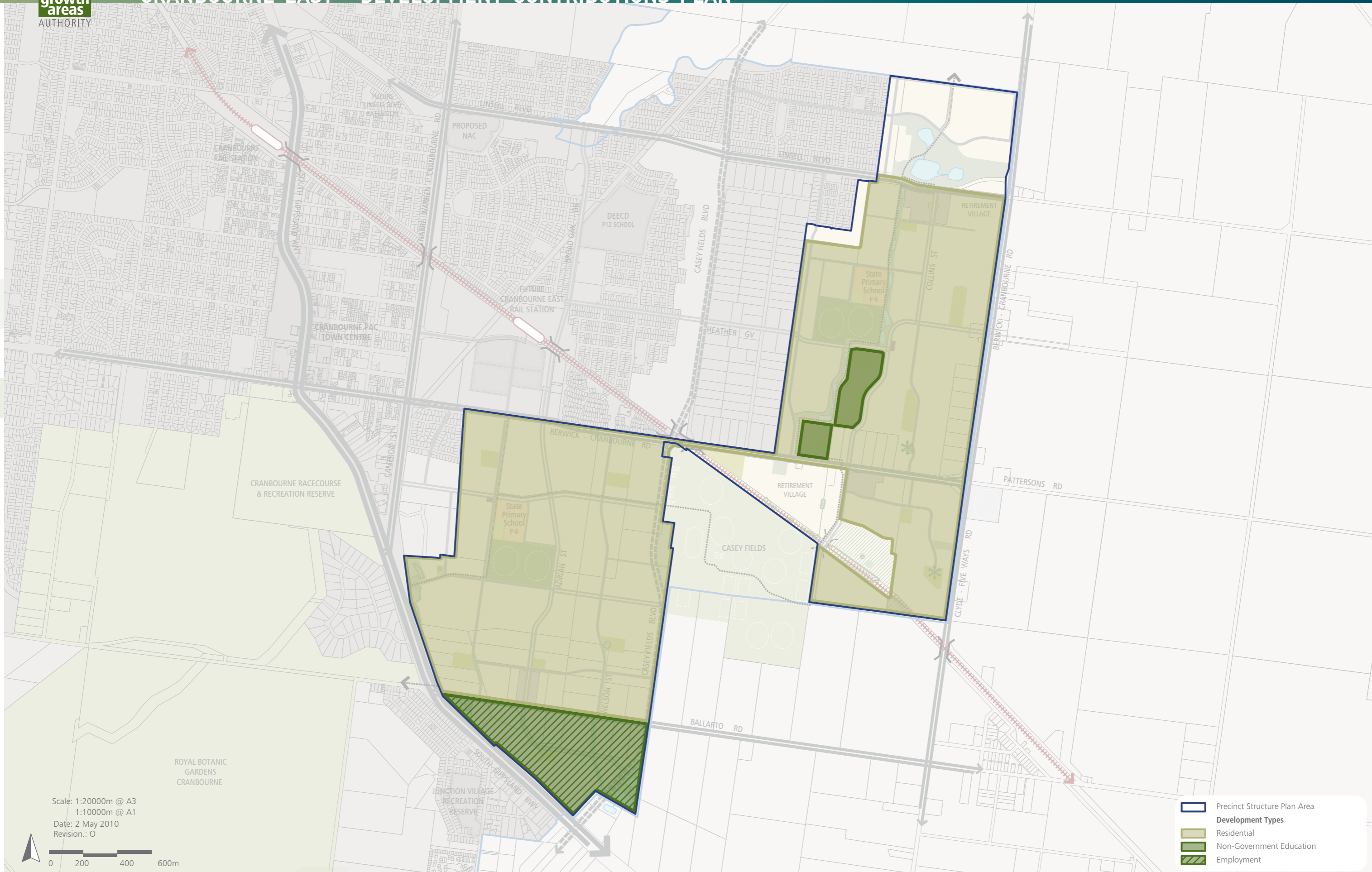
The Cranbourne East Precinct Structure Plan (PSP) abuts the Cranbourne Town Centre Structure Plan area (which is defined as a principal activity centre under Melbourne 2030) and includes part of the growth communities of Cranbourne East and Clyde North.

The PSP is expected to:

- house up to 18,000 residents in approximately 6,600 households, and
- accommodate more than 2,800 jobs in land uses in the Cranbourne East PSP area.

The Precinct Structure Plan establishes the future urban structure of the new community by setting out the location of transport, open space and active recreation, social infrastructure, activity centres, residential neighbourhoods and places for local employment (Refer Plan 2).

This Development Contributions Plan relates strongly to the Precinct Structure Plan which provides the rationale and justification for infrastructure items that have been included within this Development Contributions Plan.



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- Precinct Structure Plan Area
- Development Types**
- Residential
- Non-Government Education
- Employment

1.3 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

In accordance with section 46K(1)(a) of the Act, the DCP applies to land shown in Plan 3 and shown as DCPO10 on the Casey Planning Scheme maps ('the DCP area').

As a new development area, which will develop concurrently on multiple fronts the Cranbourne East precinct forms a single Main Catchment Area ('MCA') for all infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

In selecting items, consideration has been given to whether items have already been funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the Cranbourne East 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. Identified overlap in funding has been addressed, for example by adjusting other relevant Development Contributions Plans or other suitable means provided for in the Planning and Environment Act.

1.4 LSP3 DEVELOPMENT CONTRIBUTIONS PLAN

Prior to the approval of Amendment C121 to the Casey Planning Scheme, part of the DCP area was within the area covered by Development Contributions Plan for Local Structure Plan 3 Cranbourne East ("LSP3 - DCP"). Refer Plan 5.

The LSP3 DCP 1994 was prepared in the early 1990's and first put in place through Amendment L100 to the Cranbourne Planning Scheme in 1994. The LSP3 DCP was then placed into the new format required to meet changes to the Planning and Environment Act 1987 in relation to Development Contributions with the latest version being approved in 1999.

The LSP3 DCP 1999 applied to most of the land covered by the Cranbourne East Precinct Structure Plan and covered by this Development Contributions Plan.

The LSP3 DCP 1999 was amended through Amendment C121 to the Casey Planning Scheme in 2009 to create a document titled Development Contributions Plan for Local Structure Plan 3 Cranbourne – East, March 2009.

Amendment C121 to the Casey Planning Scheme:

- Updated the list and cost of projects included in the plan to facilitate the timely provision of critical infrastructure to service the Cranbourne East community.
- Deleted the application of the DCP to land affected by the Cranbourne East Precinct Structure Plan and the Collison Estate.
- Updated the estimated future residential lot yield based on the revised area of land covered by the plan.
- Updated the administrative arrangements which guide the implementation of the DCP.
- Specified the collecting agency for the plan, which is Casey City Council.
- Specified the development agency for each project included in the DCP.
- Updated the wording of the DCP to reflect the planning context in 2009.
- Maintained the contribution rate in the LSP3 DCP 1999 of \$2,675 per lot and indexed that rate to reflect December 2008 dollars. The 2008 dollar rate was used in the document to reflect the applicable rate when Amendment C121 came into operation.

Casey City Council collected development contributions under the LSP3 DCP 1999 prior to it being updated by Amendment C121. The contributions collected and held by Casey City Council at the date that LSP3 DCP 2009 came into affect are to be used for projects contained in the revised document titled Development Contributions Plan for Local Structure Plan 3 Cranbourne – East, March 2009.

Prior to the date upon which the document titled Development Contributions Plan for Local Structure Plan 3 Cranbourne – East, March 2009 came into effect, funds had been collected by Casey City Council from:

- The Hunt Club Estate,
- The Cascades on Clyde Estate,
- Blue Hills Retirement Village,
- The Avenues Estate, and
- Brindalee Estate.

EXISTING AGREEMENTS UNDER SECTION 173 OF THE PLANNING AND ENVIRONMENT ACT

Casey City Council has entered into a number of infrastructure agreements under Section 173 of the Planning and Environment Act 1987 affecting land covered by the LSP3 DCP. These agreements relate to:

- The subject land within the Hunt Club Estate Volume 11071 Folio 953, being Lot Q on PS606311F, and Volume 10997 Folio 912, being Lot A on PS539465X (the 'Hunt Club Agreement'), and
- The subject land being parts of land situated at 545 Berwick-Cranbourne Road, Clyde North, being the land more particularly described in certificates of title volume 11064 folios 782, volume 11707 folio 762, volume 11076 folio 258, volume 11701 folio 763 and volume 11068 folio 855 (the 'Cascades Agreement').

This plan is consistent with and allows for implementation of these agreements. This plan does not affect land covered by these agreements.

INFRASTRUCTURE PROJECTS DELIVERED TO DATE

Prior to Amendment C121, the following projects had been delivered under the LSP3 DCP 1999:

- Land acquisition for Linsell Boulevard from Narre Warren-Cranbourne Road east to the Pipe Track,
- Construction of Linsell Boulevard from Rochester Parade to Broad Oak Drive, and
- Land acquisition and construction of Linsell Boulevard from Clyde Road to Casey Fields Boulevard. Note: The arrangements for the delivery of this project is subject to an agreement under section 173 of the Planning and Environment Act 1987 between Casey City Council and GEO Developments Pty Ltd dated 9 January 2009 for the property at Part 545 Berwick-Cranbourne Road, Clyde North.

The following projects were included in the revised March 2009 LSP3 DCP through Amendment C121 to the Casey Planning Scheme from the LSP3 DCP 1999 (however, the costs for the projects were updated):

- Construction of Linsell Boulevard from Rochester Parade to Narre Warren-Cranbourne Road,
- Construction for Linsell Boulevard from Broad Oak Drive for a distance of 200 metres to the east,
- Land acquisition and construction of Linsell Boulevard from Clyde Road to Casey Fields Boulevard,
- State road and rail contributions, and
- A community centre adjacent to the proposed secondary college in the Hunt Club Estate.

In preparing this Development Contributions Plan, arrangements needed to be made for the LSP3 DCP 2009 to continue to apply to land for which a planning permit had been issued prior to the introduction of this Development Contributions Plan. Accordingly, the Blue Hills & GEO properties will continue to have Schedule 4 to the Development Contributions Plan Overlay ("DCPO-4") apply and the balance of the Cranbourne East PSP area will be covered by this DCP via DCPO 10.

1.5 INFRASTRUCTURE PROJECT JUSTIFICATION

1.5.1 INTRODUCTION

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

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

Before inclusion in this Development Contributions Plan, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Cranbourne East PSP area. The cost apportionment methodology adopted in this Development Contributions Plan 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 the apportionment of external use are identified in Table 4.

The items that have been included in the Development Contributions Plan 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 objectives expressed in the Cranbourne East Precinct Structure Plan, and
- They are not recurrent items.

1.5.2 LAND FOR INTERSECTION OUTSIDE THE STANDARD ROAD RESERVE (FLARING)

Projects RD20, RD21, RD22 and RD23 specify additional land to that contained in the relevant road reserve to accommodate intersection works and driver sight lines. As a general rule these projects involve intersections with arterial roads. The GAA established a land acquisition model for these instances in consultation with VicRoads and Casey City Council which has been incorporated into this DCP. The model provides that:

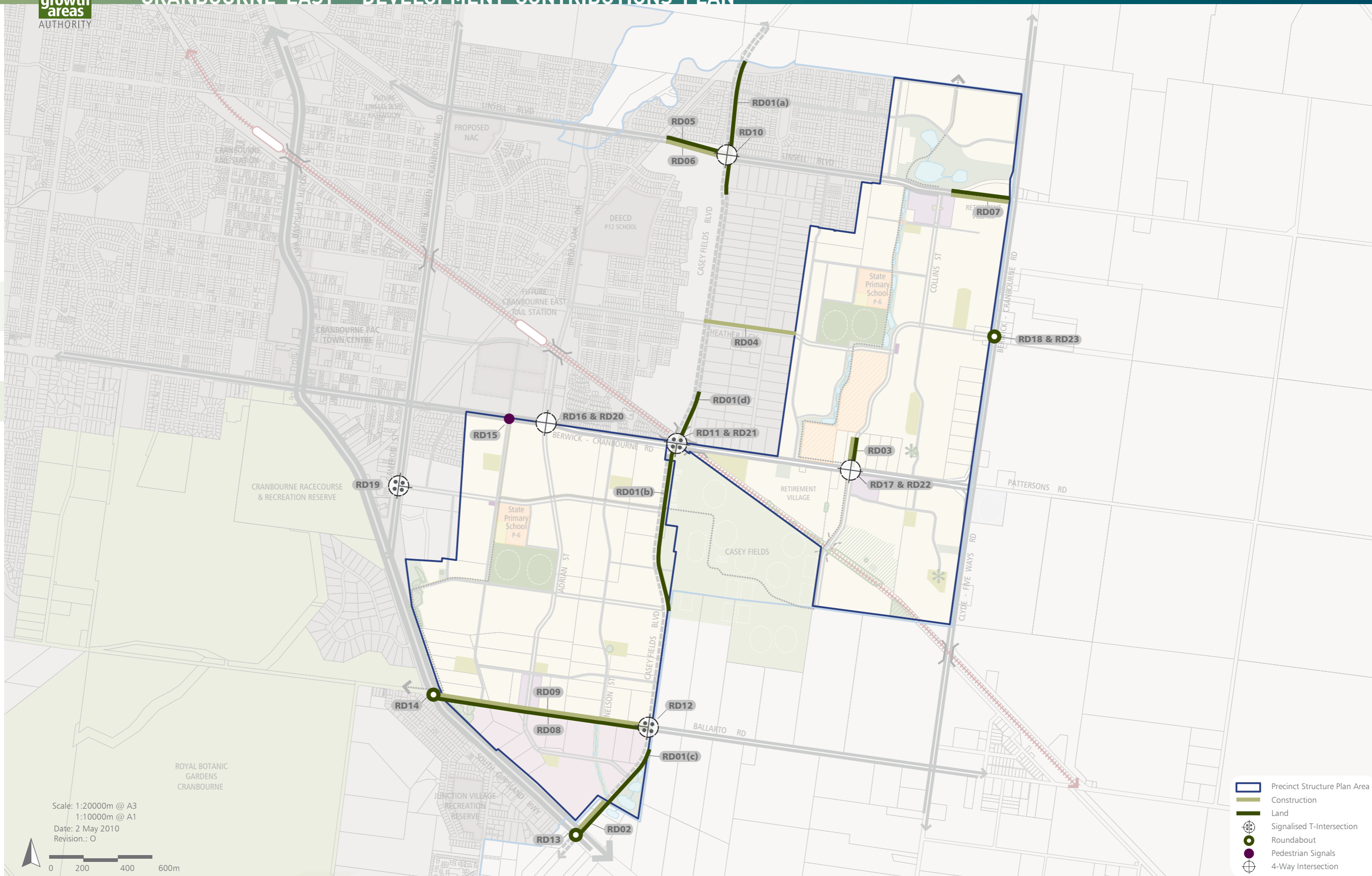
- Such land acquisition is identified as a separate project to the intersection construction.
- VicRoads will be the development agency responsible for managing the land acquisition for intersections with Berwick-Cranbourne Road.
- The DCP will maintain a single Collection Agency, being the Council. The Council will forward the funds collected for the VicRoads projects to VicRoads who will manage their implementation.
- In-kind works will be agreed by the Collection Agency, but only with the endorsement of the development agency.
- The area of land for each relevant intersection is shown in the Appendix. CEDC Consultants created detailed CAD drawings to show the interim and ultimate intersection treatments. These treatments were established and agreed with both VicRoads and Casey City Council, based on information and analysis prepared by GTA Consultants in their expert evidence report prepared to support the preparation of the Cranbourne East PSP and this Development Contributions Plan.
- The area of land is land required (including flaring) in addition to the standard road reserve to deliver the relevant intersection works as set out in this Development Contributions Plan.
- Each land area is valued and the relevant land value included in the DCP.

All other land for the Berwick-Cranbourne Road ultimate road reserve not identified in the DCP will be funded from VicRoads resources.

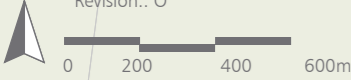
1.5.3 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

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

- Internal streets and connector streets, and associated traffic management measures,
- Flood mitigation works,
- Local drainage systems,
- Main drainage works,
- Intersections connecting the development to the existing road network, except where specified as Development Contributions Plan 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 master plans and agreed associate works required by the PSP,
- Council's plan checking and supervision costs, and,
- Bus stops.



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- Precinct Structure Plan Area
- Construction
- Land
- + Signalised T-Intersection
- o Roundabout
- Pedestrian Signals
- + 4-Way Intersection

1.6 INFRASTRUCTURE PROJECTS

1.6.1 TRANSPORT

The transport related projects in the Development Contributions Plan are based on the transport network depicted in Plan 4 which is supported by the Cranbourne East PSP Transport Modeling & Assessment, GTA Consultants, March 2009 and subsequent refinement by GTA to this assessment. The transport projects comprise of two categories:

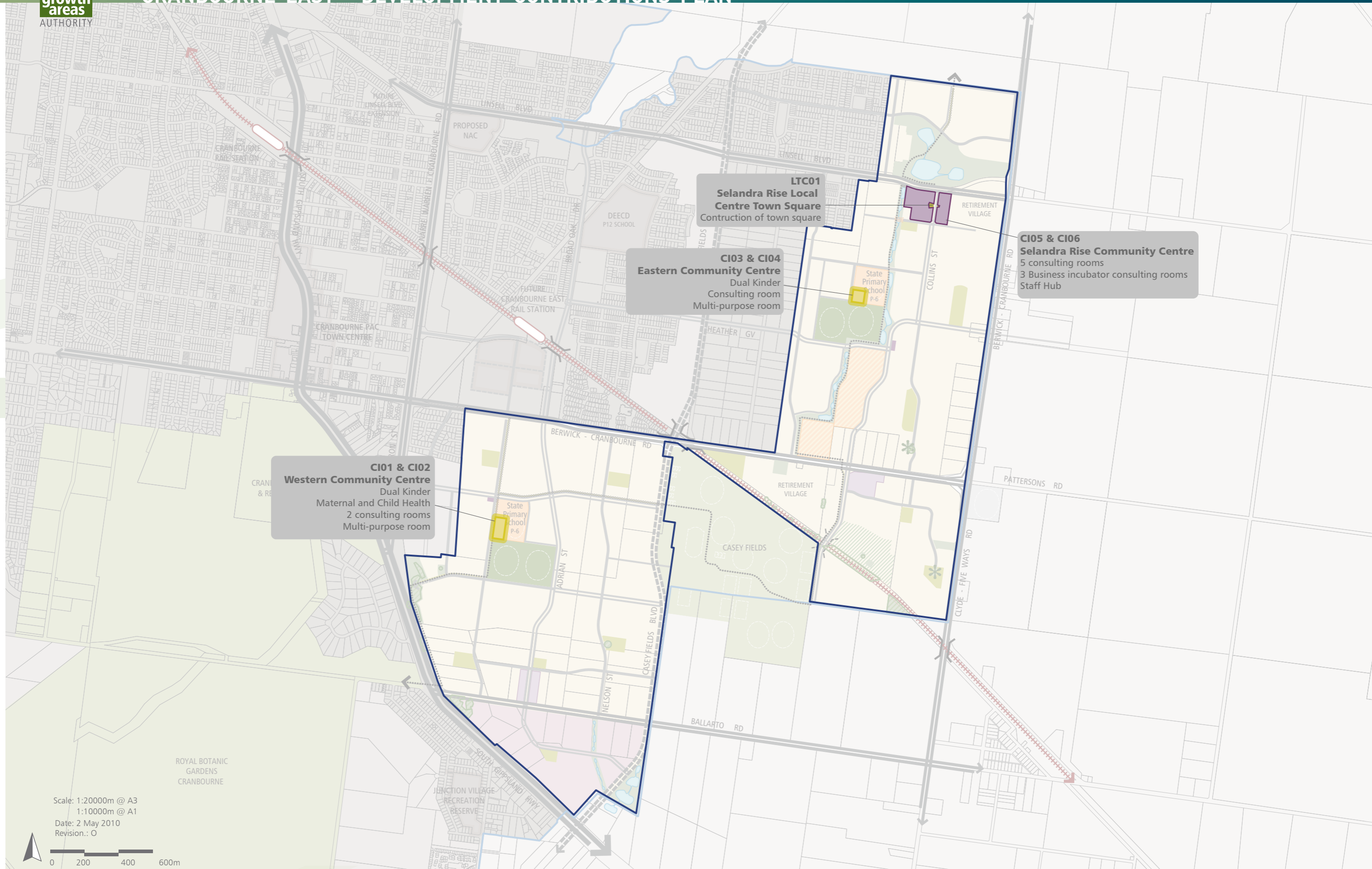
- Road construction and duplication including land requirements, and
- Construction of major controlled intersections, including land requirements for widening of the arterial corridor necessary to accommodate the intersection.

The transport plan was prepared taking into account the requirements and objectives of the Cranbourne East Precinct Structure Plan.

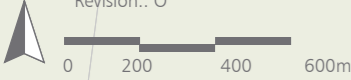
The road and intersection projects listed below are funded by the Development Contributions Plan:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD01 (a)	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between northern edge of the UGB and Garden Street. Total land required is estimated to be 0.64 hectares.
RD01 (b)	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Berwick Cranbourne Road and Casey Fields. Total land required is estimated to be 0.8 hectares.
RD01 (c)	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Ballarto Road and the UGB. Total land required is estimated to be 0.4 hectares.
RD01 (d)	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m Within Blue Hills Retirement Village and the Hunt Club Estate immediately north of Berwick-Cranbourne Road. Total land required is estimated to be 0.761 hectares.
RD02	Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.
RD03	North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.
RD04	Heather Grove – Construction of road to an urban standard within the Collison Estate.
RD05	Linsell Boulevard – Land required for 34 metre road reservation between the Pipe Track and Casey Fields Boulevard. Total land required is 1.4 hectares.
RD06	Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.
RD07	Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.
RD08	Ballarto Road – Land for widening of Ballarto Road to the south of the existing carriageway to achieve a 34 metre road reservation. Total land required is 1.5 hectares.

DCP PROJECT NUMBER	PROJECT DESCRIPTION
RD09	Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).
RD10	Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.
RD11	Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T- signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.
RD12	Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.
RD13	South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.
RD14	South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.
RD15	Berwick-Cranbourne Road – Signalised pedestrian crossing to provide pedestrian and cycle access from the Cranbourne East PSP area to the Complex and rail station environs.
RD16	Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.
RD17	Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.
RD18	Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.
RD19	Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.
RD20	Land acquisition to support RD16 intersection construction and ultimate arterial flaring. Total land required is 0.15 hectares.
RD21	Land acquisition to support for RD11 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.
RD22	Land acquisition to support for RD17 intersection construction and ultimate arterial flaring. Total land required is 0.14 hectares.
RD23	Land acquisition to support for RD18 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.



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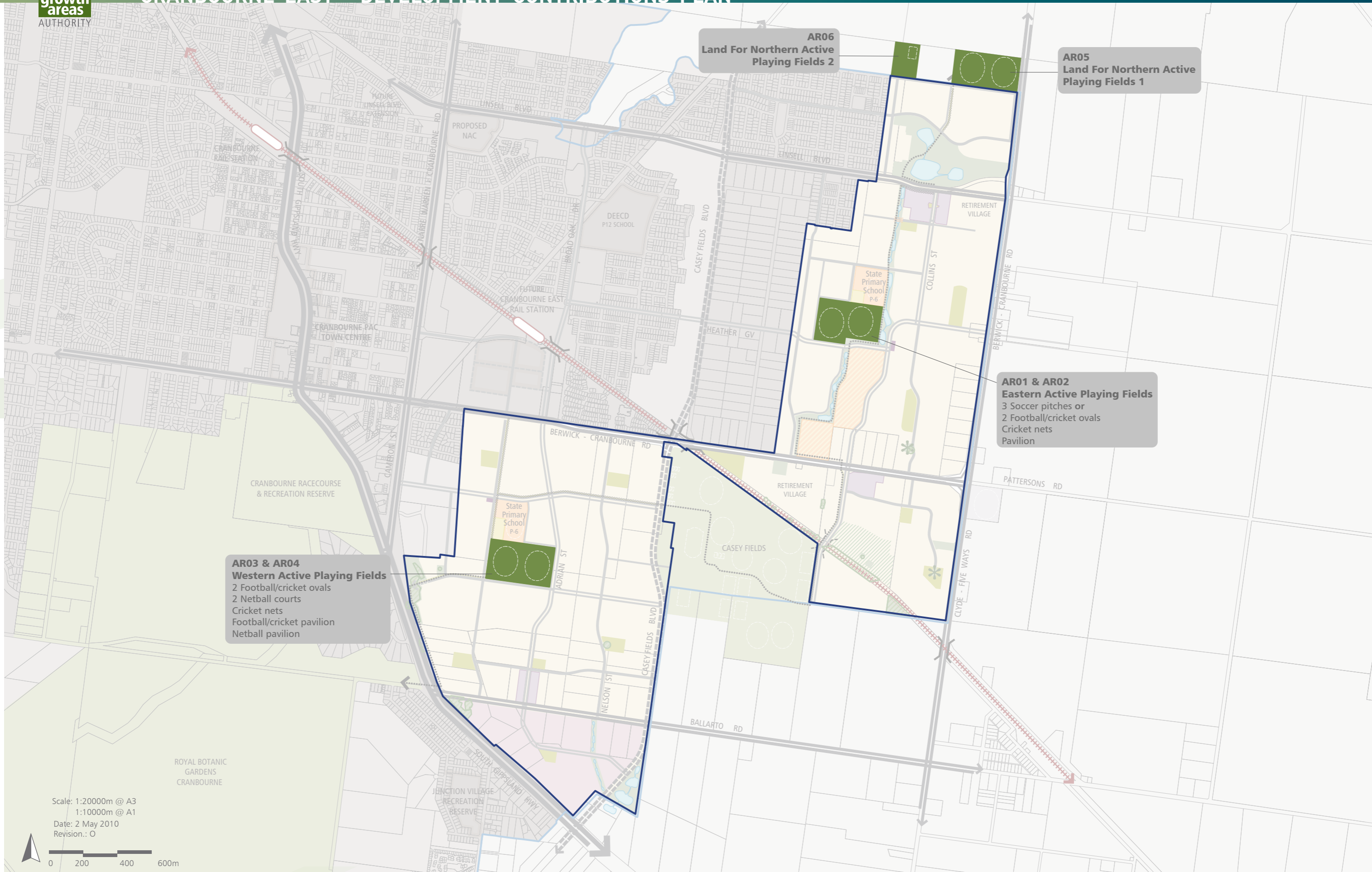
ROYAL BOTANIC
GARDENS
CRANBOURNE

1.6.2 COMMUNITY FACILITIES

The needs analysis undertaken by Bell Planning Associates and assessment by Casey City Council determined the requirement for a range of community facilities which are illustrated in Plan 5.

The community and indoor facility projects listed below are funded by the Development Contributions Plan:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI01	Land for Western Community Centre. Land required is 0.8 hectares.
CI02	Construction of Western Community Centre. Construction of dual kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.
CI03	Land for Eastern Community Centre (co-located with school). Land required is 0.5 hectares. <i>Note: Casey City Council may increase this site area and adjust the Selandra Rise Community Centre site area if it determines that the proposed maternal and child health facilities should be constructed at the Eastern Community Centre site. At the time of preparing the DCP a final decision had not been made. The DCP provides the flexibility for the facility to be constructed at either site.</i>
CI04	Construction of Eastern Community Centre (co-located with school). Construction of centre to include dual kinder, consulting room and multi-purpose room. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.
CI05	Land for Selandra Rise Community Centre (located in the Local Town Centre). Land required is 0.3 hectares. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.
CI06	Construction of Selandra Rise Community Centre (located in the Local Town Centre). Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.



**AR03 & AR04
Western Active Playing Fields**
2 Football/cricket ovals
2 Netball courts
Cricket nets
Football/cricket pavilion
Netball pavilion

**AR06
Land For Northern Active
Playing Fields 2**

**AR05
Land For Northern Active
Playing Fields 1**

**AR01 & AR02
Eastern Active Playing Fields**
3 Soccer pitches or
2 Football/cricket ovals
Cricket nets
Pavilion

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1.6.3 ACTIVE RECREATION FACILITIES

The analysis undertaken by Bell Planning Associates and Casey City Council established the basis for land for sport and the specific facilities required to be built on the sporting reserves to meet the needs of the future community, refer Plan 6.

The active recreation projects listed below are funded by the Development Contributions Plan:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
AR01	Eastern Active Playing Fields. Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.
AR02	Eastern Pavilion. Construction of a pavilion to serve the eastern active playing fields (football/soccer/cricket).
AR03	Western Active Playing Fields. Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.
AR04	Western Pavilion. Construction of a pavilion to serve the western active playing fields (football/cricket/netball).
AR05	Land for Northern Active Playing Fields 1. Land of 7.905 hectares required to facilitate future construction of 2 football/cricket ovals, pavilion, cricket nets and 2 netball courts.
AR06	Land for Northern Active Playing Fields 2. Land of 3.03 hectares required to facilitate future construction of 3 lawn bowling rinks and pavilion.

1.6.4 LOCAL TOWN CENTRE SQUARE

The DCP includes funding for the upgrade of the Selandra Rise Local Town Centre Square (DCP project reference LTC 01). Extensive planning and design work undertaken by Stockland, the Planning Institute of Australia, the GAA and the City of Casey as part of the PSP preparation and the Selandra Rise demonstration project determined that a town square was required. The project has been included in the DCP to facilitate the achievement of the vision for the project and consists of basic improvements to open space.

The following local town centre square project is funded by the Development Contributions Plan:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
LTC-01	Selandra Rise Local Town Centre Square. Construction of town square based on concept design prepared by LAB Architecture and the GAA in association with the Demonstration Project Partners.

1.6.5 STRATEGIC PLANNING

Funding for the preparation of the Cranbourne East Precinct Structure Plan and Development Contributions Plan was made available up front by major development proponents. This funding of \$1,234,000 has been included as a project in the Development Contributions Plan so that the burden of providing advance funding is shared equitably over the area benefiting from the project which is covered by this Development Contributions Plan.

1.6.6 PROJECT TIMING

Each item in the Development Contributions Plan has an assumed indicative provision trigger specified in Table 4. The timing of the provision of the items in this Development Contributions Plan is consistent with information available at the time that the Development Contributions Plan was prepared. The development agency will monitor and assess the required timing for individual items and may seek an amendment to the Casey Planning Scheme to adjust indicative provision triggers as part of the 5 year review (or earlier if justified).

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

All items included in the DCP will be provided within 25 years from the date upon which this DCP was first incorporated into the Casey Planning Scheme.

1.6.7 DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

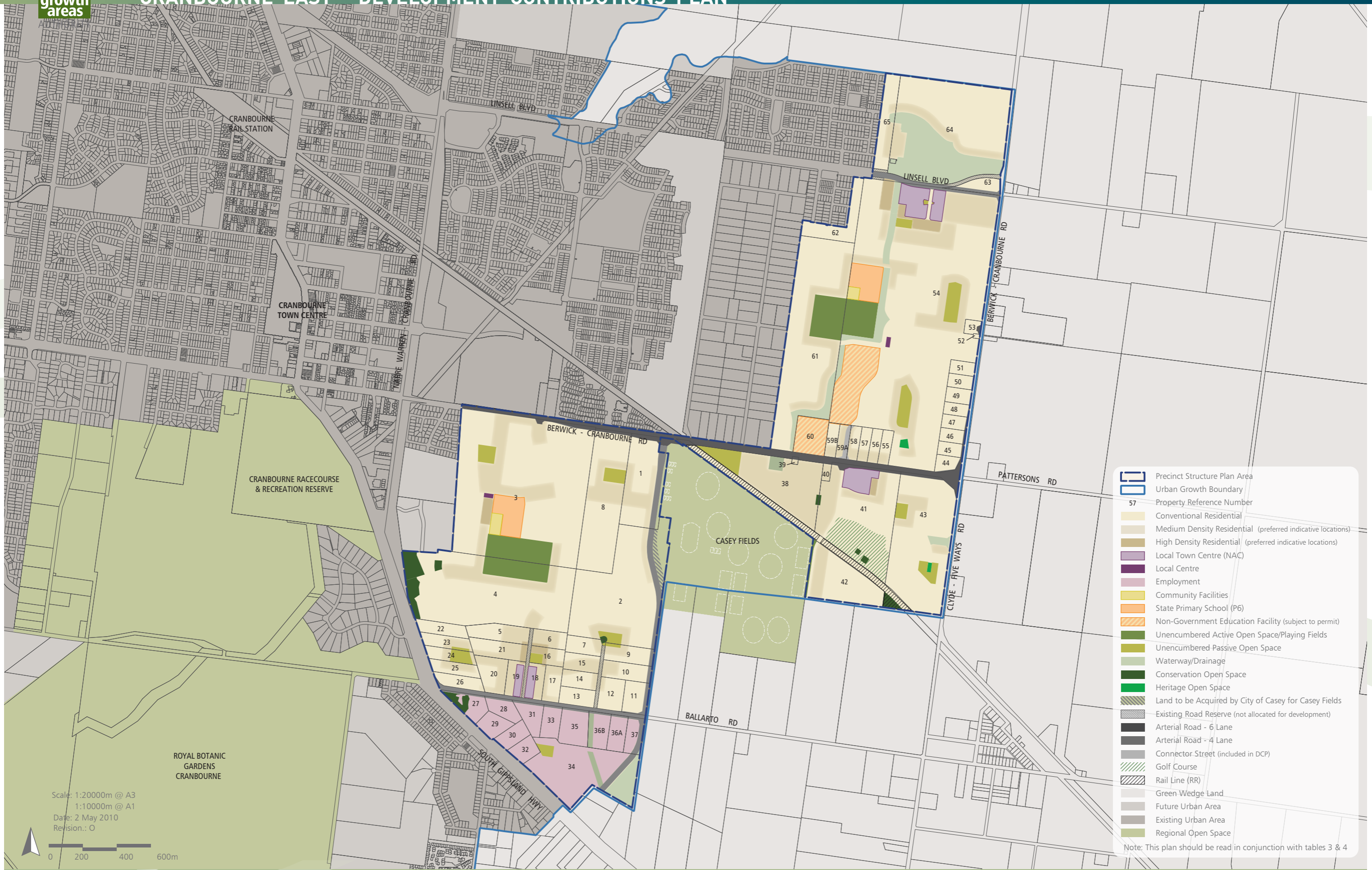
In accordance with the Planning and Environment Act 1987 and the Ministerial Direction on Development Contributions, the Development Contributions Plan makes a distinction between “development” and “community” infrastructure. The timing of payment of contributions is linked to the type of infrastructure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

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

The following infrastructure projects are deemed to be community infrastructure:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
AR-02	Eastern Pavilion. Construction of a pavilion to serve active playing fields 2 (football/soccer/cricket).
AR-04	Western Pavilion. Construction of a pavilion to serve active playing fields (football/cricket/netball).

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



- Precinct Structure Plan Area
- Urban Growth Boundary
- Property Reference Number
- Conventional Residential
- Medium Density Residential (preferred indicative locations)
- High Density Residential (preferred indicative locations)
- Local Town Centre (NAC)
- Local Centre
- Employment
- Community Facilities
- State Primary School (P6)
- Non-Government Education Facility (subject to permit)
- Unencumbered Active Open Space/Playing Fields
- Unencumbered Passive Open Space
- Waterway/Drainage
- Conservation Open Space
- Heritage Open Space
- Land to be Acquired by City of Casey for Casey Fields
- Existing Road Reserve (not allocated for development)
- Arterial Road - 6 Lane
- Arterial Road - 4 Lane
- Connector Street (included in DCP)
- Golf Course
- Rail Line (RR)
- Green Wedge Land
- Future Urban Area
- Existing Urban Area
- Regional Open Space

Note: This plan should be read in conjunction with tables 3 & 4

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ROYAL BOTANIC GARDENS
 CRANBOURNE

2.0 CALCULATION OF CONTRIBUTIONS

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

The general cost apportionment method includes the following steps:

- Calculation of the NDA and demand units (refer Tables 1 and 2),
- Calculation of project costs (refer Table 4),
- Identification and allowance for external use (refer Table 5),
- Identification of development types required to pay the levy (refer Table 5),
- Summary of costs payable by development type for each infrastructure category (refer Table 6).

2.1 CALCULATION OF NDA AND DEMAND UNITS

2.1.1 INTRODUCTION

The following section sets out how Net Developable Area (NDA) is calculated, provides a detailed land budget for every property in the DCP area and outlines the residential and employment projections anticipated in the Cranbourne East PSP area.

2.1.2 NET DEVELOPABLE AREA

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

For the purposes of this Development Contributions Plan NDA is defined as the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. It is the total precinct area minus community facilities, schools and educational facilities and open space, encumbered land and arterial roads. Local parks defined at the subdivision stage are included in NDA.

The NDA for the Development Contributions Plan has been calculated in the Tables 1 and 2 below to ensure the levies are properly apportioned. NDA is expressed in net developable hectares of land (NDHa).

2.1.3 LAND BUDGET AND DEMAND UNITS

NDHa is the demand unit.

The Cranbourne East Precinct Structure Plan covers a total area of 578 hectares.

The NDA is established by deducting the land requirements for Council operated community facilities, state education facilities, encumbered land and land for arterial roads and open space (both active and passive) from the precinct area. As such the NDHa for the PSP area is 468 hectares which equates to approximately 81% of the Cranbourne East PSP area.

It should be noted that the areas designated for local town centres (NACs) have been included as part of the NDA and are required to pay a the residential development contribution.

Based on the Precinct Structure Plan, there are 3 development types included in this DCP: Residential (including local town centres), Employment (land south of Ballarto Road) and Non-Government Education (which is defined to mean the Roman Catholic Trust School Site at 255 Berwick-Cranbourne Road, Clyde North). Table 1 below summarises the NDHa for each development type.

Land shown as properties 62, 63, 64 and 65, 38, 39, 40, and part of 41) are subject to the LSP3 DCP 2009. They are not subject to this DCP and are not included in the calculation of NDA or NDHa in this Development Contributions Plan. However, these properties form part of the catchment for a number of the infrastructure projects. External demand generated by these properties has been accounted for in calculating overall demand for infrastructure in this Development Contributions Plan. As indicated in Table 1, these areas equal 59.52 NDHa.

Table 1: Precinct NDAs

1	TOTAL PRECINCT	467.76
2	Blue Hills and GEO removal	59.52
3	Non-Government Education Development Type	12.41
4	Residential NDA (=1-2-3) Development Type	395.72
5	Employment Area Development Type	33.96

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 5. Where costs are historic, they have been indexed to, and expressed in, 1st January 2010 dollars. Costs will be indexed annually in accordance with the indexation method specified.

CDCE Pty Ltd prepared the construction costs for each road and intersection project for the GAA. The City of Casey prepared the costs for the community building and recreation projects.

Detailed sheets showing the concept plans for each of the projects can be found in the Appendix to this Development Contributions Plan. The cost sheets include:

- Land items,
- Road construction and intersection works, and
- Community and sports building projects,
- Selandra Rise Town Centre Square.

COMMUNITY AND SPORTS BUILDING PROJECTS

The City of Casey prepared the estimated cost for each of the community and sports building projects. The location of each project and construction concept for each facility was identified and the costs for each project have been accurately determined. The detailed concept for each facility is based on similar buildings constructed within the municipality.

ROAD CONSTRUCTION AND INTERSECTION WORKS

CEDC prepared the estimated cost for each of the road and intersection projects. Base costs for the works have been established by using current City of Casey road construction estimation rates.

Road construction and intersection costs were derived from intersection and road modelling prediction data prepared by GTA Consultants, from which functional designs were generated. These designs were overlaid onto available topographical and existing conditions data to establish site specific component costing as shown in the Attachments to this Development Contributions Plan.

Detailed intersection analysis was undertaken to determine the functional layout of intersections with a 10-year design life. Intersection layouts are shown in the Appendix.

The general assumptions used are:

- No land acquisition cost have been allowed for unless stated (these are identified in separate DCP projects),
- No trunk services have been allowed for,
- Drainage allowance is only for 'road reserve or project land' areas, ie: no external catchments. However, major drainage such as culverts have been included in the costs, and
- A typical excavation depth has been allowed for ie: road thickness.

Specific additional costs have been included for:

- Traffic management devices,
- Field survey and detail design fees,
- Construction overheads and supervision, and
- Existing services adjustment or relocation.

With respect to road construction along existing road alignments:

- Most difficulties along the alignment will have been dealt with or built around due to the existing road, hence upgrading of pavement will have no affect or only a minor effect on, in-ground or underground assets,
- Similar vertical alignments have been allowed for hence; follow natural terrain, removing possibility of extra earthworks, and
- Higher level of traffic management and service relocation has been allowed for.

With respect to road construction for new road alignments:

- Design follows natural terrain,
- Existing service alterations have been included and would be minimal, and
- Major cost items such as Melbourne Water pipe line crossings and drainage culverts have been included.

CONTINGENCY COSTS FOR ALL PROJECTS

In light of the accuracy of the scope of works requirements, a 20% contingency is included for each infrastructure project.

For road infrastructure, the 20% contingency is appropriate as costs are based on functional design completed in CAD and draped over existing infrastructure plans. This establishes accurate and measurable, scope of works, limits of works and quantities for roads works including intersection and connections to existing roads. Items that have been valued and included in costs are: (which are sometimes allocated in a contingency of other DCPs based on a higher level costing) traffic management, survey, design, construction overheads (supervision), lump sum for service adjustments to SEC poles, water fittings, manholes etc. Also the costs are fully detailed including for example: street trees, road line marking, footpaths and street lighting.

Detailed concepts for each recreation and community facility were based on similar recent buildings constructed within the municipality. A contingency of 20% was therefore applied.

VALUATION OF LAND

Land to be acquired through the DCP was valued in May 2010 to determine the market value of the land. Where a single land acquisition project included land to be acquired from more than one property, a valuation was prepared for individual properties and added together to determine the overall cost of the project. The valuation assumed that:

- The land is zoned for residential development and a PSP has been approved,
- The areas to be acquired are discrete parcels, and
- All land is unencumbered and able to be serviced.

The May 2010 valuations were commissioned by the GAA. They have been lodged with Casey City Council for reference as a base cost point from which to index land costs during the life of this Development Contributions Plan.

SELANDRA RISE TOWN CENTRE SQUARE

LAB Architecture, together with the GAA prepared a detailed cost of for the town square, a copy of which is included in Attachment 5. As a well developed concept plan was prepared, a 20% contingency was applied to this project.

2.2.2 EXTERNAL USE

The strategic planning undertaken has determined an allowance for other use external to the DCP area for specific projects - (i.e. use that does not emanate from the Cranbourne East Precinct Structure Plan Development Contributions Plan area). Table 5 quantifies any external demand (as a percentage) for each infrastructure project. Where this is the case, a percentage discount has been made to the dollar amount that will be recovered.

In addition any funding commitments, in existence before the approval of this Development Contributions Plan, under other Development Contributions Plans and agreements under Section 173 of the Planning and Environment Act 1987 that impact upon this Development Contributions Plan are identified and quantified in Table 6. Infrastructure costs have been apportioned to users external to the DCP area for:

COMMUNITY FACILITIES

The Blue Hills and GEO developments that have obligations under the LSP3 DCP form 20% of the catchment for the various community facilities located within the eastern precinct. Accordingly, projects CI-03, CI-04, CI-05 and CI-06 have each been allocated 20% external demand which has been deducted from the total project cost to establish the total cost attributable to the Cranbourne East MCA.

OUTDOOR ACTIVE RECREATION

Projects AR-05 and AR-06 partly service catchments beyond the DCP area.

LAND

60% of the land for the 2 netball courts located outside the UGB (project AR-05) and 60% of one of the 2 football/cricket ovals located outside the UGB (project AR-06) are required by catchment external to the Cranbourne East MCA. This external demand also impacts upon the land take required for these facilities, as a result 60% of the 1.5 hectares set aside for the bowling greens is attributed to external demand which equates to 30% of the total area of 3.03 hectares for project AR-06.

Collectively, 60% of the 1 hectare set aside for the two netball courts together with 60% of 3.45 hectares set aside for the single oval account for 34% of the total area of 7.905 hectares for project AR-05.

NON-GOVERNMENT ADJUSTMENT

The Non-Government Education facility is liable for 25% of the residential development infrastructure levy. Therefore, to ensure that surplus funds are not collected, the final cost of projects attributable to the DCP were adjusted downwards to equalise the additional income from the Non-Government Education site.

2.2.3 COST APPORTIONMENT

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

This Development Contributions Plan 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 means new development only pays its fair share of the estimated cost of new infrastructure and services (and does not pay for the use by existing development).

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

If a new development is not in the catchment for a particular item, it does not pay towards the cost of that item. The balance of the cost of the items not recovered under this Development Contributions Plan 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 area forms a single MCA.

It is important to note that the number of demand units (net developable hectares) in each area is based on the land budgets outlined in Tables 2 and 3 (i.e. the Summary Land Use Budget and the Property Specific Land Use Budget), with the removal of GEO and Blue Hills components as outlined in Section 2.1.3.

The per hectare contributions will not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the Development Contributions Plan is permanently linked to the Detailed Land Budget in Table 2.

For the purposes of the Development Contributions Plan, 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 Development Contributions Plan purposes) on individual parcels.

2.2.5 DEVELOPMENT TYPES AND THEIR RESPECTIVE CHARGES

The Development Contributions Plan identifies the following broad development types and their general location:

- Residential neighbourhoods (including local town centre/activity centre and other non-residential uses),
- Non-Government Education (defined to mean the Roman Catholic Trust School Site) and,
- Employment land south of Ballarto Road.

The location of Residential Neighbourhoods, Non-Government Education and Employment Land is shown on Plan 3.

Charges in this Development Contributions Plan have been determined for each of these development types and are different for each type. This variation reflects the fact that employment land does not contribute towards community and active open space items. Further, Non-Government Education land is required to pay 25% of the residential DCP rate.

Neither Non-Government Education or Employment land is required to pay a Community Infrastructure Levy as this only applies to new dwellings.

Table 6 sets out the costs for the type of development making a contribution to each infrastructure project, the contribution per net developable hectare for each infrastructure items, the total cost of the infrastructure and amount to be contributed by the charge area.

Table 2: Summary Land Use Budget

DESCRIPTION	EAST AREA RESIDENTIAL AREA			WEST AREA RESIDENTIAL AREA			RESIDENTIAL AREA TOTALS			WEST AREA EMPLOYMENT AREA			TOTAL PRECINCT		
	Hectares	% of Total Area	% of NDA	Hectares	% of Total Area	% of NDA	Hectares	% of Total Area	% of NDA	Hectares	% of Total Area	% of NDA	Hectares	% of Total Precinct	% of NDA
TOTAL PRECINCT AREA (ha)	314.50	100.00%		220.83	100.0%		535.33	100.0%		42.65	100.0%		577.98	100.0%	
TRANSPORT															
6 Lane Arterial Roads	8.46	2.69%	3.38%	3.92	1.78%	2.14%	12.38	2.31%	2.86%	0.00	0.00%	0.00%	12.38	2.14%	2.65%
4 Lane Arterial Roads	2.65	0.84%	1.06%	7.61	3.45%	4.16%	10.26	1.92%	2.37%	3.05	7.15%	8.98%	13.31	2.30%	2.85%
Connector St (inc. in DCP)	0.62	0.20%	0.25%	0.00	0.00%	0.00%	0.62	0.12%	0.14%	0.00	0.00%	0.00%	0.62	0.11%	0.13%
Railway Corridors / Easements	5.95	1.89%	2.37%	0.00	0.00%	0.00%	5.95	1.11%	1.37%	0.00	0.00%	0.00%	5.95	1.03%	1.27%
Sub-total	17.68	5.62%	7.06%	11.53	5.22%	6.30%	29.21	5.46%	6.74%	3.05	7.15%	8.98%	32.26	5.58%	6.90%
COMMUNITY FACILITIES															
Community Services Facilities	0.80	0.25%	0.32%	0.80	0.36%	0.44%	1.60	0.30%	0.37%	0.00	0.00%	0.00%	1.60	0.28%	0.34%
Sub-total	0.80	0.25%	0.32%	0.80	0.36%	0.44%	1.60	0.30%	0.37%	0.00	0.00%	0.00%	1.60	0.28%	0.34%
GOVERNMENT EDUCATION															
Government Schools	3.50	1.11%	1.40%	3.51	1.59%	1.92%	7.01	1.31%	1.62%	0.00	0.00%	0.00%	7.01	1.21%	1.50%
Sub-total	3.50	1.11%	1.40%	3.51	1.59%	1.92%	7.01	1.31%	1.62%	0.00	0.00%	0.00%	7.01	1.21%	1.50%
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%
Waterway / Drainage Line / Wetland / retarding	23.24	7.39%	9.27%	0.00	0.00%	0.00%	23.24	4.34%	5.36%	4.25	9.96%	12.51%	27.49	4.76%	5.88%
Heritage (private lot or transferred to Council)	0.36	0.11%	0.14%	0.00	0.00%	0.00%	0.36	0.07%	0.08%	0.00	0.00%	0.00%	0.36	0.06%	0.08%
Conservation	0.99	0.31%	0.40%	3.14	1.42%	1.71%	4.13	0.77%	0.95%	0.84	1.97%	2.47%	4.97	0.86%	1.06%
Sub-total	24.59	7.82%	9.81%	3.14	1.42%	1.71%	27.73	5.18%	6.39%	5.09	11.93%	14.99%	32.82	5.68%	7.02%
UNENCUMBERED LAND AVAILABLE FOR RECREATION															
Active Open Space	8.75	2.8%	3.49%	11.84	5.4%	6.47%	20.59	3.85%	4.75%	0.00	0.00%	0.00%	20.59	3.56%	4.40%
Passive Open Space	7.64	2.4%	3.05%	4.37	2.0%	2.39%	12.01	2.24%	2.77%	0.55	1.29%	1.62%	12.56	2.17%	2.69%
Sub-total	16.39	5.2%	6.54%	16.21	7.3%	8.85%	32.60	6.09%	7.52%	0.55	1.29%	1.62%	33.15	5.74%	7.09%
TOTALS OPEN SPACE	40.98	13.0%	16.35%	19.35	8.8%	10.57%	60.33	11.3%	13.91%	5.64	13.22%	16.61%	65.97	11.4%	14.11%
OTHER															
Road Reserves not available for development	0.95	0.30%	0.38%	1.53	0.69%	0.84%	2.48	0.46%	0.57%	0.00	0.00%	0.00%	2.48	0.43%	0.53%
Land to be acquired directly by Casey for Casey Fields	0.00	0.00%	0.00%	1.00	0.45%	0.55%	1.00	0.19%	0.23%	0.00	0.00%	0.00%	1.00	0.17%	0.21%
Sub-total	0.95	0.30%	0.38%	2.53	1.15%	1.38%	3.48	0.65%	0.80%	0.00	0.00%	0.00%	3.48	0.60%	0.74%
NET DEVELOPABLE AREA (NDA) ha	250.59	79.68%		183.11	82.92%		433.70	81.01%		33.96	79.62%		467.66	80.91%	
External Apportionment of Open Space	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%
Effective Open Space delivery taking into account Northern Active Open Space Provision (Ovals = 66% apportionment & tennis / lawn Bowls 68% apportionment to Cranbourne East DCP respectively)							39.88		9.20%	0.55		1.62%	40.43		8.65%

Table 2: Summary Land Use Budget (continued)

Estimated Residential Lot Yield

DESCRIPTION	EAST RESIDENTIAL			WEST RESIDENTIAL			RESIDENTIAL TOTALS		
RETAIL & EMPLOYMENT	Ha			Ha			Ha		
Activity Centre (retail / office / mixed use)	6.13			1.952			8.09		
Other Employment	0.00			0.00			0.00		
Golf Course	7.25			0.00			7.25		
Identified Non Government School	12.40			0.00			12.40		
Sub-total	25.78			1.95			27.74		
RESIDENTIAL	Ha	Dwell / ha	Dwellings	Ha	Dwell / ha	Dwellings	Ha	Dwell / ha	Dwellings
Residential - Conventional Density Residential	152.88	13	1987	128.12	13	1666	281.00	13	3653
Residential - Medium Density	46.10	23	1060	49.53	23	1139	95.63	23	2199
Residential - Medium Density - Retirement	22.33	23	514	0	23	0	22.33	23	514
Residential - High Density	4.58	35	160	2.35	35	82	6.93	35	242
Subtotal Against Net Residential Area (NRA)	225.88	16.5	3721	180.00	16.0	2887	405.88	16.3	6608
COMBINED RES/ RETAIL / EMP / OTHER	NDA (Ha)	Dwell / NDha	Dwellings	NDA (Ha)	Dwell / NDha	Dwellings	NDA (Ha)	Dwell / NDha	Dwellings
TOTALS RESIDENTIAL YIELD AGAINST NDA	251.67	14.79	3721	181.95	15.87	2887	433.62	15.24	6608

Table 3: Property Specific land use budgets

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY		ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND FOR RECREATION		OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				OPEN SPACE DEL TARGET %	DIFFERENCE	EQUIV LAND AREA
		6 LANE ARTERIAL ROAD / WIDENING	SUB-ARTERIAL ROAD (4 LANE)	CONNECTOR ST (INC. IN DCP)	RAILWAY RESERVATION	COMMUNITY FACILITIES	GOVERNMENT SCHOOLS	POWER EASEMENT	DRAINAGE BASINS/LINES & WETLANDS	PRE & POST CONTACT HERITAGE	CONSERVATION AREAS	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	LAND ACQUIRED BY CASEY FOR CASEY FIELDS		NET DEPT AREA % OF PRECINCT	ACTIVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %			
WEST AREA RESIDENTIAL																							
Property 1	11.92	0.43	1.61	0	0	0	0	0	0	0	0	0.79	0	0	0	9.09	76.26%	9%	0%	8.69%	7.52%	1.17%	0.11
Property 2	30.46	0	2.19	0	0	0	0	0	0	0	0.08	1.93	0.68	0	1.00	24.58	80.70%	8%	2.77%	10.61%	7.52%	3.10%	0.76
Property 3	64.37	0.41	0	0	0	0.80	3.51	0	0	0	0	5.08	0.98	0	0	53.59	83.25%	9.48%	1.83%	11.31%	7.52%	3.79%	2.03
Property 4	38.43	0	0	0	0	0	0	0	0	0	3.01	4.04	0	0	0	31.38	81.65%	13%	0.00%	12.87%	7.52%	5.36%	1.68
Property 5	3.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.41	100.00%	0%	0%	0%	7.52%	-7.52%	-0.26
Property 6	2.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.02	100.00%	0%	0%	0%	7.52%	-7.52%	-0.15
Property 7	2.10	0	0	0	0	0	0	0	0	0	0.02	0	0	0	0	2.08	99.05%	0%	0.00%	0.00%	7.52%	-7.52%	-0.16
Property 8	17.75	0.33	0	0	0	0	0	0	0	0	0	0	1.01	0	0	16.41	92.45%	0%	6.15%	6.15%	7.52%	-1.36%	-0.22
Property 9	2.95	0	0.25	0	0	0	0	0	0	0	0	0	0.19	0	0	2.51	85.08%	0%	7.57%	7.57%	7.52%	0%	0.00
Property 10	2.93	0	0.25	0	0	0	0	0	0	0	0	0	0	0	0	2.68	91.47%	0%	0%	0%	7.52%	-7.52%	-0.20
Property 11	2.74	0	0.55	0	0	0	0	0	0	0	0	0	0	0	0	2.19	79.93%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 12	2.74	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	2.73	99.64%	0%	0%	0%	7.52%	-7.52%	-0.21
Property 13	2.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.12	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 14	2.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.11	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 15	2.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.12	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 16	2.02	0	0	0	0	0	0	0	0	0	0	0	0.43	0	0	1.59	78.71%	0%	27.04%	27.04%	7.52%	19.53%	0.31
Property 17	2.14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.14	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 18	2.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.12	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 19	2.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.15	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 20	3.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.33	100.00%	0%	0%	0%	7.52%	-7.52%	-0.25
Property 21	3.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.32	100.00%	0%	0%	0%	7.52%	-7.52%	-0.25
Property 22	2.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.15	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 23	2.13	0	0	0	0	0	0	0	0	0	0	0	0.15	0	0	1.98	92.96%	0%	7.58%	7.58%	7.52%	0%	0.00
Property 24	2.10	0	0	0	0	0	0	0	0	0	0	0	0.90	0	0	1.20	57.14%	0%	75.00%	75.00%	7.52%	67.48%	0.81
Property 25	2.08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.08	100.00%	0%	0%	0%	7.52%	-7.52%	-0.16
Property 26	2.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.03	100.00%	0%	0%	0%	7.52%	-7.52%	-0.15
Sub-total	213.74	1.17	4.86	0.00	0.00	0.80	3.51	0.00	0.00	0.00	3.11	11.84	4.34	0.00	1.00	183.11	85.67%	6.47%	2.37%	8.84%	7.52%	1.32%	2.42
Road Reserve 1	2.75	0	2.75	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.00	0.0%	0%	0%	0%	7.52%	-7.52%	0
Road Reserve 2	0.81	0	0	0	0	0	0	0	0	0	0	0	0	0.81	0.0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Road Reserve 3	0.78	0	0	0	0	0	0	0	0	0	0.03	0	0.03	0.72	0.0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Road Reserve 4	2.75	2.75	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Sub-total	7.09	2.75	2.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.03	1.53	0.00	0.00	0.00%	0.00%	0.00%	0.00%	7.52%	-7.52%	0.00
TOTAL WEST	220.83	3.92	7.61	0.00	0.00	0.80	3.51	0.00	0.00	0.00	3.14	11.84	4.37	1.53	1.00	183.11	82.92%	6.47%	2.39%	8.85%			
WEST AREA EMPLOYMENT																							
Property 27	2.01	0	0.20	0	0	0	0	0	0	0	0	0	0	0	0	1.81	90.05%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 28	2.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.03	100.00%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 29	1.87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.87	100.00%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 30	2.32	0	0.24	0	0	0	0	0	0	0	0	0	0	0	0	2.08	89.66%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 31	1.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.73	100.00%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 32	2.09	0	0.14	0	0	0	0	0	0	0	0	0	0	0	0	1.95	93.30%	0%	0%	0%	1.62%	-1.62%	-0.03
Property 33	17.47	0	0.96	0	0	0	0	0	3.59	0	0	0	0.55	0	0	12.37	70.81%	0%	4.45%	4.45%	1.62%	2.83%	0.35
Property 34	3.54	0	0.20	0	0	0	0	0	0	0	0	0	0	0	0	3.34	94.35%	0%	0%	0%	1.62%	-1.62%	-0.05
Property 35	2.14	0	0.13	0	0	0	0	0	0	0	0	0	0	0	0	2.01	93.93%	0%	0%	0%	0.00%	0.00%	0.00
Property 36A	2.60	0	0.16	0	0	0	0	0	0.60	0	0	0	0	0	0	1.84	70.77%	0%	0%	0%	0.00%	0.00%	0.00
Property 36B	2.15	0	0.78	0	0	0	0	0	0.06	0	0	0	0	0	0	1.31	60.93%	0%	0%	0%	1.62%	-1.62%	-0.02
Property 37	42.65	0.00	3.05	0.00	0.00	0.00	0.00	0.00	4.25	0.00	0.84	0.00	0.55	0.00	0.00	33.96	79.62%	0.00%	1.62%	1.62%	1.62%	0.00%	0.06
Sub-total	42.65	0.00	3.05	0.00	0.00	0.00	0.00	0.00	4.25	0.00	0.84	0.00	0.55	0.00	0.00	33.96	79.62%	0.00%	1.62%	1.62%	1.62%	0.00%	0.06
TOTAL EMPLOYMENT	42.65	0.00	3.05	0.00	0.00	0.00	0.00	0.00	4.25	0.00	0.84	0.00	0.55	0.00	0.00	33.96	79.62%	0.00%	1.62%	1.62%			

Table 3: Property Specific land use budgets (continued)

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY		ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND FOR RECREATION		OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				OPEN SPACE DEL TARGET %	DIFFERENCE	EQUIV LAND AREA
		6 LANE ARTERIAL ROAD / WIDENING	SUB-ARTERIAL ROAD (4 LANE)	CONNECTOR ST (INC. IN DCP)	RAILWAY RESERVATION	COMMUNITY FACILITIES	GOVERNMENT SCHOOLS	POWER EASEMENT	DRAINAGE BASINS/LINES & WETLANDS	PRE & POST CONTACT HERITAGE	CONSERVATION AREAS	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	ROAD RESERVES NOT ALLOCATED FOR DEVELOPMENT	LAND ACQUIRED BY CASEY FOR CASEY FIELDS		NET DEPT AREA % OF PRECINCT	ACTIVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %			
EAST AREA RESIDENTIAL																							
Property 38	15.25	0	0	0	0	0	0	0	0.66	0	0.09	0	1.98	0	0	12.52	82.07%	0%	15.82%	15.82%	7.52%	8.30%	1.04
Property 39	0.16	0.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0.11	68.75%	0%	0%	0%	7.52%	-7.52%	-0.01
Property 40	0.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.49	100.00%	0%	0%	0%	7.52%	-7.52%	-0.04
Property 41	23.95	0.75	0	0	0	0	0	0	0	0	0.30	0	0	0	0	22.90	95.62%	0%	0%	0%	7.52%	-7.52%	-1.72
Property 42	10.14	0	0	0	0	0	0	0	0	0	0	0.37	0	0	0	9.77	96.35%	4%	0%	4%	7.52%	-3.73%	-0.36
Property 43	26.20	0.36	0	0	0	0	0	0	0.61	0.12	0	0	1.61	0	0	23.50	89.69%	0%	6.85%	6.85%	7.52%	-0.67%	-0.16
Property 44	1.22	0.06	0	0	0	0	0	0	0	0	0	0	0	0	0	1.16	95.08%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 45	1.21	0.08	0	0	0	0	0	0	0	0	0	0	0	0	0	1.13	93.39%	0%	0%	0%	7.52%	-7.52%	-0.08
Property 46	1.21	0.09	0	0	0	0	0	0	0	0	0	0	0	0	0	1.12	92.56%	0%	0%	0%	7.52%	-7.52%	-0.08
Property 47	1.22	0.07	0	0	0	0	0	0	0	0	0	0	0	0	0	1.15	94.26%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 48	1.09	0.04	0	0	0	0	0	0	0	0	0	0	0	0	0	1.05	96.33%	0%	0%	0%	7.52%	-7.52%	-0.08
Property 49	1.35	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	1.34	99.26%	0%	0%	0%	7.52%	-7.52%	-0.10
Property 50	1.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.20	100.00%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 51	1.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.19	100.00%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 52	0.11	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0.10	90.91%	0%	0%	0%	7.52%	-7.52%	-0.01
Property 53	0.79	0.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.68	86.08%	0%	0%	0%	7.52%	-7.52%	-0.05
Property 54	114.89	0.01	1.00	0	0	0.80	3.50	0	5.13	0.24	0	4.00	4.05	0	0	96.16	83.70%	4.16%	4.21%	8.37%	7.52%	0.85%	0.82
Property 55	1.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.30	100.00%	0%	0%	0%	7.52%	-7.52%	-0.10
Property 56	1.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.24	100.00%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 57	1.26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.26	100.00%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 58	1.28	0	0	0.08	0	0	0	0	0	0	0	0	0	0	0	1.20	93.75%	0%	0%	0%	7.52%	-7.52%	-0.09
Property 59A	1.33	0	0	0.53	0	0	0	0	0	0	0	0	0	0	0	0.80	60.15%	0%	0%	0%	7.52%	-7.52%	-0.06
Property 59B	1.33	0	0	0.01	0	0	0	0	0	0	0	0	0	0	0	1.32	99.25%	0%	0%	0%	7.52%	-7.52%	-0.10
Property 60	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.00	100.00%	0%	0%	0%	7.52%	-7.52%	-0.30
Property 61	36.33	0	0.00	0	0	0.00	0.00	0	2.31	0.00	0	4.38	0.00	0	0	29.64	81.59%	14.78%	0.00%	14.78%	7.52%	7.26%	2.15
Property 62	4.51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.51	100.00%	0%	0%	0%	7.52%	-7.52%	-0.34
Property 63	1.99	0	0.53	0	0	0	0	0	0	0	0	0	0	0	0	1.46	73.37%	0%	0%	0%	7.52%	-7.52%	-0.11
Property 64	37.95	0	0	0	0	0	0	0	14.35	0	0	0	0	0	0	23.60	62.19%	0%	0%	0%	7.52%	-7.52%	-1.77
Property 65	4.86	0	0	0	0	0	0	0	0.17	0	0	0	0	0	0	4.69	96.50%	0%	0%	0%	7.52%	-7.52%	-0.35
Sub-total	299.05	1.64	1.53	0.62	0.00	0.80	3.50	0.00	23.23	0.36	0.39	8.75	7.64	0.00	0.00	250.59	83.8%	3.5%	3.0%	6.54%	7.52%	-0.98%	-2.45
Road Reserve 5	6.82	6.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Road Reserve 6	2.08	0	1.12	0	0	0	0	0	0.01	0	0	0	0	0.95	0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Railway Reserve	6.55	0	0	0	5.95	0	0	0	0	0	0.60	0	0	0	0	0.00	0%	0%	0%	0%	7.52%	-7.52%	0
Sub-total	15.45	6.82	1.12	0.00	5.95	0.00	0.00	0.00	0.01	0.00	0.60	0.00	0.00	0.95	0.00	0.00	0.00%	0.00%	0.00%	0.00%	7.52%	-7.52%	0.00
TOTALS EAST	314.50	8.46	2.65	0.62	5.95	0.80	3.50	0.00	23.24	0.36	0.99	8.75	7.64	0.95	0.00	250.59	79.68%	3.49%	3.05%	6.54%			
TOTAL PRECINCT	577.98	12.38	13.31	0.62	5.95	1.60	7.01	0.00	27.49	0.36	4.97	20.59	12.56	2.48	1.00	467.66	80.91%	4.40%	2.69%	7.09%	7.09%	0.00%	0.00

Table 4: Project Details

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	ESTIMATED PROJECT COST			MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
				LAND	CONSTRUCTION	TOTAL			
TRANSPORT									
RD01 (a)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between northern edge of the UGB and Garden Street. Total land required is estimated to be 0.64 hectares.	757,000	-	757,000	The Cranbourne East PSP area forms the MCA for this facility. Given the facility services both the Cranbourne East MCA and LSP3 DCP MCA, this MCA generates demand for 53% of this facility.	At time of subdivision/ access demand.	<i>Cranbourne East Development Plan and Cranbourne East PSP Transport Modelling and Assessment</i> , GTA Consultants, 2009
RD01 (b)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Berwick Cranbourne Road and Casey Fields. Total land required is estimated to be 0.8 hectares.	972,000	-	972,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision/ access demand.	<i>Cranbourne East PSP Transport Modelling and Assessment</i> , GTA Consultants, 2009
RD01 (c)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Ballarto Road and the UGB. Total land required is estimated to be 0.4 hectares.	374,000	-	374,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision/ access demand.	As Above
RD01 (d)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m Within Blue Hills Retirement Village and the Hunt Club Estate immediately north of Berwick-Cranbourne Road. Total land required is estimated to be 0.761 hectares.	918,000	-	918,000	The Cranbourne East PSP area forms the MCA for this facility. Given the facility services both the Cranbourne East MCA and LSP3 DCP MCA, this MCA generates demand for 53% of this facility.	At time of subdivision/ access demand.	As Above
RD02	Development	Casey City Council	Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.	1,046,000	696,425	1,742,425	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision/ access demand.	As Above
RD03	Development	Casey City Council	North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.	698,000	772,334	1,470,334	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD04	Development	Casey City Council	Heather Grove – Construction of road to an urban standard within the Collison Estate.	-	1,883,760	1,883,760	The Cranbourne East PSP area forms the MCA for this facility. Given the facility services both the Cranbourne East MCA and LSP3 DCP MCA, this MCA generates demand for 53% of this facility.	At time of access demand.	As Above
RD05	Development	Casey City Council	Linsell Boulevard – Land required for 34 metre road reservation between the Pipe Track and Casey Fields Boulevard. Total land required is 1.4 hectares.	1,680,000	-	1,680,000	The Cranbourne East PSP area forms the MCA for this facility. Given the facility services both the Cranbourne East MCA and LSP3 DCP MCA, this MCA generates demand for 53% of this facility.	At time of subdivision/ access demand.	As Above
RD06	Development	Casey City Council	Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.	-	1,514,002	1,514,002	The Cranbourne East PSP area forms the MCA for this facility. Given the facility services both the Cranbourne East MCA and LSP3 DCP MCA, this MCA generates demand for 53% of this facility.	At time of subdivision/ access demand.	As Above
RD07	Development	Casey City Council	Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.	1,200,000	2,450,478	3,650,478	The Cranbourne East PSP area forms the MCA for this facility.	At time of duplication of Linsell Boulevard.	As Above
RD08	Development	Casey City Council	Ballarto Road – Land for widening of Ballarto Road to the south of the existing carriageway to achieve a 34 metre road reservation. Total land required is 1.5 hectares.	1,500,000	-	1,500,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision.	As Above
RD09	Development	Casey City Council	Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).	-	3,654,737	3,654,737	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD10	Development	Casey City Council	Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.	-	2,763,215	2,763,215	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD11	Development	Casey City Council	Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T-signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.	-	3,808,795	3,808,795	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision.	As Above
RD12	Development	Casey City Council	Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.	-	1,999,510	1,999,510	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD13	Development	Casey City Council	South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.	-	1,901,716	1,901,716	The Cranbourne East PSP area forms the MCA for this facility.	When Casey Fields Boulevard is connected to South Gippsland Highway.	As Above
RD14	Development	Casey City Council	South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.	-	2,523,318	2,523,318	The Cranbourne East PSP area forms the MCA for this facility.	When Ballarto Road is sealed for urban traffic use.	As Above
RD15	Development	Casey City Council	Berwick-Cranbourne Road – Signalised pedestrian crossing to provide pedestrian and cycle access from the Cranbourne East PSP area to the Complex and rail station environs.	-	179,520	179,520	The Cranbourne East PSP area forms the MCA for this facility.	When subdivision to the south is constructed.	As Above
RD16	Development	Casey City Council	Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.	-	2,973,361	2,973,361	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD17	Development	Casey City Council	Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.	-	3,355,383	3,355,383	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD18	Development	Casey City Council	Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.	-	1,585,663	1,585,663	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD19	Development	Casey City Council	Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.	-	2,197,523	2,197,523	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD20	Development	VicRoads	Land acquisition to support RD16 intersection construction and ultimate arterial flaring. Total land required is 0.15 hectares.	180,000	-	180,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision/ access demand.	As Above
RD21	Development	VicRoads	Land acquisition to support for RD11 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	156,000	-	156,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision.	As Above
RD22	Development	VicRoads	Land acquisition to support for RD17 intersection construction and ultimate arterial flaring. Total land required is 0.14 hectares.	168,000	-	168,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision.	As Above

Table 4: Project Details (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	ESTIMATED PROJECT COST			MAIN CATCHMENT AREA (MCA) DETERMINATION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
				LAND	CONSTRUCTION	TOTAL			
RD23	Development	VicRoads	Land acquisition to support for RD18 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	426,000	-	426,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision.	As Above
COMMUNITY									
CI01	Development	Casey City Council	Land for Western Community Centre. Land required is 0.8 hectares.	2,200,000	-	2,200,000	The Cranbourne East PSP area forms the MCA for this facility.	At time of subdivision.	ASR Research, GAA and Casey City Council analysis has determined the need for this facility.
CI02	Development	Casey City Council	Construction of Western Community Centre. Construction of dual kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.	-	1,995,219	1,995,219	The Cranbourne East PSP area forms the MCA for this facility.	When population growth triggers requirement for additional facilities.	<i>Social Aspects of Urban Development – incl. Comm/ Rec Facilities Requirements - Specialist Report</i> - Bell Planning Associates, Sep 07, <i>Planning for infrastructure in Growth Areas</i> - Human Service Reference Group, April 2008 www.wyndham.vic.gov.au/cou
CI03	Development	Casey City Council	Land for Eastern Community Centre (co-located with school). Land required is 0.5 hectares. <i>Note: Casey City Council may increase this site area and adjust the Selandra Rise Community Centre site area if it determines that the proposed maternal and child health facilities should be constructed at the Eastern Community Centre site. At the time of preparing the DCP a final decision had not been made. The DCP provides the flexibility for the facility to be constructed at either site.</i>	1,375,000	-	1,375,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision.	As Above
CI04	Development	Casey City Council	Construction of Eastern Community Centre (co-located with school). Construction of centre to include dual kinder, consulting room and multi-purpose room. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	-	1,771,827	1,771,827	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	When population growth triggers requirement for additional facilities.	As Above
CI05	Development	Casey City Council	Land for Selandra Rise Community Centre (located in the Local Town Centre). Land required is 0.3 hectares. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	900,000	-	900,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	At time of subdivision.	As Above
CI06	Development	Casey City Council	Construction of Selandra Rise Community Centre (located in the Local Town Centre). Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	-	1,471,444	1,471,444	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	When population growth triggers requirement for additional facilities.	As Above
OPEN SPACE									
AR01	Development	Casey City Council	Eastern Active Playing Fields. Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.	-	3,077,048	3,077,048	The Cranbourne East PSP area forms the MCA for this facility.	When population growth triggers requirement for additional facilities.	As Above
AR02	Community	Casey City Council	Eastern Pavilion. Construction of a pavilion to serve the eastern active playing fields (football/soccer/cricket).	-	1,827,746	1,827,746	The Cranbourne East PSP area forms the MCA for this facility.	When population growth triggers requirement for additional facilities.	As Above
AR03	Development	Casey City Council	Western Active Playing Fields. Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.	-	3,289,832	3,289,832	The Cranbourne East PSP area forms the MCA for this facility.	When population growth triggers requirement for additional facilities.	As Above
AR04	Community	Casey City Council	Western Pavilion. Construction of a pavilion to serve the western active playing fields (football/cricket/netball).	-	2,162,212	2,162,212	The Cranbourne East PSP area forms the MCA for this facility.	When population growth triggers requirement for additional facilities.	As Above
AR05	Development	Casey City Council	Land for Northern Active Playing Fields 1. Land of 7.905 hectares required to facilitate future construction of 2 football/cricket ovals, pavilion, cricket nets and 2 netball courts.	7,905,000	-	7,905,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	When population growth triggers requirement for additional facilities.	As Above
AR06	Development	Casey City Council	Land for Northern Active Playing Fields 2. Land of 3.03 hectares required to facilitate future construction of 3 lawn bowling rinks and pavilion.	3,030,000	-	3,030,000	The Cranbourne East PSP area forms the MCA for this facility. External demand beyond the MCA has been estimated.	When population growth triggers requirement for additional facilities.	As Above
LOCAL TOWN CENTRE									
LTC-01	Development	Casey City Council	Selandra Rise Local Town Centre Square. Construction of town square based on concept design prepared by LAB Architecture and the GAA in association with the Demonstration Project Partners.	-	1,396,560	1,396,560	The Cranbourne East PSP area forms the MCA for this facility.	When stage one of the Local Town Centre is constructed.	LAB and the GAA developed the concept as part of a Demonstration project involving Stockland, the City of Casey and the Planning Institute of Australia.
STRUCTURE PLANNING									
PL01	Development	Casey City Council	Preparation of Cranbourne East Precinct Structure Plan and Development Contributions Plan.	-	1,234,000	1,234,000	The Cranbourne East PSP area forms the MCA for this facility.	Complete	GAA PSP Guidelines require comprehensive planning to occur before development can be approved. The DCP Guidelines allow for Structure Plan and DCP preparation costs to be included within DCPs.

Table 5: Calculation of Costs

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USE %	TOTAL COST ATTRIBUTABLE TO MAIN CATCHMENT AREA	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF NET DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE
TRANSPORT											
RD01 (a)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between northern edge of the UGB and Garden Street. Total land required is estimated to be 0.64 hectares.	\$757,000	\$0	\$757,000	47%	\$397,984	Residential, Non-Government Education and Employment	395.72	\$1,006
RD01 (b)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Berwick Cranbourne Road and Casey Fields. Total land required is estimated to be 0.8 hectares.	\$972,000	\$0	\$972,000	40%	\$578,511	Residential, Non-Government Education and Employment	395.72	\$1,462
RD01 (c)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Ballarto Road and the UGB. Total land required is estimated to be 0.4 hectares.	\$374,000	\$0	\$374,000	40%	\$222,596	Residential, Non-Government Education and Employment	395.72	\$563
RD01 (d)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m Within Blue Hills Retirement Village and the Hunt Club Estate immediately north of Berwick-Cranbourne Road. Total land required is estimated to be 0.761 hectares.	\$918,000	\$0	\$918,000	47%	\$482,628	Residential, Non-Government Education and Employment	395.72	\$1,220
RD02	Development	Casey City Council	Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.	\$1,046,000	\$696,425	\$1,742,425	40%	\$1,037,050	Residential, Non-Government Education and Employment	395.72	\$2,621
RD03	Development	Casey City Council	North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.	\$698,000	\$772,334	\$1,470,334	0%	\$1,458,513	Residential, Non-Government Education and Employment	395.72	\$3,686
RD04	Development	Casey City Council	Heather Grove – Construction of road to an urban standard within the Collison Estate.	\$0	\$1,883,760	\$1,883,760	0%	\$1,868,615	Residential, Non-Government Education and Employment	395.72	\$4,722
RD05	Development	Casey City Council	Linsell Boulevard – Land required for 34 metre road reservation between the Pipe Track and Casey Fields Boulevard. Total land required is 1.4 hectares.	\$1,680,000	\$0	\$1,680,000	47%	\$883,242	Residential, Non-Government Education and Employment	395.72	\$2,232
RD06	Development	Casey City Council	Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.	\$0	\$1,514,002	\$1,514,002	47%	\$795,970	Residential, Non-Government Education and Employment	395.72	\$2,011
RD07	Development	Casey City Council	Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.	\$1,200,000	\$2,450,478	\$3,650,478	0%	\$3,621,130	Residential, Non-Government Education and Employment	395.72	\$9,151
RD08	Development	Casey City Council	Ballarto Road – Land for widening of Ballarto Road to the south of the existing carriageway to achieve a 34 metre road reservation. Total land required is 1.5 hectares.	\$1,500,000	\$0	\$1,500,000	0%	\$1,487,941	Residential, Non-Government Education and Employment	395.72	\$3,760
RD09	Development	Casey City Council	Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).	\$0	\$3,654,737	\$3,654,737	0%	\$3,625,354	Residential, Non-Government Education and Employment	395.72	\$9,161
RD10	Development	Casey City Council	Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.	\$0	\$2,763,215	\$2,763,215	0%	\$2,741,000	Residential, Non-Government Education and Employment	395.72	\$6,927
RD11	Development	Casey City Council	Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T- signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.	\$0	\$3,808,795	\$3,808,795	40%	\$2,266,904	Residential, Non-Government Education and Employment	395.72	\$5,729
RD12	Development	Casey City Council	Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.	\$0	\$1,999,510	\$1,999,510	0%	\$1,983,435	Residential, Non-Government Education and Employment	395.72	\$5,012
RD13	Development	Casey City Council	South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.	\$0	\$1,901,716	\$1,901,716	0%	\$1,886,427	Residential, Non-Government Education and Employment	395.72	\$4,767
RD14	Development	Casey City Council	South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.	\$0	\$2,523,318	\$2,523,318	0%	\$2,503,031	Residential, Non-Government Education and Employment	395.72	\$6,325
RD15	Development	Casey City Council	Berwick-Cranbourne Road – Signalised pedestrian crossing to provide pedestrian and cycle access from the Cranbourne East PSP area to the Complex and rail station environs.	\$0	\$179,520	\$179,520	0%	\$178,077	Residential, Non-Government Education and Employment	395.72	\$450
RD16	Development	Casey City Council	Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.	\$0	\$2,973,361	\$2,973,361	0%	\$2,949,456	Residential, Non-Government Education and Employment	395.72	\$7,453
RD17	Development	Casey City Council	Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.	\$0	\$3,355,383	\$3,355,383	0%	\$3,328,407	Residential, Non-Government Education and Employment	395.72	\$8,411
RD18	Development	Casey City Council	Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.	\$0	\$1,585,663	\$1,585,663	0%	\$1,572,915	Residential, Non-Government Education and Employment	395.72	\$3,975
RD19	Development	Casey City Council	Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.	\$0	\$2,197,523	\$2,197,523	0%	\$2,179,856	Residential, Non-Government Education and Employment	395.72	\$5,509
RD20	Development	VicRoads	Land acquisition to support RD16 intersection construction and ultimate arterial flaring. Total land required is 0.15 hectares.	\$180,000	\$0	\$180,000	0%	\$178,553	Residential, Non-Government Education and Employment	395.72	\$451
RD21	Development	VicRoads	Land acquisition to support for RD11 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	\$156,000	\$0	\$156,000	0%	\$154,746	Residential, Non-Government Education and Employment	395.72	\$391

Table 5: Calculation of Costs (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	ESTIMATED LAND COST	ESTIMATED CONSTRUCTION COST	TOTAL PROJECT COST	ESTIMATED EXTERNAL USE %	TOTAL COST ATTRIBUTABLE TO MAIN CATCHMENT AREA	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF NET DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE
RD22	Development	VicRoads	Land acquisition to support for RD17 intersection construction and ultimate arterial flaring. Total land required is 0.14 hectares.	\$168,000	\$0	\$168,000	0%	\$166,649	Residential, Non-Government Education and Employment	395.72	\$421
RD23	Development	VicRoads	Land acquisition to support for RD18 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	\$426,000	\$0	\$426,000	0%	\$422,575	Residential, Non-Government Education and Employment	395.72	\$1,068
COMMUNITY											
CI01	Development	Casey City Council	Land for Western Community Centre. Land required is 0.8 hectares.	\$2,200,000	\$0	\$2,200,000	0%	\$2,182,313	Residential and Non-Government Education	361.76	\$6,032
CI02	Development	Casey City Council	Construction of Western Community Centre. Construction of dual kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.	\$0	\$1,995,219	\$1,995,219	0%	\$1,979,178	Residential and Non-Government Education	361.76	\$5,471
CI03	Development	Casey City Council	Land for Eastern Community Centre (co-located with school). Land required is 0.5 hectares. <i>Note: Casey City Council may increase this site area and adjust the Selandra Rise Community Centre site area if it determines that the proposed maternal and child health facilities should be constructed at the Eastern Community Centre site. At the time of preparing the DCP a final decision had not been made. The DCP provides the flexibility for the facility to be constructed at either site.</i>	\$1,375,000	\$0	\$1,375,000	20%	\$1,091,156	Residential and Non-Government Education	361.76	\$3,016
CI04	Development	Casey City Council	Construction of Eastern Community Centre (co-located with school). Construction of centre to include dual kinder, consulting room and multi-purpose room. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	\$0	\$1,771,827	\$1,771,827	20%	\$1,406,066	Residential and Non-Government Education	361.76	\$3,887
CI05	Development	Casey City Council	Land for Selandra Rise Community Centre (located in the Local Town Centre). Land required is 0.3 hectares. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	\$900,000	\$0	\$900,000	20%	\$714,211	Residential and Non-Government Education	361.76	\$1,974
CI06	Development	Casey City Council	Construction of Selandra Rise Community Centre (located in the Local Town Centre). Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.	\$0	\$1,471,444	\$1,471,444	20%	\$1,167,691	Residential and Non-Government Education	361.76	\$3,228
OPEN SPACE											
AR01	Development	Casey City Council	Eastern Active Playing Fields. Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.	\$0	\$3,077,048	\$3,077,048	0%	\$3,052,310	Residential and Non-Government Education	361.76	\$8,437
AR02	Community	Casey City Council	Eastern Pavilion. Construction of a pavilion to serve the eastern active playing fields (football/soccer/cricket).	\$0	\$1,827,746	\$1,827,746	0%	\$1,827,746	Residential and Non-Government Education	361.76	\$5,052
AR03	Development	Casey City Council	Western Active Playing Fields. Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.	\$0	\$3,289,832	\$3,289,832	0%	\$3,263,383	Residential and Non-Government Education	361.76	\$9,021
AR04	Community	Casey City Council	Western Pavilion. Construction of a pavilion to serve the western active playing fields (football/cricket/netball).	\$0	\$2,162,212	\$2,162,212	0%	\$2,162,212	Residential and Non-Government Education	361.76	\$5,977
AR05	Development	Casey City Council	Land for Northern Active Playing Fields 1. Land of 7.905 hectares required to facilitate future construction of 2 football/cricket ovals, pavilion, cricket nets and 2 netball courts.	\$7,905,000	\$0	\$7,905,000	34%	\$5,175,355	Residential and Non-Government Education	361.76	\$14,306
AR06	Development	Casey City Council	Land for Northern Active Playing Fields 2. Land of 3.03 hectares required to facilitate future construction of 3 lawn bowling rinks and pavilion.	\$3,030,000	\$0	\$3,030,000	32%	\$2,043,835	Residential and Non-Government Education	361.76	\$5,650
LOCAL TOWN CENTRE											
LTC-01	Development	Casey City Council	Selandra Rise Local Town Centre Square. Construction of town square based on concept design prepared by LAB Architecture and the GAA in association with the Demonstration Project Partners.	\$0	\$1,396,560	\$1,396,560	0%	\$1,385,332	Residential and Non-Government Education	361.76	\$3,829
STRUCTURE PLANNING											
PL01	Development	Casey City Council	Preparation of Cranbourne East Precinct Structure Plan and Development Contributions Plan.	\$0	\$1,234,000	\$1,234,000	0%	\$1,224,079	Residential, Non-Government Education and Employment	395.72	\$3,093

Table 6: Summary of Charges

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	Residential Development Infrastructure Levy per Net Developable Hectare	Employment Development Infrastructure Levy per Net Developable Hectare	Non-Government Education Development Infrastructure Levy per Net Developable Hectare	Community Infrastructure Levy (per dwelling)
TRANSPORT							
RD01 (a)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between northern edge of the UGB and Garden Street. Total land required is estimated to be 0.64 hectares.	\$1,006	\$1,006	\$251	\$0
RD01 (b)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Berwick Cranbourne Road and Casey Fields. Total land required is estimated to be 0.8 hectares.	\$1,462	\$1,462	\$365	\$0
RD01 (c)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Ballarto Road and the UGB. Total land required is estimated to be 0.4 hectares.	\$563	\$563	\$141	\$0
RD01 (d)	Development	Casey City Council	Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m Within Blue Hills Retirement Village and the Hunt Club Estate immediately north of Berwick-Cranbourne Road. Total land required is estimated to be 0.761 hectares.	\$1,220	\$1,220	\$305	\$0
RD02	Development	Casey City Council	Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.	\$2,621	\$2,621	\$655	\$0
RD03	Development	Casey City Council	North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.	\$3,686	\$3,686	\$921	\$0
RD04	Development	Casey City Council	Heather Grove – Construction of road to an urban standard within the Collison Estate.	\$4,722	\$4,722	\$1,181	\$0
RD05	Development	Casey City Council	Linsell Boulevard – Land required for 34 metre road reservation between the Pipe Track and Casey Fields Boulevard. Total land required is 1.4 hectares.	\$2,232	\$2,232	\$558	\$0
RD06	Development	Casey City Council	Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.	\$2,011	\$2,011	\$503	\$0
RD07	Development	Casey City Council	Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.	\$9,151	\$9,151	\$2,288	\$0
RD08	Development	Casey City Council	Ballarto Road – Land for widening of Ballarto Road to the south of the existing carriageway to achieve a 34 metre road reservation. Total land required is 1.5 hectares.	\$3,760	\$3,760	\$940	\$0
RD09	Development	Casey City Council	Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).	\$9,161	\$9,161	\$2,290	\$0
RD10	Development	Casey City Council	Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.	\$6,927	\$6,927	\$1,732	\$0
RD11	Development	Casey City Council	Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T- signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.	\$5,729	\$5,729	\$1,432	\$0
RD12	Development	Casey City Council	Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.	\$5,012	\$5,012	\$1,253	\$0
RD13	Development	Casey City Council	South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.	\$4,767	\$4,767	\$1,192	\$0
RD14	Development	Casey City Council	South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.	\$6,325	\$6,325	\$1,581	\$0
RD15	Development	Casey City Council	Berwick-Cranbourne Road – Signalised pedestrian crossing to provide pedestrian and cycle access from the Cranbourne East PSP area to the Complex and rail station environs.	\$450	\$450	\$113	\$0
RD16	Development	Casey City Council	Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.	\$7,453	\$7,453	\$1,863	\$0
RD17	Development	Casey City Council	Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.	\$8,411	\$8,411	\$2,103	\$0
RD18	Development	Casey City Council	Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.	\$3,975	\$3,975	\$994	\$0
RD19	Development	Casey City Council	Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.	\$5,509	\$5,509	\$1,377	\$0
RD20	Development	VicRoads	Land acquisition to support RD16 intersection construction and ultimate arterial flaring. Total land required is 0.15 hectares.	\$451	\$451	\$113	\$0
RD21	Development	VicRoads	Land acquisition to support for RD11 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	\$391	\$391	\$98	\$0
RD22	Development	VicRoads	Land acquisition to support for RD17 intersection construction and ultimate arterial flaring. Total land required is 0.14 hectares.	\$421	\$421	\$105	\$0
RD23	Development	VicRoads	Land acquisition to support for RD18 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.	\$1,068	\$1,068	\$267	\$0

Table 6: Summary of Charges (continued)

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	Residential Development Infrastructure Levy per Net Developable Hectare	Employment Development Infrastructure Levy per Net Developable Hectare	Non-Government Education Development Infrastructure Levy per Net Developable Hectare	Community Infrastructure Levy (per dwelling)
COMMUNITY							
CI01	Development	Casey City Council	Land for Western Community Centre. Land required is 0.8 hectares.	\$6,032	\$0	\$1,508	\$0
CI02	Development	Casey City Council	Construction of Western Community Centre. Construction of dual kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.	\$5,471	\$0	\$1,368	\$0
CI03	Development	Casey City Council	Land for Eastern Community Centre (co-located with school). Land required is 0.5 hectares. <i>Note: Casey City Council may increase this site area and adjust the Selandra Rise Community Centre site area if it determines that the proposed maternal and child health facilities should be constructed at the Eastern Community Centre site. At the time of preparing the DCP a final decision had not been made. The DCP provides the flexibility for the facility to be constructed at either site.</i>	\$3,016	\$0	\$754	\$0
CI04	Development	Casey City Council	Construction of Eastern Community Centre (co-located with school). Construction of centre to include dual kinder, consulting room and multi-purpose room. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.	\$3,887	\$0	\$972	\$0
CI05	Development	Casey City Council	Land for Selandra Rise Community Centre (located in the Local Town Centre). Land required is 0.3 hectares. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.	\$1,974	\$0	\$494	\$0
CI06	Development	Casey City Council	Construction of Selandra Rise Community Centre (located in the Local Town Centre). Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CI03 above regarding potential co-location of maternal and child health facilities within the site.	\$3,228	\$0	\$807	\$0
OPEN SPACE							
AR01	Development	Casey City Council	Eastern Active Playing Fields. Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.	\$8,437	\$0	\$2,109	\$0
AR02	Community	Casey City Council	Eastern Pavilion. Construction of a pavilion to serve the eastern active playing fields (football/soccer/cricket).	\$0	\$0	\$0	\$337
AR03	Development	Casey City Council	Western Active Playing Fields. Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.	\$9,021	\$0	\$2,255	\$0
AR04	Community	Casey City Council	Western Pavilion. Construction of a pavilion to serve the western active playing fields (football/cricket/netball).	\$0	\$0	\$0	\$398
AR05	Development	Casey City Council	Land for Northern Active Playing Fields 1. Land of 7.905 hectares required to facilitate future construction of 2 football/cricket ovals, pavilion, cricket nets and 2 netball courts.	\$14,306	\$0	\$3,576	\$0
AR06	Development	Casey City Council	Land for Northern Active Playing Fields 2. Land of 3.03 hectares required to facilitate future construction of 3 lawn bowling rinks and pavilion.	\$5,650	\$0	\$1,412	\$0
LOCAL TOWN CENTRE							
LTC-01	Development	Casey City Council	Selandra Rise Local Town Centre Square. Construction of town square based on concept design prepared by LAB Architecture and the GAA in association with the Demonstration Project Partners.	\$3,829	\$0	\$957	\$0
STRUCTURE PLANNING							
PL01	Development	Casey City Council	Preparation of Cranbourne East Precinct Structure Plan and Development Contributions Plan.	\$3,093	\$3,093	\$773	\$0
Total Residential Development Infrastructure Levy				\$166,426			
Total Employment Development Infrastructure Levy					\$101,575		
Total Non-Government Education Development Infrastructure Levy (25% of residential levy)						\$41,607	
Total Community Infrastructure Levy - per dwelling							\$735

3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

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

3.1.1 PAYMENT OF CONTRIBUTION LEVIES AND TIMING

DEVELOPMENT INFRASTRUCTURE

The Development Infrastructure Levy in this Development Contributions Plan applies to the subdivision land, the construction of a building or the construction or carrying out works.

For subdivision of land

- An infrastructure levy must be paid to the Collecting Agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance for that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the Collecting Agency.
- If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in respect of the proposed works or provision of land in lieu to specify implementation requirements.

For development of land where no subdivision is proposed

- Provided an infrastructure levy has not already been paid on subject land, an infrastructure levy must be paid to the Collecting Agency in accordance with this 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.
- If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in relation to the proposed works or land in lieu.

Where no planning permit is required

The following requirements apply where no planning permit is required to subdivide land, construct a building or construct or carry out works.

The land may only be used and developed subject to the following requirements being met:

- Unless a suitable alternative arrangement has been agreed to by the 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 this Development Contribution Plan for the land.
- If the Collecting Agency agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in respect of the proposed works or provision of land in lieu.

COMMUNITY INFRASTRUCTURE

The Community Infrastructure Levy in this Development Contributions Plan applies to the construction of dwellings.

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.

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

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 Casey Planning Scheme.

3.1.2 PROVIDING WORKS OR LAND IN LIEU OF CASH CONTRIBUTIONS

This section sets out what in the collecting or development agency will consider in deciding whether to accept works or land in lieu of a cash contribution in this Development Contributions Plan. It also sets out how such works or land will be offset against the relevant levy obligation.

As outlined in Section 3.1.1, payment of development contributions is to be made in cash. However the Act allows a collecting or development agency to accept land, works, facilities or services in-lieu of cash contribution on some projects at the discretion of the collecting or development agency. Only development infrastructure, and land for development infrastructure and community infrastructure projects, may be provided in lieu of the cash levy required under this Development Contributions Plan.

Alternatively, infrastructure works and land may be provided by developers with a credit provided against their overall development levy obligation, subject to the written agreement of the collecting agency. In determining whether to agree to the provision of works in lieu of cash the Collecting Agency will have regard to the following:

- Only works or land identified in the Development Contributions Plan can be provided in lieu of cash,
- Works must be provided to a standard that generally accords with the Development Contributions Plan unless agreed between the Collecting Agency and the developer,
- Detailed design must be approved by the Collecting Agency and generally accord with the standards outlined in the Development Contributions Plan unless agreed by the Collecting Agency and the developer,
- The construction of works must be completed to the satisfaction of the Collecting Agency, and
- There is no additional financial impact on the Development Contributions Plan.

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 their levy obligation in this Development Contributions Plan for the individual project.

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

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

3.1.4 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVIES)

Casey City Council is the collecting agency pursuant to section 46K(1) (fa) of the Planning and Environment Act 1987. It is the municipal council to whom all levies are payable. As the collecting agency, Casey City Council is also responsible for the administration and enforcement of this Development Contributions Plan.

3.1.5 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR PROVISION OF INFRASTRUCTURE ITEMS)

Casey City Council is the development agency for all infrastructure items in this Development Contributions Plan except RD20, RD21, RD22 and RD23 .

VicRoads is the development agency for infrastructure items RD20, RD21, RD22 and RD23 .

A development agency in this Development Contributions Plan may transfer responsibility for provision of an infrastructure item to another development agency in this Development Contributions Plan, by agreement with that development agency.

3.1.6 FUNDS ADMINISTRATION

Levy contributions made under this Development Contributions Plan will be held by the collecting or development agency until required for provision of the item. Details of funds received and expenditures will be held by the collecting and/or development agency in accordance with the provisions of the Local Government Act 1989 and the Planning and Environment Act 1987.

The administration of contributions made under the Development Contributions Plan will 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 and/or development agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this Development Contributions Plan.

The development 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 Development Contributions Plan, as required under Section 46QB(2) of the Planning and Environment Act 1987.

Should the collecting or development agency resolve not to proceed with any of the infrastructure projects listed in this Development Contributions Plan, 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 & Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

3.1.7 INDEXATION

Capital costs of all infrastructure items except for land are in 1st January 2010 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 1st January and 1st July each year,

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

- The land value will be adjusted on 1 July each year (excluding 2010) 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 the strategic planning for the preparation of the PSP and DCP, these costs will be indexed quarterly in line with the Commonwealth Statisticians' Consumer Price Index (All Groups) for Melbourne (CPI) from 1 January 2010.

DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

This Development Contributions Plan adopts a long-term outlook for development. It takes into account planned future development in Cranbourne East. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2025 has been adopted for this Development Contributions Plan.

This Development Contributions Plan commenced on the date when it was first incorporated into the Casey Planning Scheme. This Development Contributions Plan will end when development within the Development Contributions Plan area is complete, which is projected to be 2035 and when the Development Contributions Plan is removed from the Planning Scheme.

The Development Contributions Plan is expected to be revised and updated at least every 5 years. This results of the review may require an amendment to the Casey Planning Scheme to replace this document with an alternative, revised document. This review is anticipated to include:

- Update any aspect of the plan which is required.
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger.
- Review of estimated NDA particularly where the Cranbourne East Precinct Structure Plan is subject to a substantive amendment.
- Review of land values for land to be acquired through the plan.

3.2 IMPLEMENTATION STRATEGY

This section provides further details regarding how the Collecting Agency intends to implement the Development Contributions Plan. 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 Development Contributions Plan to all parties.

3.2.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This Implementation Strategy has been incorporated into the Development Contributions Plan to provide certainty to both the Collecting Agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the Collection Agency, development agency, development proponents and the 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 Development Contributions Plan to ensure that it will be delivered as intended, and
- Providing adequate resources to administer the Development Contributions Plan.

3.2.2 PREFERRED IMPLEMENTATION MECHANISMS

Under Section 46P of the Planning and Environment Act 1987, the Collecting Agency may accept (with the consent of the development agency where the Collecting Agency is not also the development agency), the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable. This can be agreed with the Collecting Agency before or after the application for the permit is made or before or after the development is carried out.

To co-ordinate the provision of infrastructure, the Urban Growth Zone Schedule for the Cranbourne East PSP requires an application for subdivision to be accompanied by a Public Infrastructure Plan to the satisfaction of the responsible authority. The Public Infrastructure Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the Cranbourne East PSP and Cranbourne East DCP or reasonably required as a result of the subdivision of the land and address the following:

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

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

Once approved, the Public Infrastructure and Land Plan must be implemented to the satisfaction of the responsible authority. The implementation of the Public Infrastructure Plan may include the requirement to enter into a section 173 agreement.

4.0 OTHER INFORMATION

4.1 ACRONYMS

AFL	Australian Football League (e.g. AFL ovals)
Casey RACE	Casey Recreation & Aquatic Centre
CIL	Community Infrastructure Levy
DIL	Development Infrastructure Levy
GAA	Growth Areas Authority
Ha	Hectare
MCA	Main Catchment Area
MCH	Maternal & Child Health
NAC	Neighbourhood Activity Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
PSP	Precinct Structure Plan
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone

4.2 GLOSSARY

Active Open Space

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

Activity Centre

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

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 declared under the Road Management Act 2004. All arterials are managed by the State Government.

Co-location

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

Community Facilities

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

Note: For the purposes of calculation of the development infrastructure levy liability for the Roman Catholic Trust Non-Government School – the School is defined as “Non-Government Education” in the land use types in this DCP. As such the school is liable to pay the relevant contribution.

Connector Street

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network. Managed by the relevant local council. (See Table C1 in clause 56)

Conventional Density Housing

Housing with an average density of 10 to 15 dwellings per net developable hectare.

Development Contributions Plan

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

Encumbered Land

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

Freeway

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

Growth Area

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

Growth Area Framework Plan

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

High Density Housing

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

Housing Density (Net)

The number of houses divided by NDA

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, NDA and constituent land uses proposed within the precinct.

Lot

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

Lower Density Housing

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

Major Activity Centre

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

Main Catchment Area

The geographic area from which a given item of infrastructure will draw most of its use.

Major Employment Area

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

Medium Density Housing

Housing with an average density of 16 to 30 dwellings per net developable hectare.

Native Vegetation

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

Net Developable Area

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

Net Residential Area

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

Passive Open Space

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

Precinct Structure Plan

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

Principal Public Transport Network

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

Public Open Space

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

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.



Cranbourne East Precinct Structure Plan
DEVELOPMENT CONTRIBUTIONS PLAN - APPENDIX

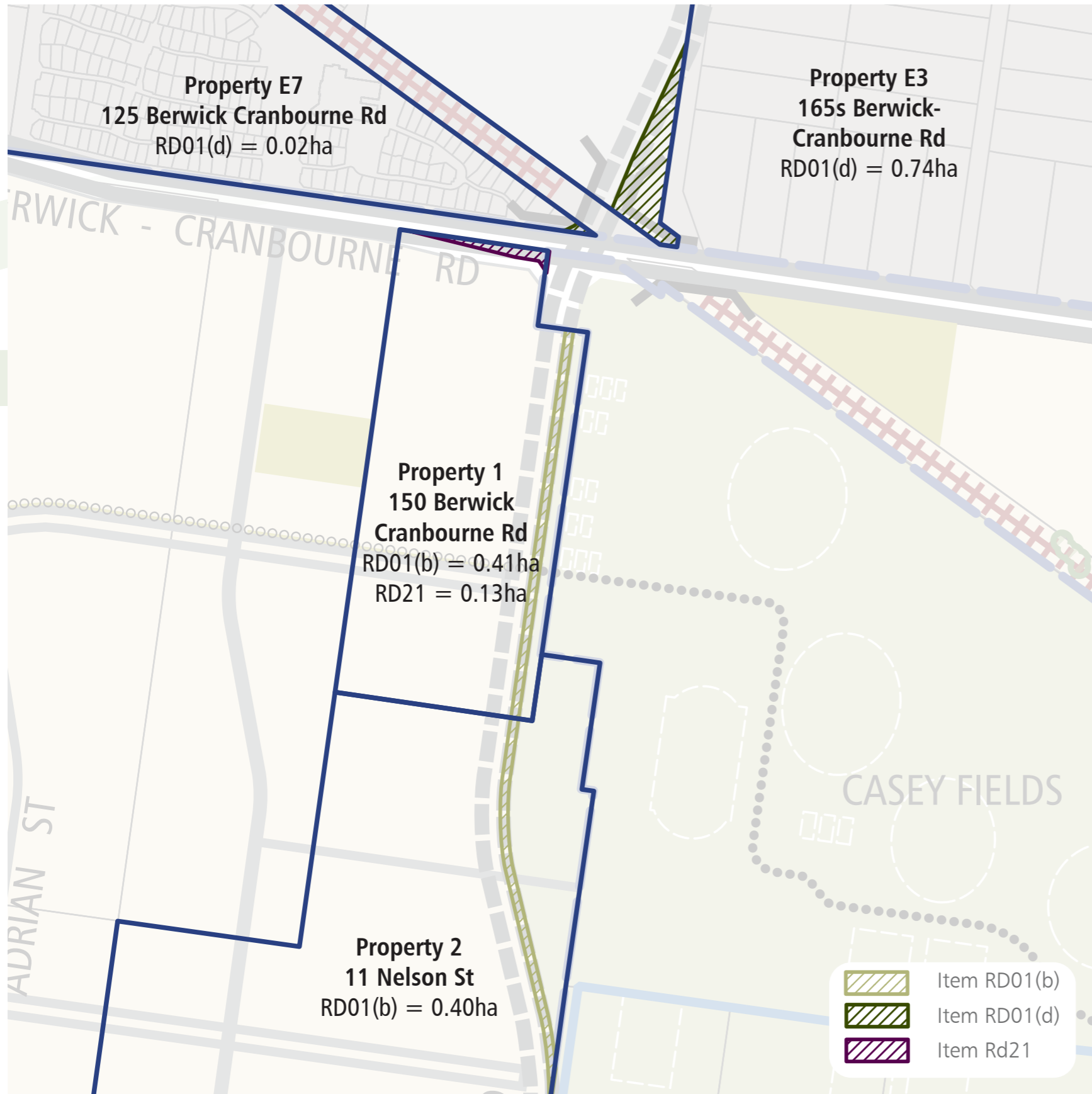
MAY 2010

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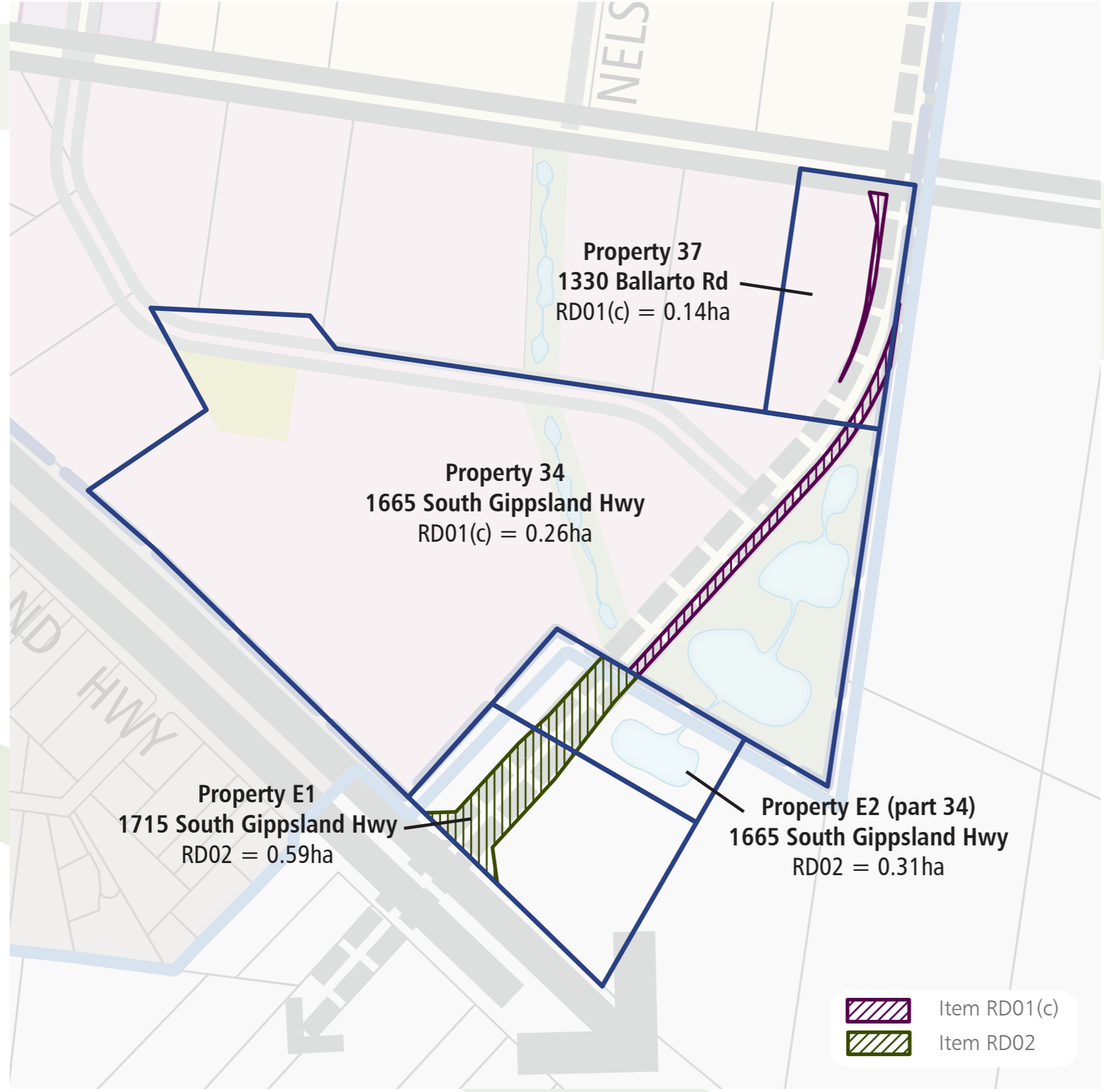
RD01 (a) Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between northern edge of the UGB and Garden Street. Total land required is estimated to be 0.64 hectares.
 RD05 Linsell Boulevard – Land required for 34 metre road reservation between the Pipe Track and Casey Fields Boulevard. Total land required is 1.4 hectares.



- RD01 (b) Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Berwick Cranbourne Road and Casey Fields. Total land required is estimated to be 0.8 hectares.
- RD01 (d) Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m Within Blue Hills Retirement Village and the Hunt Club Estate immediately north of Berwick-Cranbourne Road. Total land required is estimated to be 0.761 hectares.
- RD21 Land acquisition to support for RD11 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.



- RD01 (c) Casey Fields Boulevard – Land required for extension of road reservation from connector street width to 34m between Ballarto Road and the UGB. Total land required is estimated to be 0.4 hectares.
- RD02 Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.

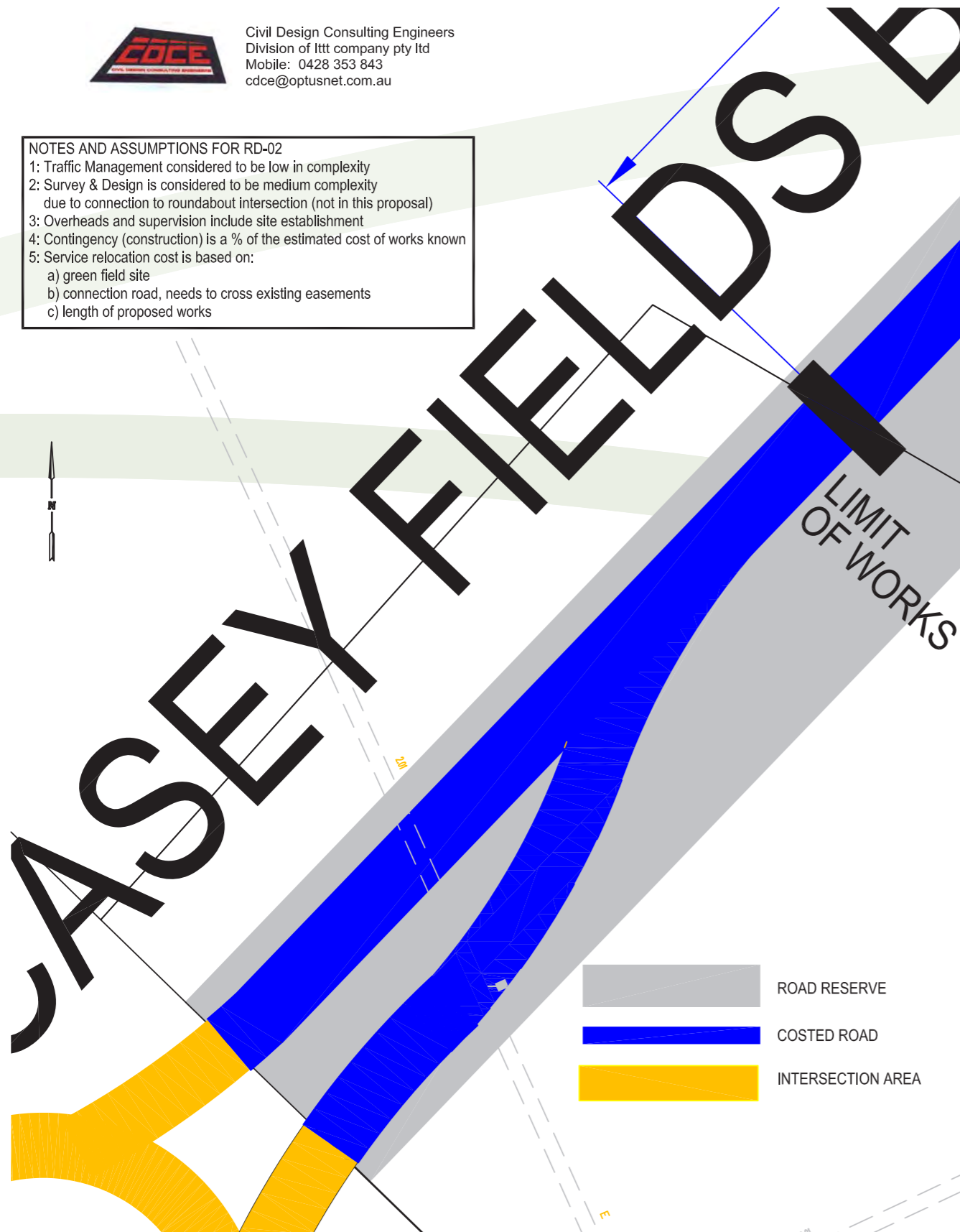


RD02 Casey Fields Boulevard connection immediately north of South Gippsland Highway – Land required for 34 metre road reservation and initial construction of 27 metre connector street. Total land required is 0.9012 hectares.

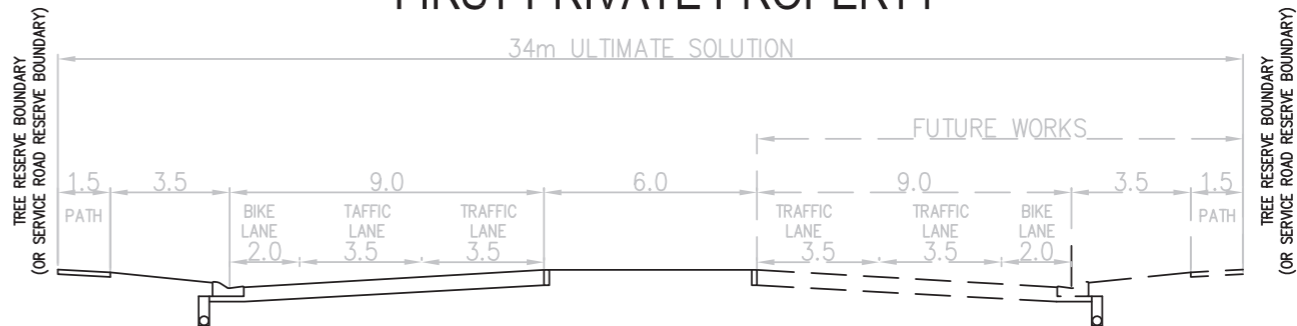


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- NOTES AND ASSUMPTIONS FOR RD-02
- 1: Traffic Management considered to be low in complexity
 - 2: Survey & Design is considered to be medium complexity due to connection to roundabout intersection (not in this proposal)
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) green field site
 - b) connection road, needs to cross existing easements
 - c) length of proposed works



CRANBOURNE EAST PRECINCT ROAD COSTS RD-02 CASEY FIELDS BLD FROM SOUTH GIPPSLAND HWY NTH THROUGH FIRST PRIVATE PROPERTY



TYPICAL CASEY FIELDS CROSS SECTION INTERIM #2 SOLUTION SUPPLIED BY GAA

DCP Roadworks Estimate

Road Name: RD-02 Casey Fields Boulevard
Limit of works: Interim arrangement as per section shown on drawing provided by GAA
Length of Job: Casey Fields Boulevard - South Gippsland Highway north through first property
Notes: Costs based on City of Casey specification for road construction.
 No allowance has been made for any other intersection works with Casey Fields Bld.

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$	189m		\$ 322,059.15	\$ 322,059
Bulk Earthworks	m ²	\$ 40.00	4.77	metres	\$40	\$ 190.80	m		\$ 36,061.20	\$ -
Pavement (Urban)	m ²	\$ 91.50	8.7	metres	\$92	\$ 796.05	m		\$ 150,453.45	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$20	\$ -	m		\$ -	\$ -
Pavement Removal	m ²	\$ 10.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
Structures Culverts 16No. 1.2m x 1.2m	m ²	\$ 1,500.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	1	sides	\$40	\$ 40.00	m		\$ 7,560.00	\$ -
Kerb and Channel S 504	m	\$ 45.00	1	sides	\$40	\$ 40.00	m		\$ 7,560.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	1	interval metres	50	\$ -	no		\$ 4,536.00	\$ 4,536
Bike path 2.5m wide conc	m ²	\$ 85.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
Pedestrian Footpath 1.5m wide	m ²	\$ 50.00	1.5	metres	\$	\$ 75.00	m		\$ 14,175.00	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1	metres	\$15	\$ 14.70	m		\$ 2,778.30	\$ -
Linemarking & Signage	m	\$ 25.00	3	metres	\$25	\$ 75.00	m		\$ 14,175.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0	metres	\$45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	9.2	metres	\$4	\$ 36.80	m		\$ 6,955.20	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25m-\$150/tree	2	rows of trees	\$25	\$ 50.00	m		\$ 9,450.00	\$ -
Tube Stock Plantings	unit	\$5.27-\$6.78	0	metres wide	\$6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers										
300mm dia conc drain Stormwater Cr BF	per metre	\$182	63	metres	\$	\$ 60.67	m		\$ 11,466	\$ -
375mm conc drain stormwater Cr BF fill	per metre	\$231	63	metres	\$	\$ 77.00	m		\$ 14,553	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	63	metres	\$	\$ 98.00	m		\$ 18,522	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -	m		\$ -	\$ -
Intersection widening road works	m ²	\$131.50	0		\$ -	\$ -	m		\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection	\$ -	\$ -			\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres	\$ -	\$ -	m		\$ -	\$ -
Street Lighting	m	\$ 100.00	1	rows of lights	\$	\$ 100.00	m		\$ 18,900.00	\$ -
lighting conduit	m	\$ 50.00	1	No of runs/sides	\$	\$ 50.00	m		\$ 9,450.00	\$ -
Subtotal						\$ 1,704.02			\$ 326,595.15	\$ -
estimated total										\$ 326,595
Traffic Management										\$ 22,862
Survey and Design								7.0%		\$ 32,660
Overheads (supervision etc)								15.0%		\$ 48,989
Contingency (construction)								20.0%		\$ 65,319
Total Allowances & Contingencies								52%	\$ 169,829	\$ -
Services relocation Sec Poles, water fitting item										\$ 200,000
Total excluding land cost										\$ 696,425
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares				100%		\$ -
Total Estimated Cost										\$ 696,425
Adopted Cost										\$ 696,425

RD03 North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.

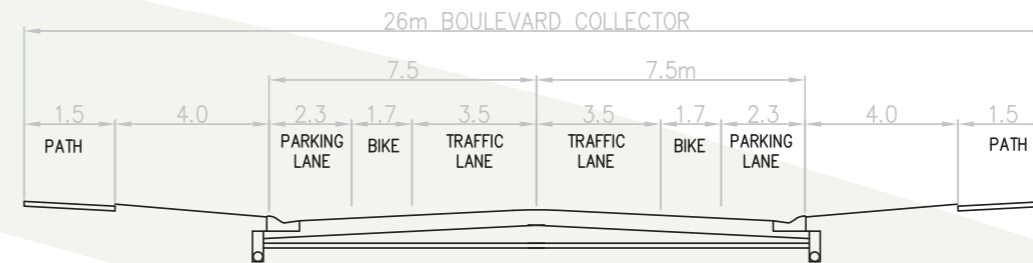
CRANBOURNE EAST PRECINCT

RD-03 ROAD COSTS

256 BERWICK CRANBOURNE ROAD



COSTED ROAD



TYPICAL CROSS SECTION SUPPLIED BY GAA
(26m ROAD RESERVATION)

SCHEMATIC LAYOUT FOR COSTING PURPOSES ONLY

- NOTES AND ASSUMPTIONS FOR RD-03
- 1: Traffic Management considered to be Low in complexity due to greenfield site
 - 2: Survey & Design is considered to be medium complexity
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) Green field Site
 - b) connection road, needs to cross existing services only



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RD03 North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.

DCP Roadworks Estimate

Road Name: RD03 256 Berwick Cranbourne Rd

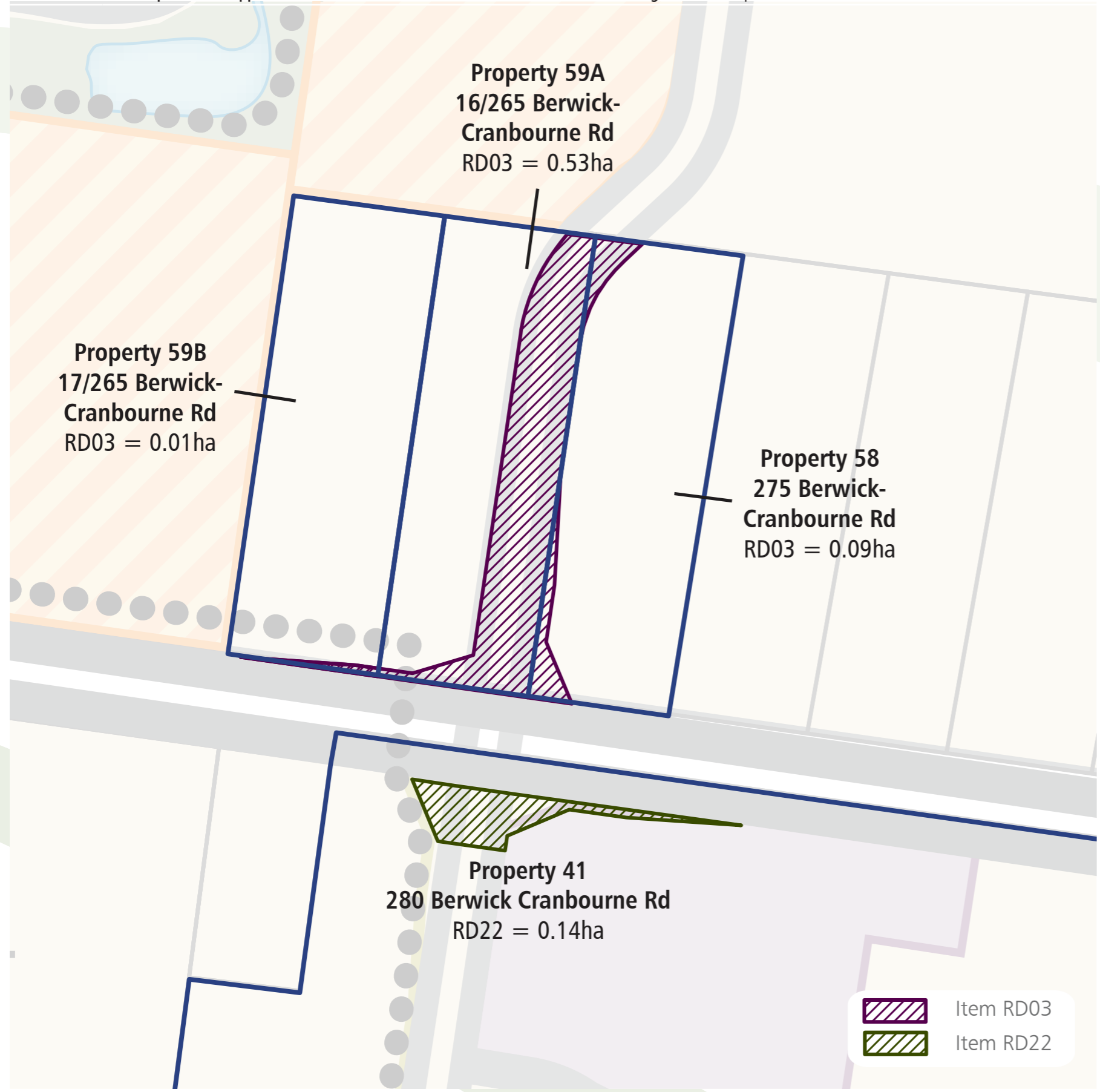
Limit of works: As shown on drawing

Length of Job: Road works only

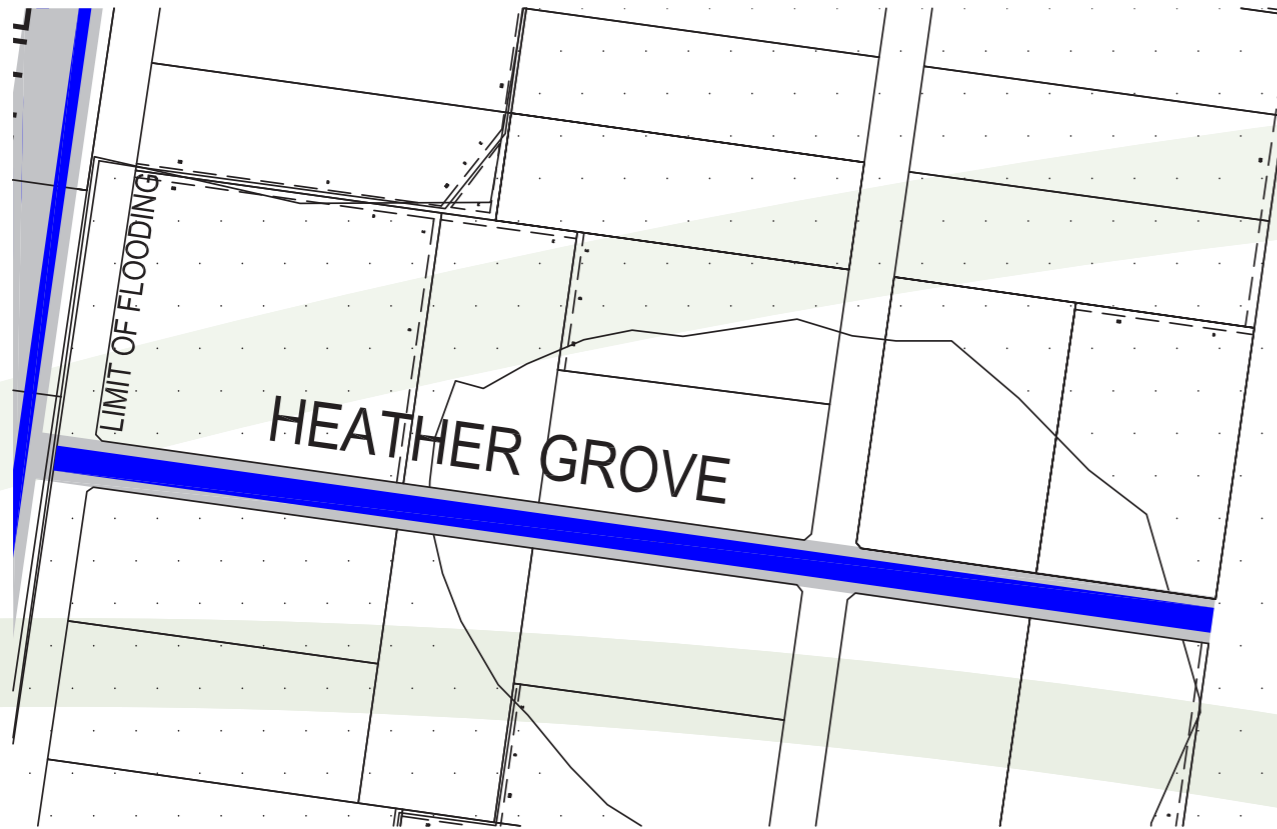
Notes: Costs based on abutting signalised crossing at Berwick Cranbourne Rd and divided rd with single through & right turn lane for Morison Rd Collector

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 2,432.10	198 m		\$ 481,555.80	\$ 481,556
Bulk Earthworks	m ³	\$ 40.00	7.9	metres	\$ 40	\$ 316.00	m		\$ 62,568.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	13.8	metres	\$ 92	\$ 1,262.70	m		\$ 250,014.60	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	0.5	sides	\$ 40	\$ 20.00	m		\$ 3,960.00	\$ -
Kerb and Channel S 504		\$ 45.00	2	sides	\$ 45	\$ 90.00	m		\$ 17,820.00	
side entry pits std drw S305	unit	\$ 1,200.00	2	interval metres	\$ 50	\$ 48.00	m		\$ 9,504.00	
Bike path 2.0m wide conc	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	
Pedestrian Footpath 1.5m wide	m ²	\$ 50.00	3	metres	\$ 150.00				\$ 29,700.00	
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	
Drainage , subgrade drain	m	\$ 14.70	2		\$ 15	\$ 29.40	m		\$ 5,821.20	\$ -
Linemarking & Signage	m	\$ 25.00	4	metres	\$ 25	\$ 100.00	m		\$ 19,800.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	0.6		\$ 45	\$ 27.00	m		\$ 5,346.00	\$ -
level / trim nature strip	m ²	\$ 4.00	8	metres	\$ 4	\$ 32.00	m		\$ 6,336.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	1	rows of trees	\$ 25	\$ 25.00	m		\$ 4,950.00	
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	198	metres	\$ 182.00				\$ 36,036	
375mm conc drain stormwater Cr Bk fill	per metre	\$231	0	metres	\$ -				\$ -	
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$ -				\$ -	
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$ -				\$ -	
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	1	rows of lights	\$ 100.00	m			\$ 19,800.00	
lighting conduit	m	\$ 50.00	1	No of runs/sides	\$ 50.00	m			\$ 9,900.00	
Subtotal					\$ 2,432.10				\$ 481,555.80	
estimated total										\$ 481,556
Traffic Management							5.0%			\$ 24,078
Survey and Design							10.0%			\$ 48,156
Overheads (supervision etc)							15.0%			\$ 72,233
Contingency (construction)							20.0%			\$ 96,311
Total Allowances & Contingencies							50%		\$ 240,778	
Services relocation Sec Poles, water fitting	Item									\$ 50,000
Total excluding land cost										\$ 772,334
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares			100%			\$ -
Total Estimated Cost										\$ 772,334
Adopted Cost										

RD03 North-south connector – Land required for 27 metre road reservation and construction of 201 metres of connector street. Total land required is estimated to be 0.634 hectares.
 RD22 Land acquisition to support for RD17 intersection construction and ultimate arterial flaring. Total land required is 0.14 hectares.



RD04 Heather Grove – Construction of road to an urban standard within the Collison Estate.



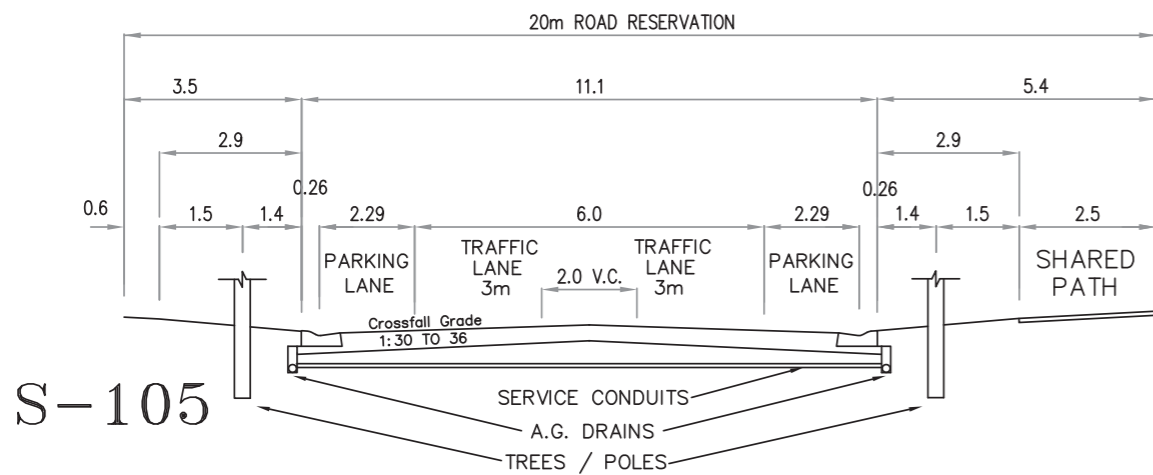
SCHEMATIC LAYOUT FOR COSTING PURPOSES ONLY

CRANBOURNE EAST PRECINCT

RD-04 ROAD COSTS HEATHER GROVE



- NOTES AND ASSUMPTIONS FOR RD-04
- 1: Traffic Management considered to be High in complexity
 - 2: Survey & Design is considered to be medium complexity due to roundabout intersection proposal
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) roundabout encroaches on existing services within the road reserve
 - b) connection road, needs to cross existing services
 - c) length of proposed works



S-105

TYPICAL GEOMETRIC CROSS SECTION FOR COLLECTOR ROADS WITH A SHARED PATH



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RD04 Heather Grove – Construction of road to an urban standard within the Collison Estate.

DCP Roadworks Estimate

Road Name: RD04 Heather Grove from Casey Fields Bld to edge of Collison Estate

Limit of works: Fit into 20m Easement as shwon on drawing

Length of Job: Casey Fields Bld road reserve to edge of Collison Estate

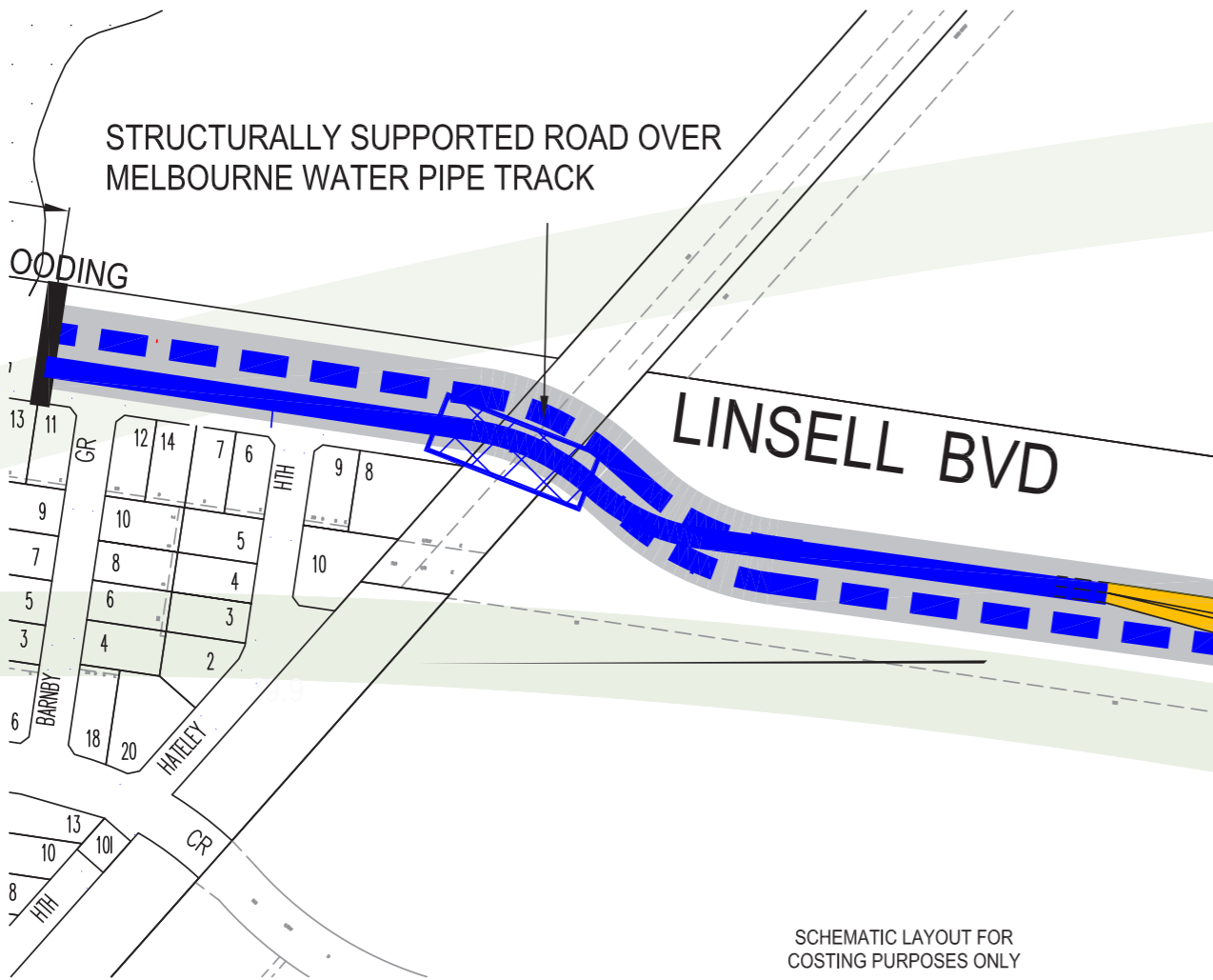
S 105 modified

Notes: Costs based on City of Casey specification for road construction. No allowance has been made for the intersection with Casey Fields Bld
No allowance has been made for the intersection works with, Mayfield or Collison Rds

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,843.78	516 m		\$ 951,390.00	\$ 951,390
Bulk Earthworks	m ³	\$ 40.00	5.55	metres	\$40	\$ 222.00	m		\$ 114,552.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	9.9	metres	\$92	\$ 905.85	m		\$ 467,418.60	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	0	sides	\$36	\$ -	m		\$ -	\$ -
Kerb and Channel S 504		\$ 45.00	2	sides	\$45	\$ 90.00	m		\$ 46,440.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	2	interval metres	50		no		\$ 24,768.00	\$ 24,768
Bike path 2.5m wide conc	m ²	\$ 50.00	2.5	metres	\$	\$ 125.00			\$ 64,500.00	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	2		\$15	\$ 29.40	m		\$ 15,170.40	\$ -
Linemarking & Signage	m	\$ 25.00	3	metres	\$25	\$ 75.00	m		\$ 38,700.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	7	metres	\$4	\$ 28.00	m		\$ 14,448.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	2	rows of trees	\$25	\$ 50.00	m		\$ 25,800.00	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$6	\$ -	m		\$ -	\$ -
as per draft tree strategy									\$ -	\$ -
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	123	metres	\$	\$ 43.38			\$ 22,386	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	123	metres	\$	\$ 55.06			\$ 28,413	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	123	metres	\$	\$ 70.08			\$ 36,162	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	1	rows of lights	\$	\$ 100.00	m		\$ 51,600.00	\$ -
lighting conduit	m	\$ 50.00	1	No of runs/sides	\$	\$ 50.00	m		\$ 25,800.00	\$ -
Subtotal					\$ 1,843.78				\$ 976,158.00	\$ -
estimated total										\$ 976,158
Traffic Management								7.0%		\$ 68,331
Survey and Design								10.0%		\$ 97,616
Overheads (supervision etc)								15.0%		\$ 146,424
Contingency (construction)								20.0%		\$ 195,232
Total Allowances & Contingencies							52%		\$ 507,602	
Services relocation Sec Poles, water fitting	Item									\$ 400,000
Total excluding land cost										\$ 1,883,760
Land Acquisition	hectares	\$ 1,000,000.00		hectares				100%		\$ -
Total Estimated Cost										\$ 1,883,760
Adopted Cost										\$ 1,883,760

Estimate Prepared by: **CDCE** May-10

RD06 Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.

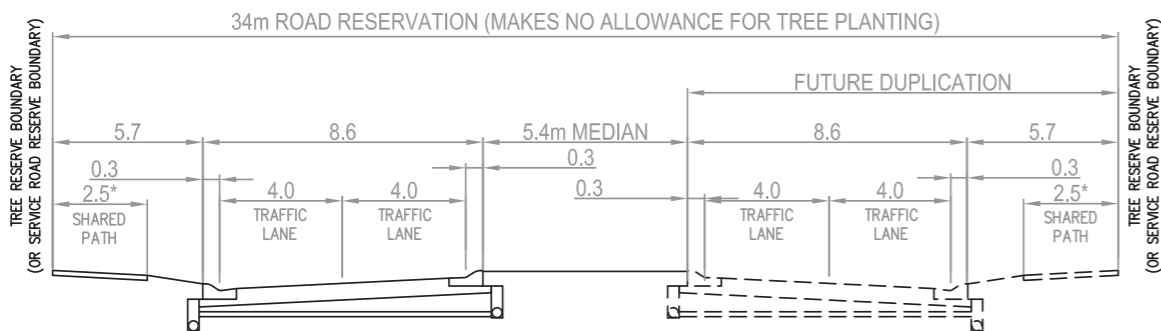


CRANBOURNE EAST PRECINCT RD-06 ROAD COSTS LINSELL BLD - BARNBY GR TO CASEY FIELDS BLD



NOTES AND ASSUMPTIONS FOR RD-06

- 1: Traffic Management considered to be low in complexity
- 2: Survey & Design is considered to be medium complexity due to MW pipe track crossing
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) road encroachment on existing services within the road reserve
 - b) greenfield site
 - c) length of proposed works



S-107 V1 (B) TYPICAL CROSS SECTION FOR FOUR LANE DIVIDED ARTERIAL ROAD
(34m ROAD RESERVATION)



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RD06 Linsell Boulevard – Construction of single carriageway between the Pipe Track and Casey Fields Boulevard.

DCP Roadworks Estimate

Road Name: RD-06 Linsell Bld from Barnby Gr to Casey Fields Bld

Limit of works: As shown on drawing

Length of Job: Road works only

S 107 V1 (B)

Notes: Costs based single carriageway of S-107(B) dual carriageway crossing from south to north lane as shown

Limit of costing is to commencement of flaring for intersection

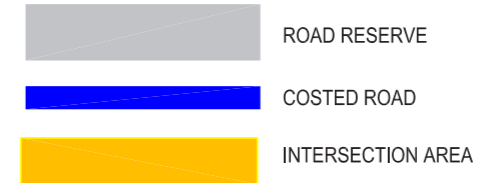
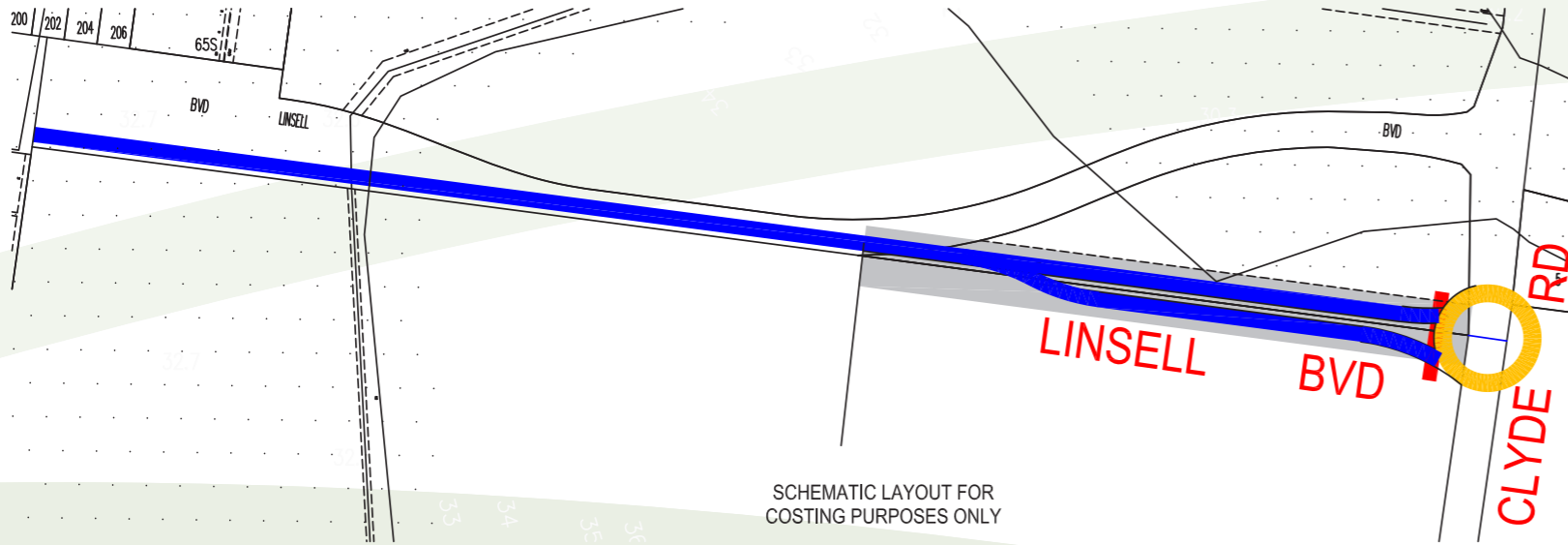
Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,575.69	433 m		\$ 682,272.20	\$ 682,272
Bulk Earthworks	m ³	\$ 40.00	4.3	metres	\$ 40	\$ 172.00	m		\$ 74,476.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	7.4	metres	\$ 92	\$ 677.10	m		\$ 293,184.30	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Structure for pipe track crossing	m ³	\$ 800.00	297	metres					\$ 237,600.00	\$ 237,600
Pavement Removal	m ³	\$ 10.00	0	metres		\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	1	sides	\$ 40	\$ 40.00	m		\$ 17,320.00	\$ -
Kerb and Channel S 504		\$ 45.00	1	sides	\$ 45	\$ 45.00	m		\$ 19,485.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	1	interval metres	50		no		\$ 10,392.00	\$ 10,392
Bike path 2.5m wide conc	m ²	\$ 50.00	2.5	metres		\$ 125.00			\$ 54,125.00	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres		\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres		\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres		\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1		\$ 15	\$ 14.70	m		\$ 6,365.10	\$ -
Linemarking & Signage	m	\$ 25.00	1	metres	\$ 25	\$ 25.00	m		\$ 10,825.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	8.4	metres	\$ 4	\$ 33.60	m		\$ 14,548.80	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	2	rows of trees	\$ 25	\$ 50.00	m		\$ 21,650.00	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy									\$ -	\$ -
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	149	metres		\$ 62.63			\$ 27,118	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	149	metres		\$ 79.49			\$ 34,419	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	149	metres		\$ 101.17			\$ 43,806	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres		\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	1	rows of lights	\$ 100.00	\$ 100.00	m		\$ 43,300.00	\$ -
lighting conduit	m	\$ 50.00	1	No of runs/sides	\$ 50.00	\$ 50.00	m		\$ 21,650.00	\$ -
Subtotal					\$ 1,575.69				\$ 930,264.20	\$ 930,264
estimated total										\$ 930,264
Traffic Management								7.0%		\$ 65,118
Survey and Design								10.0%		\$ 93,026
Overheads (supervision etc)								15.0%		\$ 139,540
Contingency (construction)								20.0%		\$ 186,053
Total Allowances & Contingencies							52%		\$ 483,737	
Services relocation Sec Poles, water fitting	Item									\$ 100,000
Total excluding land cost										\$ 1,514,002
Land Acquisition	hectares	\$ 1,000,000.00		hectares				100%		\$ -
Total Estimated Cost										\$ 1,514,002
Adopted Cost										

Estimate Prepared by: **CDCE** May-10

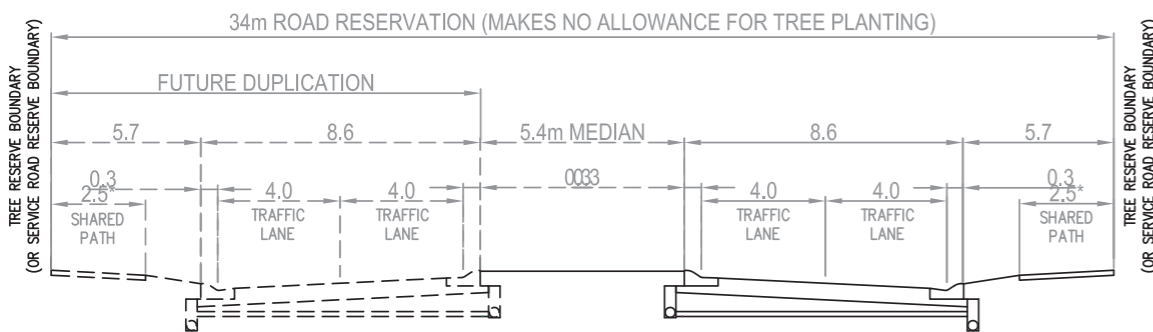
RD07 Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.

CRANBOURNE EAST PRECINCT

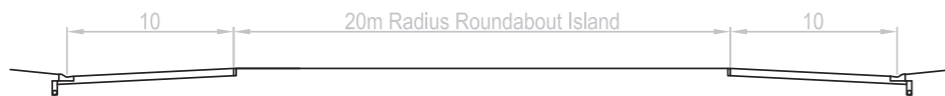
RD-07 ROAD COSTS LINSELL BLD & CLYDE RD



- NOTES AND ASSUMPTIONS FOR RD-07
- 1: Traffic Management considered to be low in complexity
 - 2: Survey & Design is considered to be medium complexity due to green field site roadworks only and NO intersection within proposal
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) minimal encroachment on existing services within the road reserve
 - b) greenfield site
 - c) length of proposed works



S-107 V1 (B) TYPICAL CROSS SECTION FOR FOUR LANE DIVIDED ARTERIAL ROAD (34m ROAD RESERVATION)



TYPICAL SECTION OF FUTURE VICROADS ROUDABOUT/FUTURE SIGNALISED INTERSECTION DWG 136820



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RD07 Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.

DCP Roadworks Estimate

Road Name: RD-07 Linsell Bld re alignment west of Clyde Rd (dual carriageway)
Limit of works: As shown on drawing
Length of Job: Connection to Vicroads Roundabout dual carriageway for 235m then taper to single carriageway
Notes: Vicroads roundabout is not costed

S 107 V1 (B)

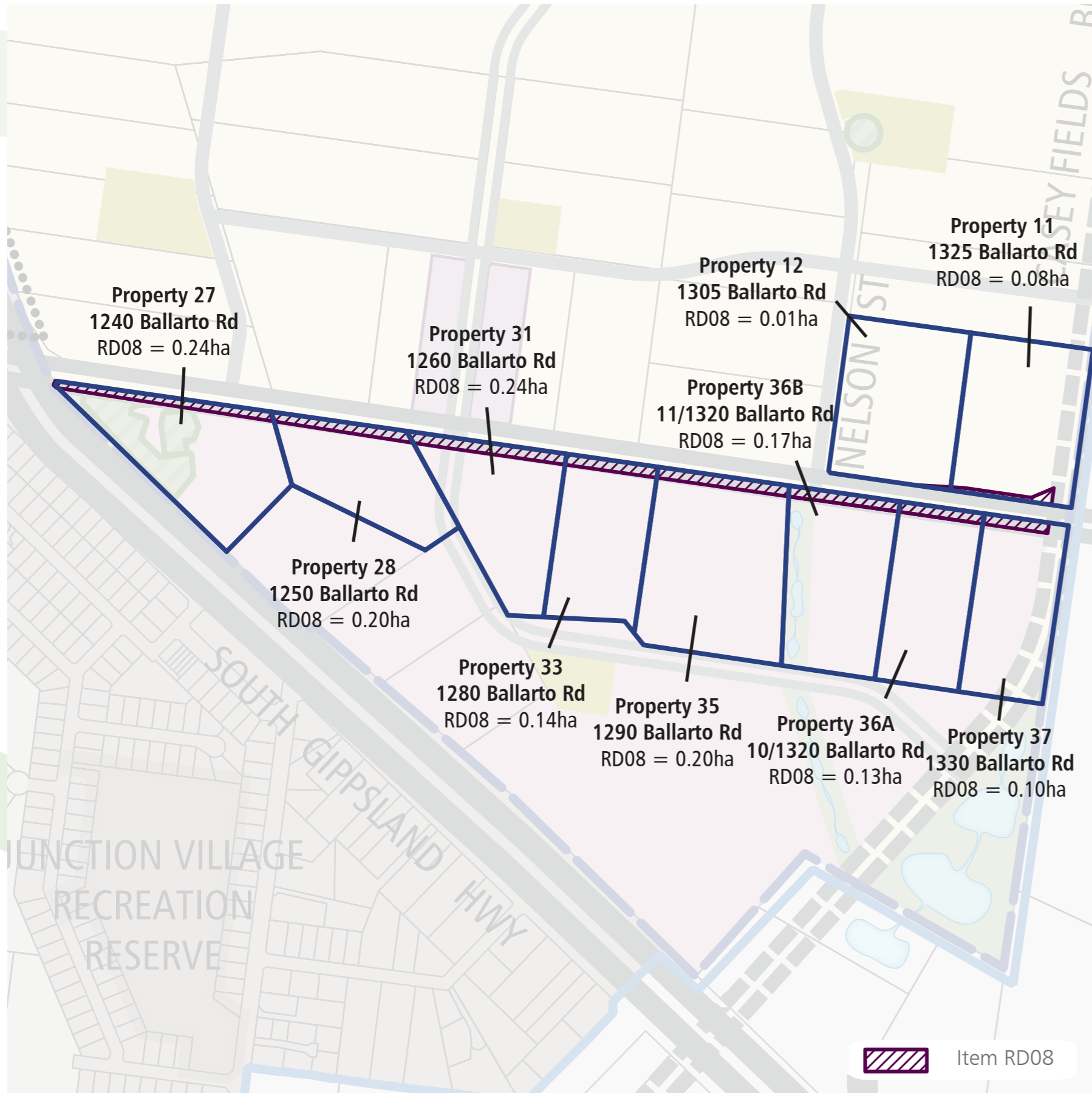
Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 3,090.53	511 m		\$ 1,579,261.60	\$ 1,579,262
Bulk Earthworks	m ³	\$ 40.00	8.6	metres	\$ 40	\$ 344.00	m		\$ 175,784.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	14.8	metres	\$ 92	\$ 1,354.20	m		\$ 691,996.20	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	2	sides	\$ 40	\$ 80.00	m		\$ 40,880.00	\$ -
Kerb and Channel S 504		\$ 45.00	2	sides	\$ 45	\$ 90.00	m		\$ 45,990.00	
side entry pits std drw S305	unit	\$ 1,200.00	2	interval metres	\$ 50	\$ 48.00	m		\$ 24,528.00	
Bike path 2.5m wide conc	m ²	\$ 50.00	5	metres	\$ -	\$ 250.00			\$ 127,750.00	
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	
Drainage , subgrade drain	m	\$ 14.70	2		\$ 15	\$ 29.40	m		\$ 15,023.40	\$ -
Linemarking & Signage	m	\$ 25.00	2	metres	\$ 25	\$ 50.00	m		\$ 25,550.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	12	metres	\$ 4	\$ 48.00	m		\$ 24,528.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	3	rows of trees	\$ 25	\$ 75.00	m		\$ 38,325.00	
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy									\$ -	
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	651	metres	\$	231.86			\$ 118,482	
375mm conc drain stormwater Cr Bk fill	per metre	\$231	185	metres	\$	83.63			\$ 42,735	
450mm conc drain stormwater Cr BF	per metre	\$294	185	metres	\$	106.44			\$ 54,390	
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	-			\$ -	
Traffic Signals	Unit	\$ 125,000.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	2	rows of lights	\$	200.00	m		\$ 102,200.00	
lighting conduit	m	\$ 50.00	2	No of runs/sides	\$	100.00	m		\$ 51,100.00	
Subtotal					\$	3,090.53			\$ 1,579,261.60	
estimated total										\$ 1,579,262
Traffic Management								7.0%		\$ 110,548
Survey and Design								10.0%		\$ 157,926
Overheads (supervision etc)								15.0%		\$ 236,889
Contingency (construction)								20.0%		\$ 315,852
Total Allowances & Contingencies							52%		\$ 821,216	
Services relocation Sec Poles, water fitting	Item									\$ 50,000
Total excluding land cost										\$ 2,450,478
Land Acquisition	hectares	\$ 1,000,000.00		hectares				100%		\$ -
Total Estimated Cost										\$ 2,450,478
Adopted Cost										\$ 2,450,478

Estimate Prepared by: **CDCE** May-10

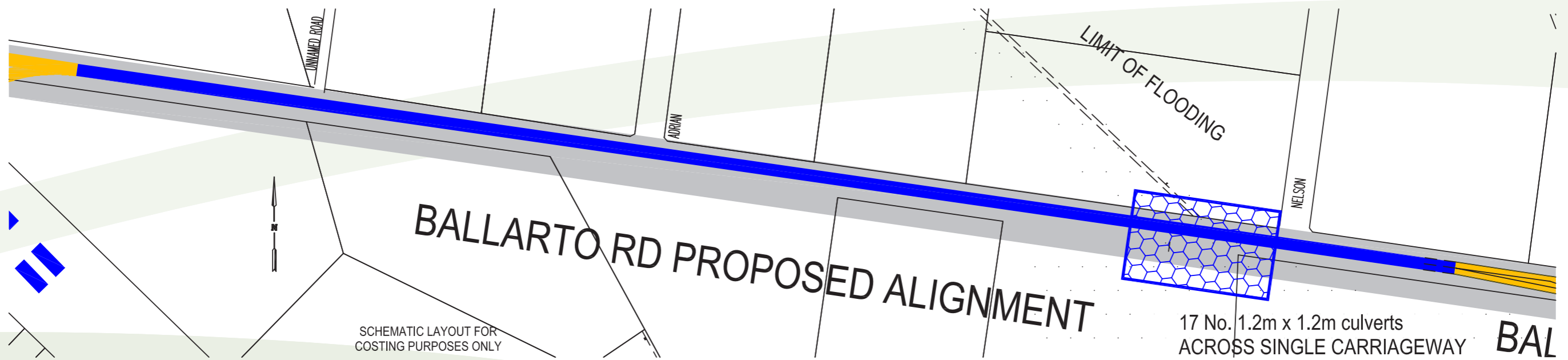
RD07 Linsell Boulevard – Land for Linsell Boulevard road reservation and construction to realign section of road 340 metres east of Clyde Road. Total land required is 0.998 hectares.



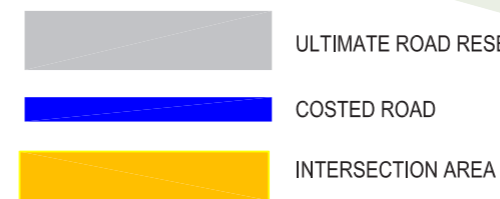
RD08 Ballarto Road – Land for widening of Ballarto Road to the south of the existing carriageway to achieve a 34 metre road reservation. Total land required is 1.5 hectares.



RD09 Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).

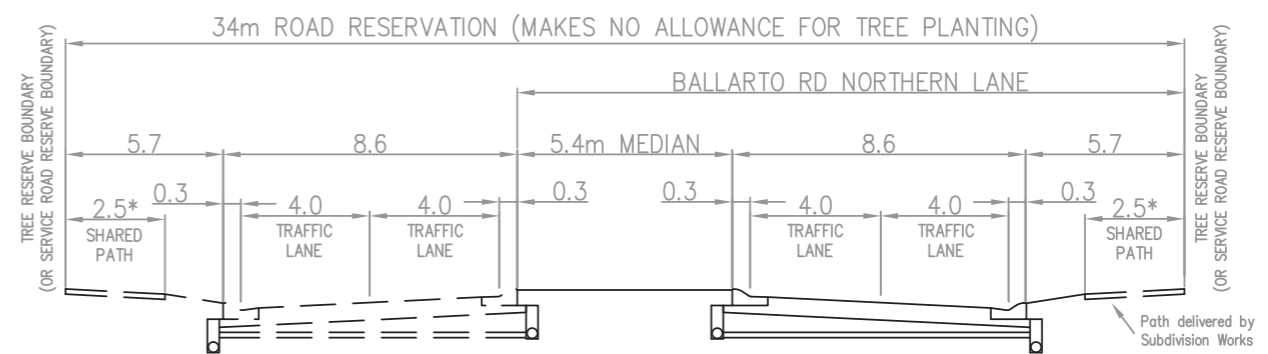


CRANBOURNE EAST PRECINCT RD-09 ROAD COSTS BALLARTO ROAD



NOTES AND ASSUMPTIONS FOR RD-09

- 1: Traffic Management considered to be medium in complexity
- 2: Survey & Design is considered to be medium complexity due to length of road and number of access points.
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) proposed road is located over existing alignment for the majority
 - b) connecting roads, needs to cross existing services
 - c) length of proposed works



S-107 (B) TYPICAL CROSS SECTION FOR FOUR LANE DIVIDED ARTERIAL ROAD

(34m ROAD RESERVATION)



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RD09 Ballarto Road – Upgrade of northern 22 metre carriageway to urban standard between the South Gippsland Highway and the UGB (including procurement of native vegetation offsets estimated to cost \$21,392).

DCP Roadworks Estimate

Road Name: RD09 Ballarto Rd Proposed Alignment Northern Carriageway only

Limit of works: As shown on drawing

Length of Job: Sth Gippsland Hwy to Casey Fields Bld including intersection along this length

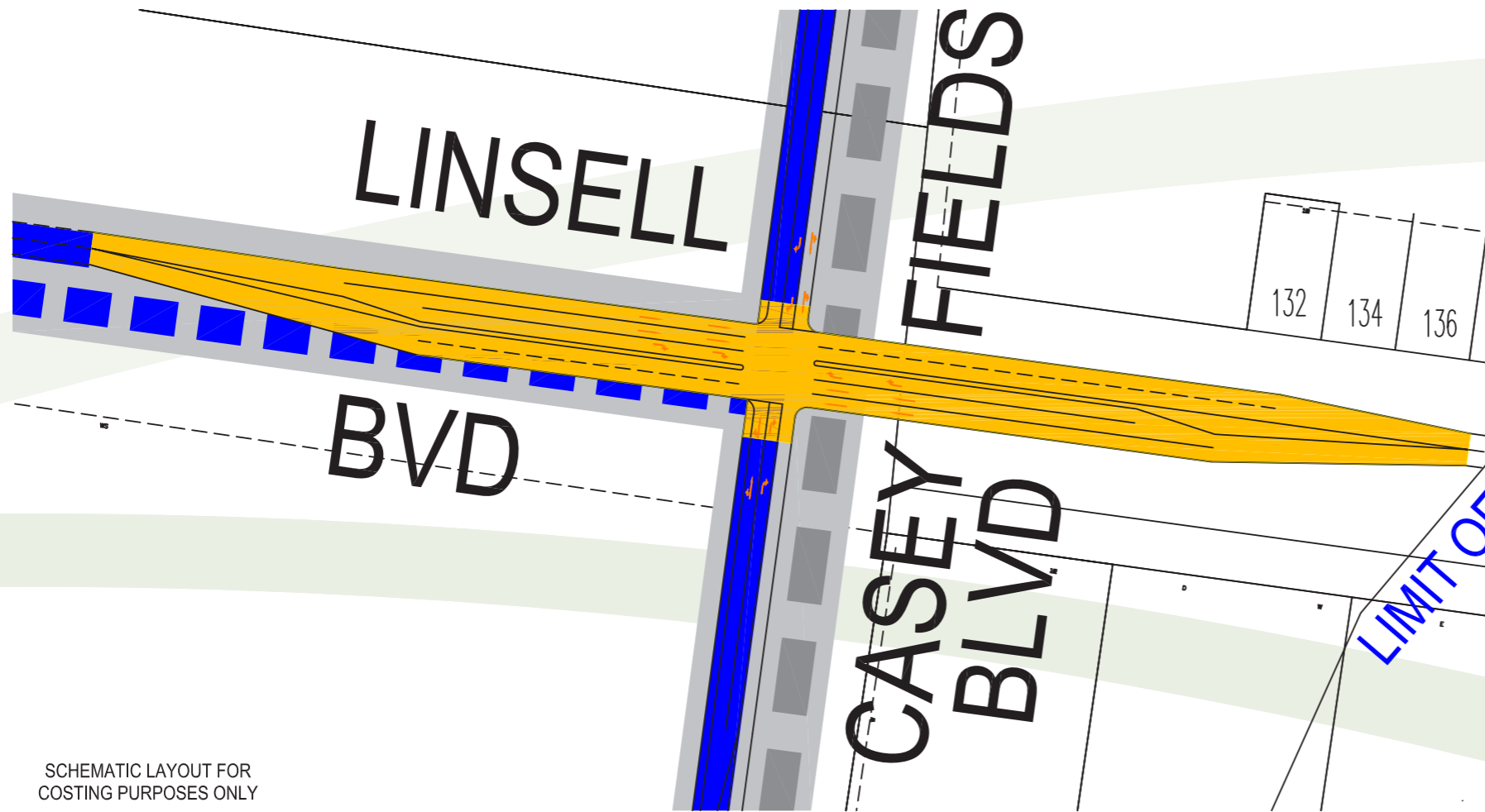
S 107 V1 (B)

Notes: Costs based length between Casey fields Bld and Sth Gippsland Hwy intersections only

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,587.01	916 m		\$ 1,453,700.60	\$ 1,453,701
Bulk Earthworks	m ³	\$ 40.00	4.3	metres	\$ 40	\$ 172.00	m		\$ 157,552.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	7.4	metres	\$ 92	\$ 677.10	m		\$ 620,223.60	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
Culvert Structure 17No. 1.2m x 1.2m	m	\$ 1,500.00	449	sides					\$ 673,500.00	\$ 673,500
kerb and Channel S 503	m	\$ 40.00	1	sides	\$ 40	\$ 40.00	m		\$ 36,640.00	\$ -
Kerb and Channel S 504	m	\$ 45.00	1	sides	\$ 45	\$ 45.00	m		\$ 41,220.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	1	interval metres	\$ 50	\$ 24.00	m		\$ 21,984.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 50.00	2.5	metres		\$ 125.00			\$ 114,500.00	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres		\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres		\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres		\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1		\$ 15	\$ 14.70	m		\$ 13,465.20	\$ -
Linemarking & Signage	m	\$ 25.00	1	metres	\$ 25	\$ 25.00	m		\$ 22,900.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	7.2	metres	\$ 4	\$ 28.80	m		\$ 26,380.80	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	2	rows of trees	\$ 25	\$ 50.00	m		\$ 45,800.00	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy									\$ -	\$ -
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	305	metres		\$ 60.60			\$ 55,510	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	305	metres		\$ 76.92			\$ 70,455	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	305	metres		\$ 97.89			\$ 89,670	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres		\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	1	rows of lights	\$ 100.00	\$ 100.00	m		\$ 91,600.00	\$ -
lighting conduit	m	\$ 50.00	1	No of runs/sides	\$ 50.00	\$ 50.00	m		\$ 45,800.00	\$ -
Subtotal						\$ 1,587.01			\$ 2,127,200.60	\$ -
estimated total										\$ 2,127,201
Traffic Management								7.0%		\$ 148,904
Survey and Design								10.0%		\$ 212,720
Overheads (supervision etc)								15.0%		\$ 319,080
Contingency (construction)								20.0%		\$ 425,440
Total Allowances & Contingencies							52%		\$ 1,106,144	
Services relocation Sec Poles, water fitting	Item									\$ 400,000
Total excluding land cost										\$ 3,633,345
Land Acquisition	hectares	\$ 1,000,000.00		hectares				100%		\$ -
Total Estimated Cost										\$ 3,633,345
Adopted Cost										

Estimate Prepared by: **CDCE** May-10

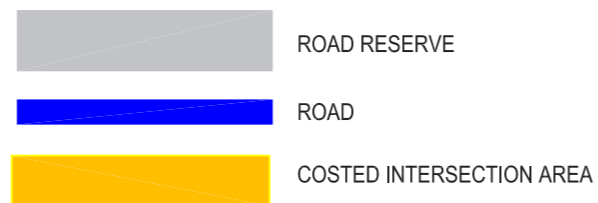
RD10 Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.



CRANBOURNE EAST PRECINCT RD-10 INTERSECTION COSTS LINSELL BLD & CASEY FIELDS BLD

- NOTES AND ASSUMPTIONS FOR RD-10
- 1: Traffic Management considered to be low in complexity
 - 2: Survey & Design is considered to be medium complexity due to greenfield site and signalised intersection proposal
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) road encroachment on existing services within the road reserve
 - b) greenfield site
 - c) length of proposed works

SCHEMATIC LAYOUT FOR
COSTING PURPOSES ONLY



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RD10 Linsell Boulevard and Casey Fields Boulevard – Construction of interim signalised intersection.

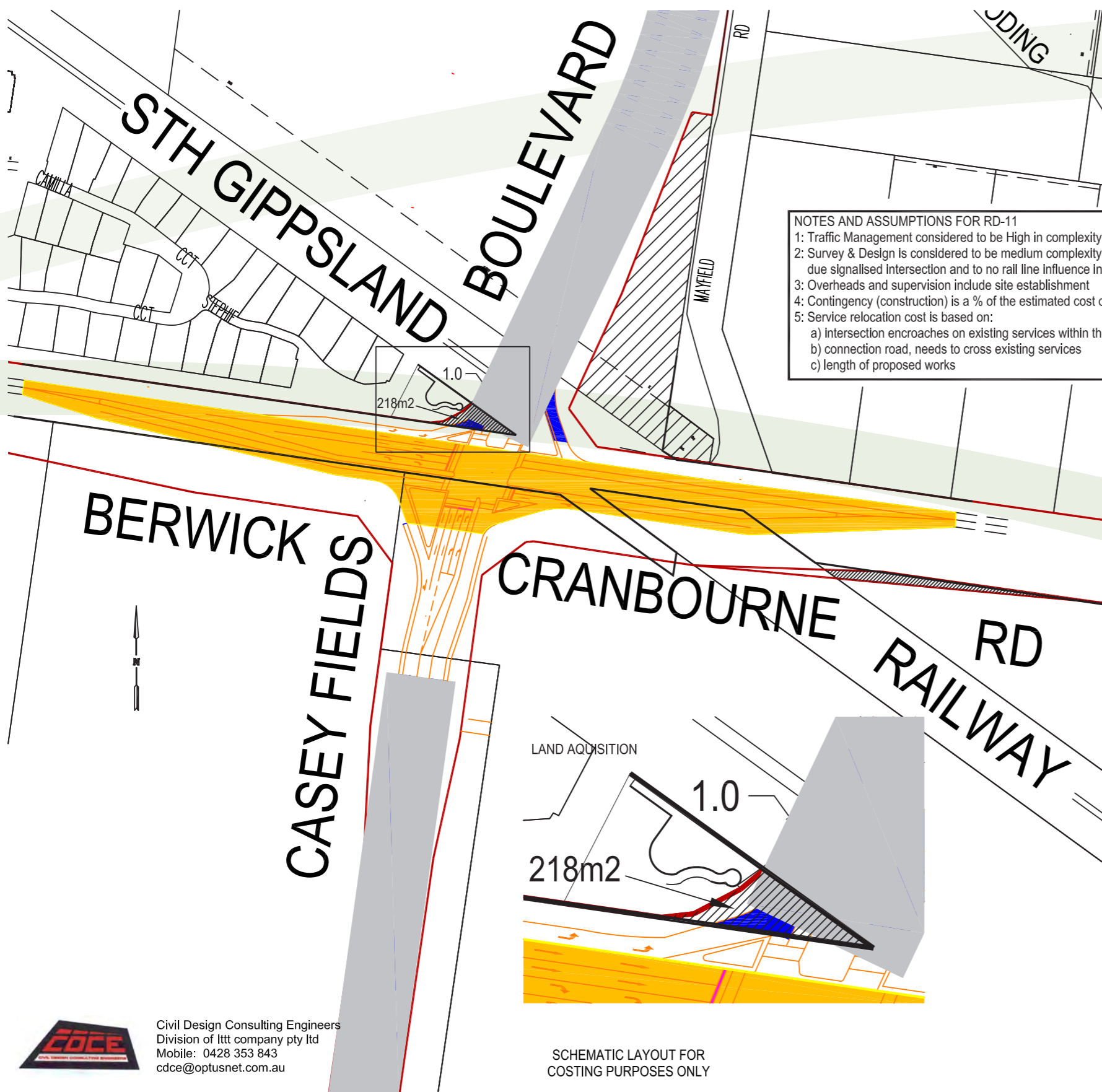
DCP Roadworks Estimate

Road Name: RD-10 Intersection of Casey Fields Bld & Linsell Bld
Limit of works: As shown on drawing
Length of Job: Intersection works only
Notes: Costs based on signalised crossing with double through lanes and single right turn lane divided for Linsell Bld and CFB single through lanes and single right turn lane

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,012,450.40	1 m		\$ 1,012,450.40	\$ 1,012,450
Bulk Earthworks	m ³	\$ 40.00	2667	metres	\$ 40	\$ 106,680.00	m		\$ 106,680.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	5334	metres	\$ 92	\$ 488,061.00	m		\$ 488,061.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	653	sides	\$ 40	\$ 26,120.00	m		\$ 26,120.00	\$ -
Kerb and Channel S 504		\$ 45.00	609	sides	\$ 45	\$ 27,405.00	m		\$ 27,405.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	12	interval metres	\$ 50	\$ 14,400.00	m		\$ 14,400.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 85.00	857	metres	\$ -	\$ 72,845.00			\$ 72,845.00	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1262		\$ 15	\$ 18,551.40	m		\$ 18,551.40	\$ -
Linemarking & Signage	m	\$ 25.00	1262	metres	\$ 25	\$ 31,550.00	m		\$ 31,550.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	533		\$ 45	\$ 23,985.00	m		\$ 23,985.00	\$ -
level / trim nature strip	m ²	\$ 4.00	2436	metres	\$ 4	\$ 9,744.00	m		\$ 9,744.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	343	metres	\$ -	\$ 62,426.00			\$ 62,426	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	343	metres	\$ -	\$ 79,233.00			\$ 79,233	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$ -	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$ -	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	4	No of intesection					\$ 666,000	\$ 666,000
Traffic Signal Conduit subset	m	\$ 35.00	225	metres					\$ 7,875.00	\$ 7,875
Street Lighting	m	\$ 100.00	343	rows of lights	\$ 34,300.00		m		\$ 34,300.00	\$ -
lighting conduit	m	\$ 50.00	343	No of runs/sides	\$ 17,150.00		m		\$ 17,150.00	\$ -
Subtotal						\$ 1,012,450.40			\$ 1,686,325.40	\$ -
estimated total										\$ 1,686,325
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management							7.0%			\$ 118,043
Survey and Design							10.0%			\$ 168,633
Overheads (supervision etc)							15.0%			\$ 252,949
Contingency (construction)							20.0%			\$ 337,265
Total Allowances & Contingencies							52%		\$ 876,889	\$ -
Services relocation Sec Poles, water fitting	Item									\$ 100,000
Total excluding land cost										\$ 2,763,215
Land Acquisition	hectares	\$ 1,000,000.00		hectares			100%			\$ -
Total Estimated Cost										\$ 2,763,215
Adopted Cost										\$ 2,763,215

Estimate Prepared by: **CDCE** May-10

RD11 Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T- signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.



CRANBOURNE EAST PRECINCT RD-11 INTERSECTION COSTS BERWICK CRANBOURNE & CASEY FIELDS BLD

NOTES AND ASSUMPTIONS FOR RD-11

- 1: Traffic Management considered to be High in complexity
- 2: Survey & Design is considered to be medium complexity due signalised intersection and to no rail line influence in design
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) intersection encroaches on existing services within the road reserve
 - b) connection road, needs to cross existing services
 - c) length of proposed works

- ULTIMATEROAD RESERVE
- ROAD
- COSTED INTERSECTION AREA



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SCHEMATIC LAYOUT FOR
COSTING PURPOSES ONLY

RD11 Berwick-Cranbourne Road and Casey Fields Boulevard – Construction of ultimate T- signalised intersection. Intersection scope includes southern leg of Casey Fields Boulevard only.

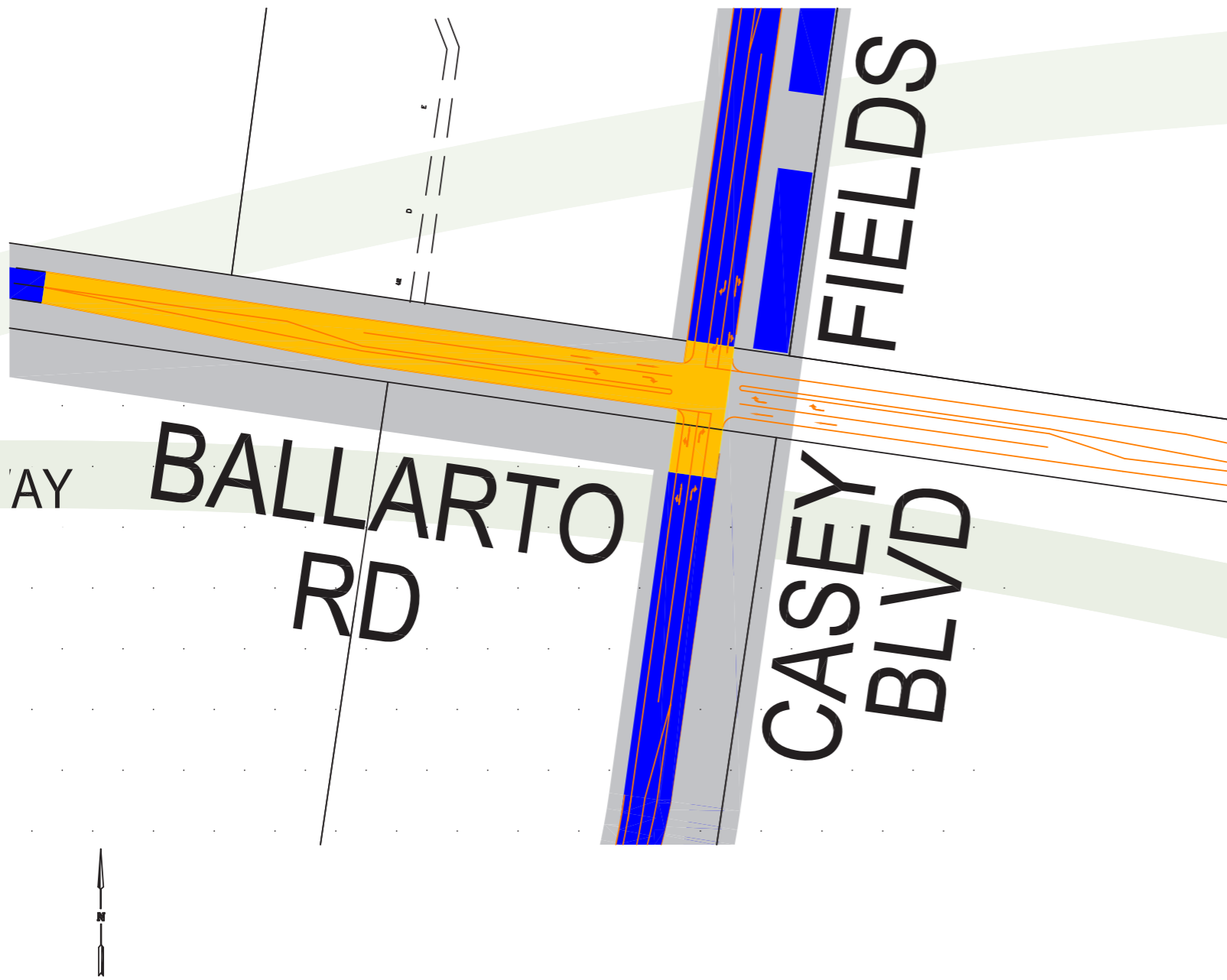
DCP Roadworks Estimate

Road Name: RD11 Casey Fields Bld & Berwick Cranbourne Rd interim signalised intersection
Limit of works: As shown on drawing
Length of Job: Intersection works only
Notes: Costs based on signalised crossing with 2 through lanes each way and two right turn lanes (south) for Berwick Cranbourne Rd
 CFB double through lanes and doublet turn lane for CFB
 Ignoring Rail crossing completely

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,498,239.00	1 m		\$ 1,498,239.00	\$ 1,498,239
Bulk Earthworks	m ³	\$ 40.00	4466	metres	\$ 40	\$ 178,640.00	m		\$ 178,640.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	8932	metres	\$ 92	\$ 817,278.00	m		\$ 817,278.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	812	sides	\$ 40	\$ 32,480.00	m		\$ 32,480.00	\$ -
Kerb and Channel S 504		\$ 45.00	748	sides	\$ 45	\$ 33,660.00	m		\$ 33,660.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	12	interval metres	\$ 50	\$ 14,400.00	m		\$ 14,400.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	6	metres	\$ 300.00	\$ 300.00			\$ 300.00	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1560		\$ 15	\$ 22,932.00	m		\$ 22,932.00	\$ -
Linemarking & Signage	m	\$ 25.00	1757	metres	\$ 25	\$ 43,925.00	m		\$ 43,925.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	1897		\$ 45	\$ 85,365.00	m		\$ 85,365.00	\$ -
level / trim nature strip as per standard drawings	m ²	\$ 4.00	2992	metres	\$ 4	\$ 11,968.00	m		\$ 11,968.00	\$ -
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings as per draft tree strategy	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	457	metres	\$ 83,174.00	\$ 83,174.00			\$ 83,174	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	457	metres	\$ 105,567.00	\$ 105,567.00			\$ 105,567	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$ -	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$ -	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	4	No of intesection					\$ 666,000	\$ 666,000
Traffic Signal Conduit subset	m	\$ 35.00	360	metres					\$ 12,600.00	\$ 12,600
Street Lighting	m	\$ 100.00	457	rows of lights	\$ 45,700.00	\$ 45,700.00	m		\$ 45,700.00	\$ -
lighting conduit	m	\$ 50.00	457	No of runs/sides	\$ 22,850.00	\$ 22,850.00	m		\$ 22,850.00	\$ -
Subtotal					\$ 1,498,239.00				\$ 2,176,839.00	
estimated total										\$ 2,176,839
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management							7.0%			\$ 152,379
Survey and Design							10.0%			\$ 217,684
Overheads (supervision etc)							15.0%			\$ 326,526
Contingency (construction)							20.0%			\$ 435,368
Total Allowances & Contingencies							52%		\$ 1,131,956	
Services relocation Sec Poles, water fitting	Item									\$ 400,000
Total excluding land cost										\$ 3,808,795
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares			100%			\$ -
Total Estimated Cost										\$ 3,808,795
Adopted Cost										\$ 3,808,795

Estimate Prepared by: **CDCE** May-10

RD12 Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.



CRANBOURNE EAST PRECINCT RD-12 INTERSECTION COSTS BALLARTO RD & CASEY FIELDS BLD

- ULTIMATE ROAD RESERVE
- ROAD
- COSTED INTERSECTION AREA

NOTES AND ASSUMPTIONS FOR RD-12

- 1: Traffic Management considered to be medium in complexity
- 2: Survey & Design is considered to be medium complexity due to signalised intersection proposal
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) intersection encroaches on existing services within road reserve
 - b) length of proposed works

RD12 Ballarto Road and Casey Fields Boulevard – Construction of interim signalised intersection.

DCP Roadworks Estimate

Road Name: RD12 Intersection of Casey Fields Bld & Ballarto Rd
Limit of works: As shown on drawing
Length of Job: Intersection works only (0m to the east of CFB)
Notes: Costs based on signalised crossing with single through and single right turn lane (divided) for Ballarto Rd
 CFB single through lanes and single right turn lane for CFB

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 423,738.20	1 m		\$ 423,738.20	\$ 423,738
Bulk Earthworks	m ³	\$ 40.00	965	metres	\$ 40	\$ 38,600.00	m		\$ 38,600.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	1930	metres	\$ 92	\$ 176,595.00	m		\$ 176,595.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	328	sides	\$ 40	\$ 13,120.00	m		\$ 13,120.00	\$ -
Kerb and Channel S 504		\$ 45.00	388	sides	\$ 45	\$ 17,460.00	m		\$ 17,460.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 50.00	412	metres	\$ -	\$ 20,600.00			\$ 20,600.00	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	716		\$ 15	\$ 10,525.20	m		\$ 10,525.20	\$ -
Linemarking & Signage	m	\$ 25.00	716	metres	\$ 25	\$ 17,900.00	m		\$ 17,900.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	262		\$ 45	\$ 11,790.00	m		\$ 11,790.00	\$ -
level / trim nature strip	m ²	\$ 4.00	1552	metres	\$ 4	\$ 6,208.00	m		\$ 6,208.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers										
300mm dia conc drain Stormwater Cr BF	per metre	\$182	180	metres	\$	\$ 32,760.00			\$ 32,760	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	180	metres	\$	\$ 41,580.00			\$ 41,580	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	4	No of intesection					\$ 666,000	\$ 666,000
Traffic Signal Conduit subset	m	\$ 35.00	192	metres					\$ 6,720.00	\$ 6,720
Street Lighting	m	\$ 100.00	180	rows of lights	\$	\$ 18,000.00	m		\$ 18,000.00	\$ -
lighting conduit	m	\$ 50.00	180	No of runs/sides	\$	\$ 9,000.00	m		\$ 9,000.00	\$ -
Subtotal						\$ 423,738.20			\$ 1,096,458.20	
estimated total										\$ 1,096,458
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management								10.0%		\$ 109,646
Survey and Design								10.0%		\$ 109,646
Overheads (supervision etc)								15.0%		\$ 164,469
Contingency (construction)								20.0%		\$ 219,292
Total Allowances & Contingencies								55%		\$ 603,052
Services relocation Sec Poles, water fitting	Item									\$ 200,000
Total excluding land cost										\$ 1,999,510
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares				100%		\$ -
Total Estimated Cost										\$ 1,999,510
Adopted Cost										\$ 1,999,510

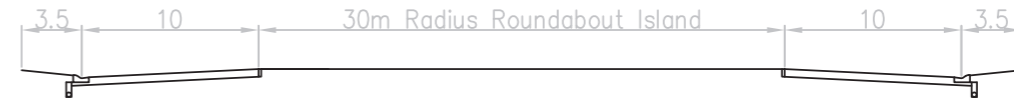
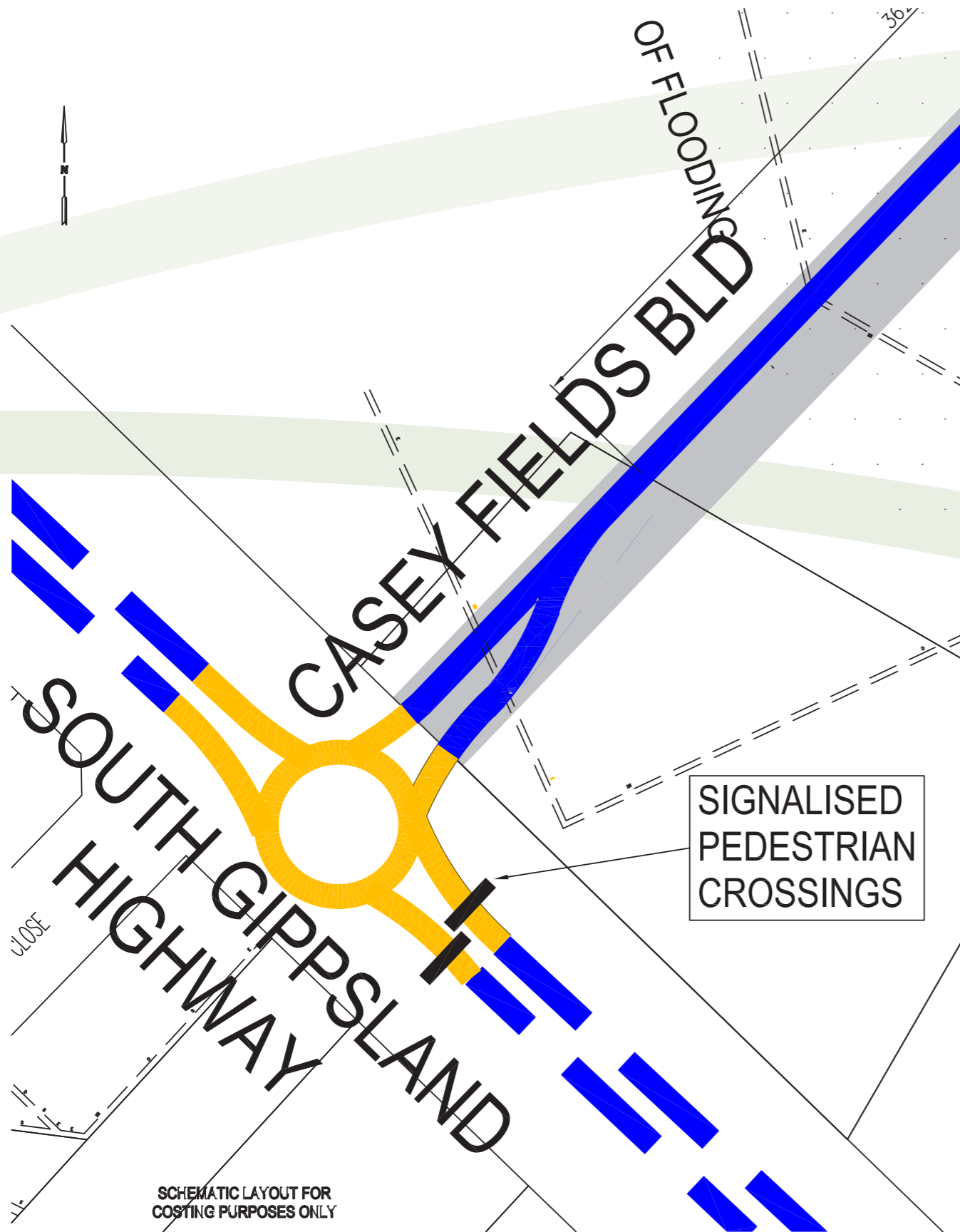
Estimate Prepared by: **CDCE** May-10




RD13 South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.

CRANBOURNE EAST PRECINCT

RD-13 INTERSECTION COSTS

SOUTH GIPPSLAND HWY & CASEY FIELDS BLD



-  ULTIMATE ROAD RESERVE
-  ROAD
-  COSTED INTERSECTION AREA



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- NOTES AND ASSUMPTIONS FOR RD-13
- 1: Traffic Management considered to be High in complexity
 - 2: Survey & Design is considered to be medium complexity due to roundabout intersection proposal
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) roundabout encroaches on existing services within the road reserve
 - b) connection road, needs to cross existing services
 - c) length of proposed works

RD13 South Gippsland Highway and Casey Fields Boulevard- Construction of roundabout and pedestrian operated signals.

DCP Roadworks Estimate

Road Name: RD13 Casey Fields Bld and Sth Gippsland Hwy Roundabout
Limit of works: As shown on drawing
Length of Job: Intersection works only 30m Radius Central Roundabout
Notes: Costs include all road lengths within intersection confines
 2 No. signalised Pedestrian Crossings

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 700,849.00	1 m		\$ 700,849.00	\$ 700,849
Bulk Earthworks	m ³	\$ 40.00	2363	metres	\$ 40	\$ 94,520.00	m		\$ 94,520.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	4156	metres	\$ 92	\$ 380,274.00	m		\$ 380,274.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	3027	metres	\$	\$ 30,270.00			\$ 30,270.00	\$ -
kerb and Channel S 503	m	\$ 40.00	475	sides	\$ 40	\$ 19,000.00	m		\$ 19,000.00	\$ -
Kerb and Channel S 504		\$ 45.00	475	sides	\$ 45	\$ 21,375.00	m		\$ 21,375.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 50.00	0	metres	\$	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	950		\$ 15	\$ 13,965.00	m		\$ 13,965.00	\$ -
Linemarking & Signage	m	\$ 25.00	950	metres	\$ 25	\$ 23,750.00	m		\$ 23,750.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	3800	metres	\$ 4	\$ 15,200.00	m		\$ 15,200.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	165	metres	\$	\$ 30,030.00			\$ 30,030	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	165	metres	\$	\$ 38,115.00			\$ 38,115	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Traffic signals		\$134,000.00	2							\$ 268,000
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	165	rows of lights	\$	\$ 16,500.00	m		\$ 16,500.00	\$ -
lighting conduit	m	\$ 50.00	165	No of runs/sides	\$	\$ 8,250.00	m		\$ 8,250.00	\$ -
Subtotal						\$ 700,849.00			\$ 700,849.00	
estimated total										\$ 968,849
Traffic Management								10.0%		\$ 96,885
Survey and Design								10.0%		\$ 96,885
Overheads (supervision etc)								15.0%		\$ 145,327
Contingency (construction)								20.0%		\$ 193,770
Total Allowances & Contingencies							55%		\$ 532,867	
Services relocation Sec Poles, water fittin	Item									\$ 400,000
Total excluding land cost										\$ 1,901,716
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares				100%		\$ -
Total Estimated Cost										\$ 1,901,716
Adopted Cost										\$ 1,901,716

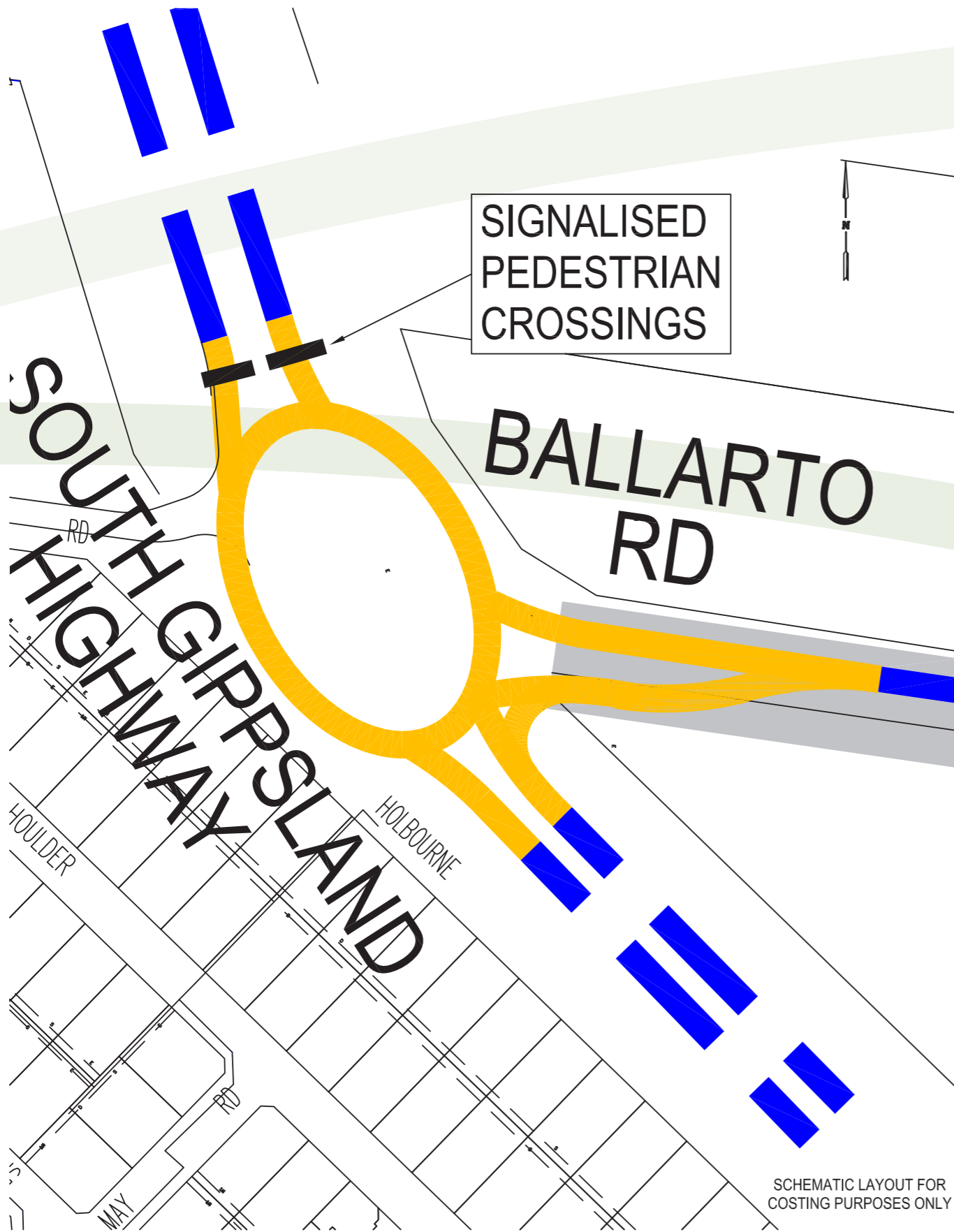
Estimate Prepared by: **CDCE** May-10

RD14 South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.

CRANBOURNE EAST PRECINCT

RD-14 INTERSECTION COSTS

SOUTH GIPPSLAND HWY & BALLARTO ROAD



- ULTIMATE ROAD RESERVE
- ROAD
- COSTED INTERSECTION AREA

NOTES AND ASSUMPTIONS FOR RD-14

- 1: Traffic Management considered to be High in complexity
- 2: Survey & Design is considered to be medium complexity due to roundabout intersection proposal
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) roundabout encroaches on existing services within the road reserve
 - b) connection road, needs to cross existing services
 - c) length of proposed works



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SCHEMATIC LAYOUT FOR COSTING PURPOSES ONLY

RD14 South Gippsland Highway and Ballarto Road – Construction of roundabout and pedestrian operated signals.

DCP Roadworks Estimate

Road Name: RD14 Ballarto Rd and Sth Gippsland Hwy Roundabout

Limit of works: As shown on drawing

Length of Job: Intersection works only

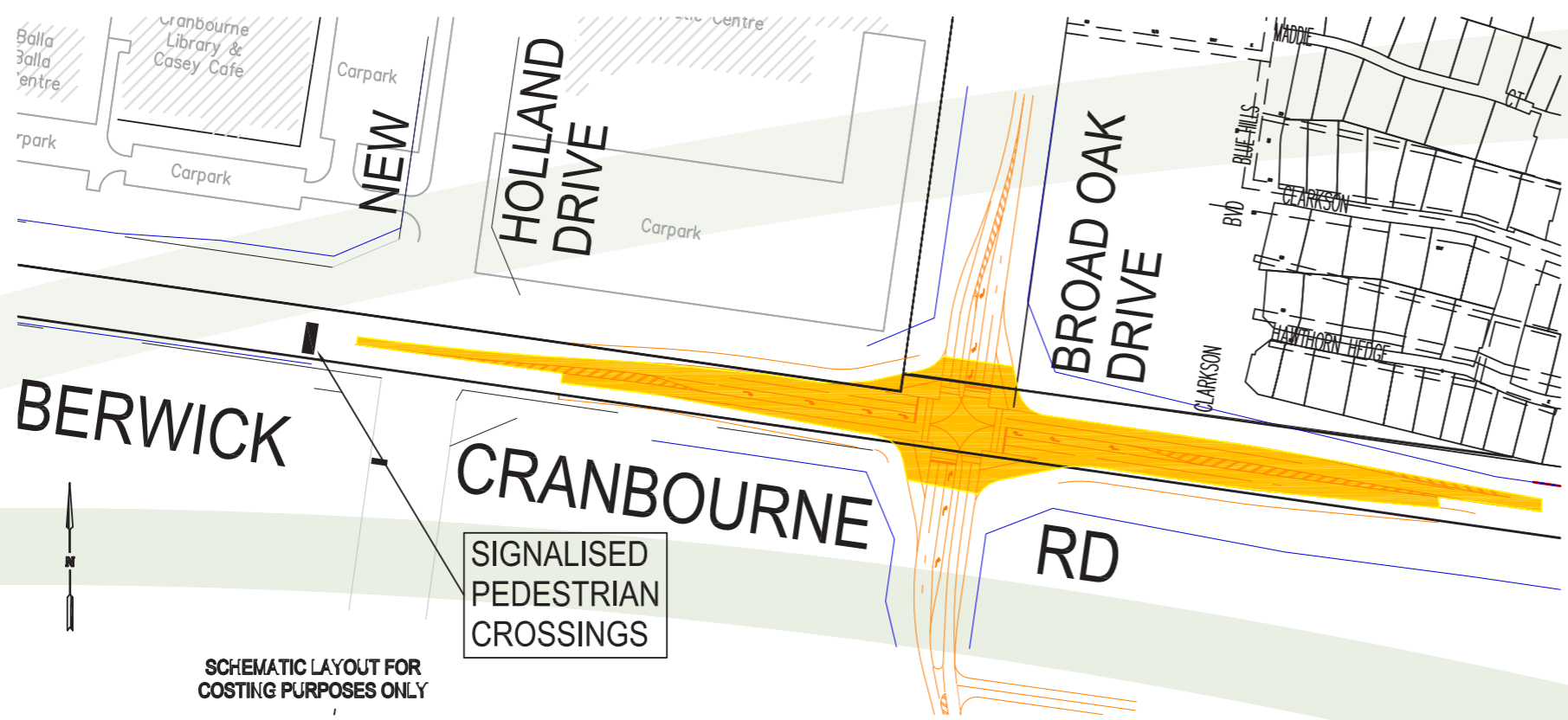
Notes: Costs include all road lengths within intersection confines

2 No. signalised Pedestrian Crossings

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,101,882.40	1 m		\$ 1,101,882.40	\$ 1,101,882
Bulk Earthworks	m ³	\$ 40.00	3346.2	metres	\$ 40	\$ 133,848.00	m		\$ 133,848.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	6692	metres	\$ 92	\$ 612,318.00	m		\$ 612,318.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	3027	metres	\$	\$ 30,270.00			\$ 30,270.00	\$ -
kerb and Channel S 503	m	\$ 40.00	731	sides	\$ 40	\$ 29,240.00	m		\$ 29,240.00	\$ -
Kerb and Channel S 504		\$ 45.00	731	sides	\$ 45	\$ 32,895.00	m		\$ 32,895.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 50.00	0	metres	\$	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1462		\$ 15	\$ 21,491.40	m		\$ 21,491.40	\$ -
Linemarking & Signage	m	\$ 25.00	1462	metres	\$ 25	\$ 36,550.00	m		\$ 36,550.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	5848	metres	\$ 4	\$ 23,392.00	m		\$ 23,392.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	306	metres	\$	\$ 55,692.00			\$ 55,692	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	306	metres	\$	\$ 70,686.00			\$ 70,686	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Pedestrian signal crossings		\$134,000.00	2							\$ 268,000
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	306	rows of lights	\$	\$ 30,600.00	m		\$ 30,600.00	\$ -
lighting conduit	m	\$ 50.00	306	No of runs/sides	\$	\$ 15,300.00	m		\$ 15,300.00	\$ -
Subtotal						\$ 1,101,882.40			\$ 1,101,882.40	
estimated total										\$ 1,369,882
Traffic Management								10.0%		\$ 136,988
Survey and Design								10.0%		\$ 136,988
Overheads (supervision etc)								15.0%		\$ 205,482
Contingency (construction)								20.0%		\$ 273,976
Total Allowances & Contingencies							55%		\$ 753,435	
Services relocation Sec Poles, water fitting	Item									\$ 400,000
Total excluding land cost										\$ 2,523,318
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares				100%		\$ -
Total Estimated Cost										\$ 2,523,318
Adopted Cost										\$ 2,523,318

Estimate Prepared by: **CDCE** May-10

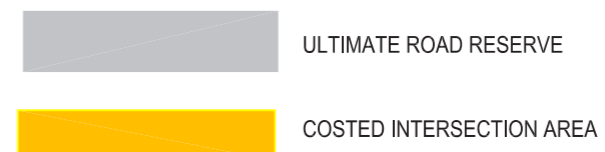
RD16 Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.



CRANBOURNE EAST PRECINCT

RD-16 INTERSECTION COSTS

BERWICK CRANBOURNE & BROAD OAK DR



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SCHMATIC LAYOUT FOR COSTING PURPOSES ONLY

- NOTES AND ASSUMPTIONS FOR RD-16
- 1: Traffic Management considered to be medium in complexity
 - 2: Survey & Design is considered to be medium complexity due to signalised intersection proposal
 - 3: Overheads and supervision include site establishment
 - 4: Contingency (construction) is a % of the estimated cost of works known
 - 5: Service relocation cost is based on:
 - a) intersection has minimal encroachment on existing services
 - b) connection road already exists
 - c) length of proposed works

RD16

Berwick-Cranbourne Road and Broad Oak Drive – Construction of interim signalised intersection.

DCP Roadworks Estimate

Road Name: RD-16 BCR & Broad Oak Drive intersection
Limit of works: As shown on drawing
Length of Job: Intersection works only expected to be the first intersection to be built
Notes: Costs based on signalised crossing, with 2 through lanes and single right & left turn lanes for Berwick Cranbourne Rd and divided rd with double through & single right turn lane for Broad Oak Drive

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,149,339.90	1 m		\$ 1,149,339.90	\$ 1,149,340
Bulk Earthworks	m ³	\$ 40.00	3898	metres	\$ 40	\$ 155,920.00	m		\$ 155,920.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	7388	metres	\$ 92	\$ 676,002.00	m		\$ 676,002.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	273	sides	\$ 40	\$ 10,920.00	m		\$ 10,920.00	\$ -
Kerb and Channel S 504		\$ 45.00	1004	sides	\$ 45	\$ 45,180.00	m		\$ 45,180.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 85.00	0	metres	\$ -	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1277		\$ 15	\$ 18,771.90	m		\$ 18,771.90	\$ -
Linemarking & Signage	m	\$ 25.00	1277	metres	\$ 25	\$ 31,925.00	m		\$ 31,925.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	409		\$ 45	\$ 18,405.00	m		\$ 18,405.00	\$ -
level / trim nature strip	m ²	\$ 4.00	2874	metres	\$ 4	\$ 11,496.00	m		\$ 11,496.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	240	metres	\$	43,680.00			\$ 43,680	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	240	metres	\$	55,440.00			\$ 55,440	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	-			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	-			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	4	No of intesection					\$ 666,000	\$ 666,000
Traffic Signal Conduit subset	m	\$ 35.00	264	metres					\$ 9,240.00	\$ 9,240
Street Lighting	m	\$ 100.00	480	rows of lights	\$	48,000.00	m		\$ 48,000.00	\$ -
lighting conduit	m	\$ 50.00	480	No of runs/sides	\$	24,000.00	m		\$ 24,000.00	\$ -
Subtotal						\$ 1,149,339.90			\$ 1,824,579.90	
estimated total										\$ 1,824,580
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management							7.0%			\$ 127,721
Survey and Design							10.0%			\$ 182,458
Overheads (supervision etc)							15.0%			\$ 273,687
Contingency (construction)							20.0%			\$ 364,916
Total Allowances & Contingencies							52%		\$ 948,782	
Services relocation Sec Poles, water fitting	Item									\$ 100,000
Total excluding land cost										\$ 2,973,361
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares			100%			\$ -
Total Estimated Cost										\$ 2,973,361
Adopted Cost										\$ 2,973,361

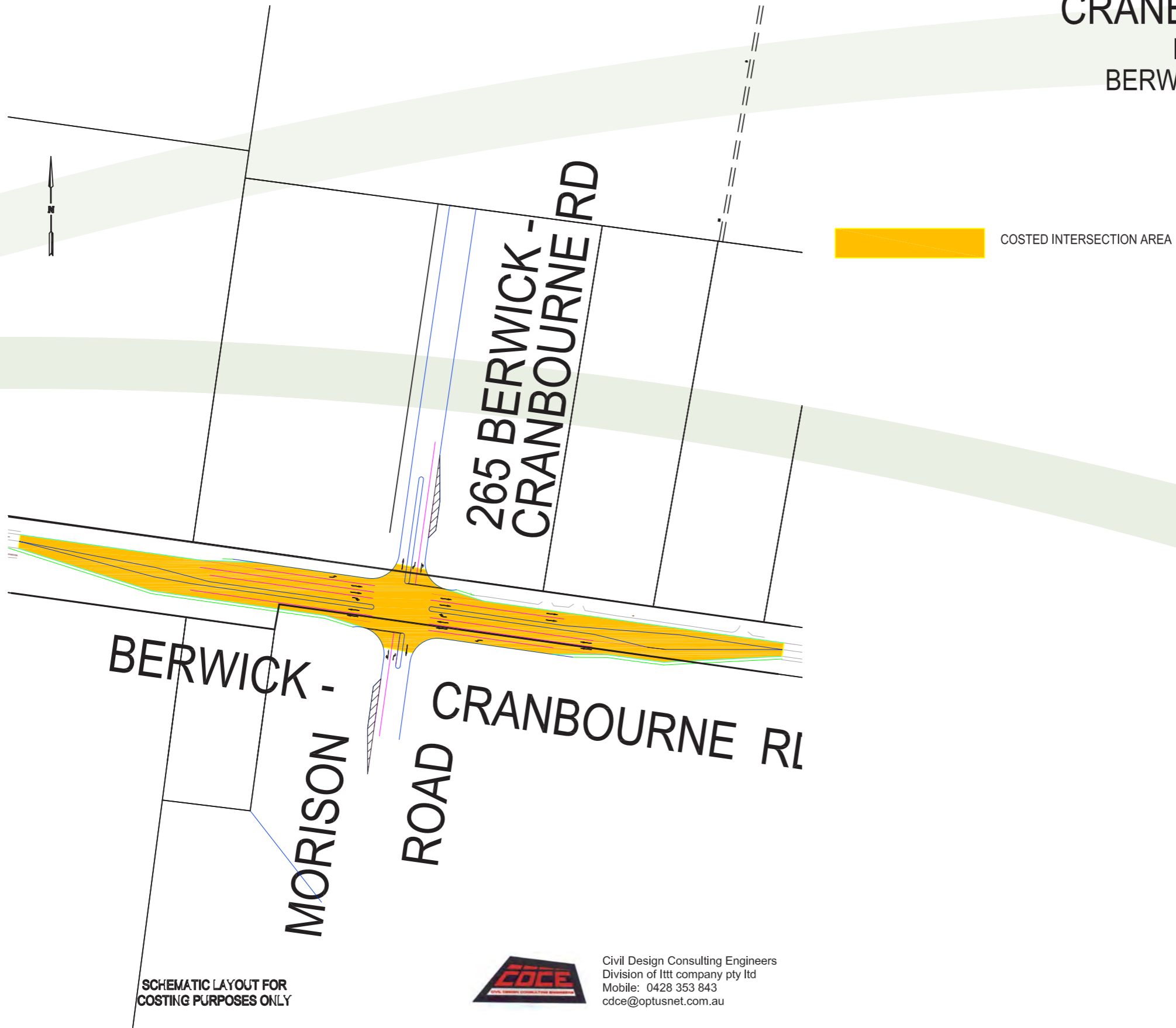
Estimate Prepared by: **CDCE** May-10

RD17 Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.

CRANBOURNE EAST PRECINCT

RD-17 INTERSECTION COSTS

BERWICK CRANBOURNE & MORISON RD



NOTES AND ASSUMPTIONS FOR RD-17

- 1: Traffic Management considered to be medium in complexity
- 2: Survey & Design is considered to be medium complexity due to signalised intersection proposal
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) intersection encroaches on existing services within road reserve
 - b) length of proposed works

SCHEMATIC LAYOUT FOR
COSTING PURPOSES ONLY



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RD17 Berwick Cranbourne Road and Morison Road – Construction of interim signalised intersection.

DCP Roadworks Estimate

Road Name: RD17 Berwick Cranbourne Rd & Morrison Rd signalised intersection

Limit of works: As shown on drawing

Length of Job: Intersection works only

Notes: Costs based on signalised crossing divided rd with 2 through lanes and single right & left turn lanes for Berwick Cranbourne Rd and divided rd with single through & right turn lane for Morrison Rd Collector

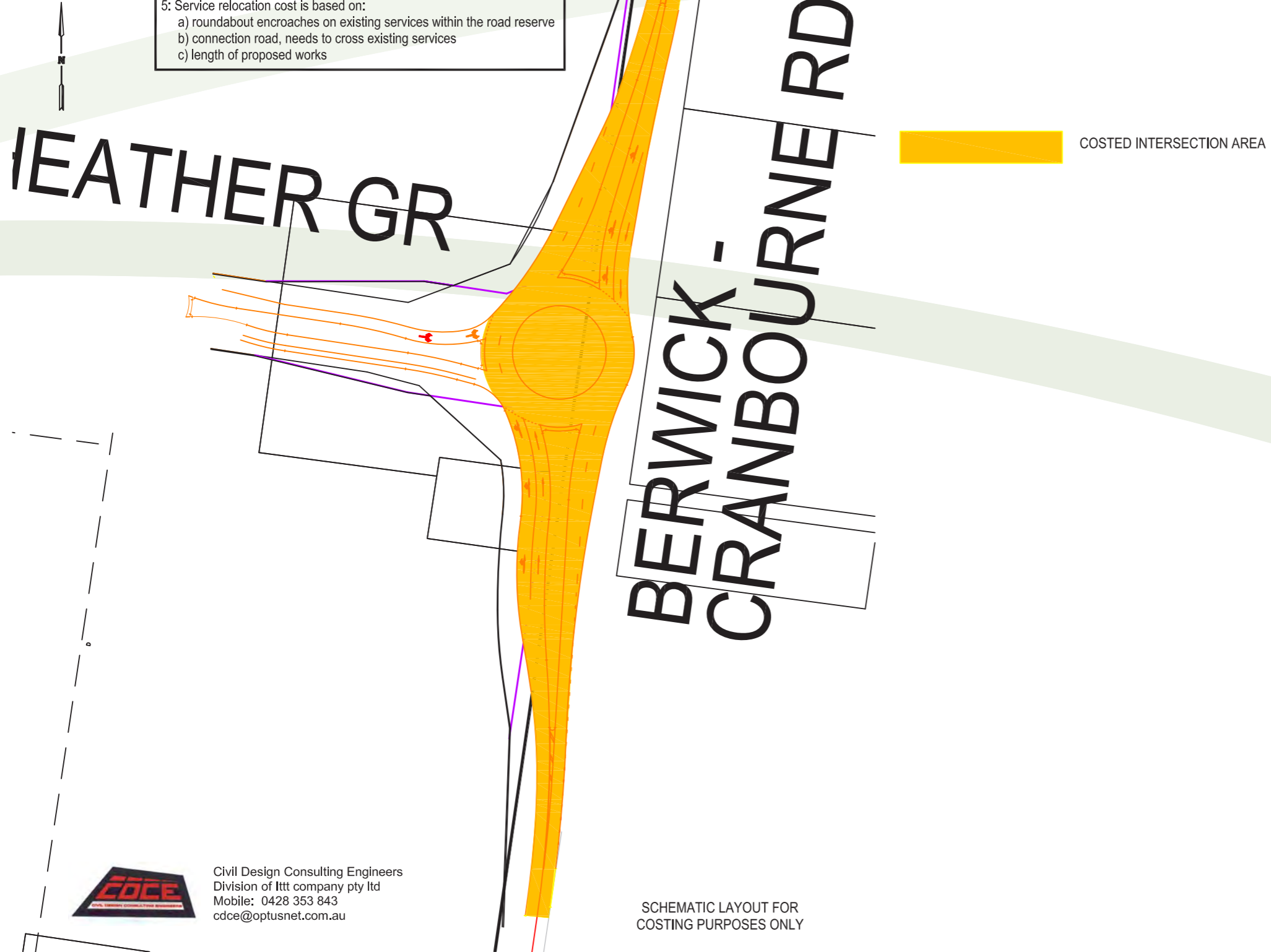
Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 1,335,300.30	1 m		\$ 1,335,300.30	\$ 1,335,300
Bulk Earthworks	m ³	\$ 40.00	4473	metres	\$ 40	\$ 178,920.00	m		\$ 178,920.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	7614	metres	\$ 92	\$ 696,681.00	m		\$ 696,681.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	321	metres	\$ 20	\$ 6,420.00	m		\$ 6,420.00	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$	-			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	781	sides	\$ 40	\$ 31,240.00	m		\$ 31,240.00	\$ -
Kerb and Channel S 504		\$ 45.00	878	sides	\$ 45	\$ 39,510.00	m		\$ 39,510.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 85.00	0	metres	\$	-			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$	-			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$	-			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$	-			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1659		\$ 15	\$ 24,387.30	m		\$ 24,387.30	\$ -
Linemarking & Signage	m	\$ 25.00	1659	metres	\$ 25	\$ 41,475.00	m		\$ 41,475.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	-	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	1332		\$ 45	\$ 59,940.00	m		\$ 59,940.00	\$ -
level / trim nature strip as per standard drawings	m ²	\$ 4.00	2526	metres	\$ 4	\$ 10,104.00	m		\$ 10,104.00	\$ -
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	-	m		\$ -	\$ -
Tube Stock Plantings as per draft tree strategy	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	-	m		\$ -	\$ -
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	421	metres	\$	76,622.00			\$ 76,622	
375mm conc drain stormwater Cr Bk fill	per metre	\$231	421	metres	\$	97,251.00			\$ 97,251	
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	-			\$ -	
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	-			\$ -	
Traffic Signals	Unit	\$ 166,500.00	4	No of intesection					\$ 666,000	\$ 666,000
Traffic Signal Conduit subset	m	\$ 35.00	252	metres					\$ 8,820.00	\$ 8,820
Street Lighting	m	\$ 100.00	421	rows of lights	\$	42,100.00	m		\$ 42,100.00	
lighting conduit	m	\$ 50.00	421	No of runs/sides	\$	21,050.00	m		\$ 21,050.00	
Subtotal						\$ 1,335,300.30			\$ 2,010,120.30	
estimated total										\$ 2,010,120
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management							7.0%			\$ 140,708
Survey and Design							10.0%			\$ 201,012
Overheads (supervision etc)							15.0%			\$ 301,518
Contingency (construction)							20.0%			\$ 402,024
Total Allowances & Contingencies							52%		\$ 1,045,263	
Services relocation Sec Poles, water fitting	Item									\$ 200,000
Total excluding land cost										\$ 3,355,383
Land Acquisition	hectares	\$ 1,000,000.00		hectares			100%			\$ -
Total Estimated Cost										\$ 3,355,383
Adopted Cost										\$ 3,355,383

Estimate Prepared by: **CDCE** May-10

RD18 Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.

CRANBOURNE EAST PRECINCT
RD-18 INTERSECTION COSTS
HEARTH GR & BERWICK CRANBOURNE RD

NOTES AND ASSUMPTIONS FOR RD-18
 1: Traffic Management considered to be High in complexity
 2: Survey & Design is considered to be medium complexity due to roundabout intersection proposal
 3: Overheads and supervision include site establishment
 4: Contingency (construction) is a % of the estimated cost of works known
 5: Service relocation cost is based on:
 a) roundabout encroaches on existing services within the road reserve
 b) connection road, needs to cross existing services
 c) length of proposed works



RD18 Heather Grove and Berwick Cranbourne Road – Construction of interim roundabout.

DCP Roadworks Estimate

Road Name: RD-18 Berwick Cranbourne Rd & Heather Grove Roundabout
Limit of works: As shown on drawing
Length of Job: Intersection works plus land acquisition (6m perimeter)
Notes: Costs based on roundabout with 60m long second approaches north & south and single lanes west

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 829,459.80	1 m		\$ 829,459.80	\$ 829,460
Bulk Earthworks	m ³	\$ 40.00	2206	metres	\$ 40	\$ 88,240.00	m		\$ 88,240.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	4412	metres	\$ 92	\$ 403,698.00	m		\$ 403,698.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	497	sides	\$ 40	\$ 19,880.00	m		\$ 19,880.00	\$ -
Kerb and Channel S 504		\$ 45.00	675	sides	\$ 45	\$ 30,375.00	m		\$ 30,375.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 85.00	0	metres	\$ -	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1284		\$ 15	\$ 18,874.80	m		\$ 18,874.80	\$ -
Linemarking & Signage	m	\$ 25.00	1284	metres	\$ 25	\$ 32,100.00	m		\$ 32,100.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Path	m ²	\$ 45.00	0		\$ 45	\$ -	m		\$ -	\$ -
level / trim nature strip	m ²	\$ 4.00	4688	metres	\$ 4	\$ 18,752.00	m		\$ 18,752.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	380	metres	\$	\$ 69,160.00			\$ 69,160	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	380	metres	\$	\$ 87,780.00			\$ 87,780	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	0	No of intesection					\$ -	\$ -
Traffic Signal Conduit subset	m	\$ 35.00	0	metres					\$ -	\$ -
Street Lighting	m	\$ 100.00	340	rows of lights	\$	\$ 34,000.00	m		\$ 34,000.00	\$ -
lighting conduit	m	\$ 50.00	340	No of runs/sides	\$	\$ 17,000.00	m		\$ 17,000.00	\$ -
Subtotal						\$ 829,459.80			\$ 829,459.80	
estimated total										\$ 829,460
Traffic Management								10.0%		\$ 82,946
Survey and Design								10.0%		\$ 82,946
Overheads (supervision etc)								15.0%		\$ 124,419
Contingency (construction)								20.0%		\$ 165,892
Total Allowances & Contingencies							55%		\$ 456,203	
Services relocation Sec Poles, water fitting	Item									\$ 300,000
Total excluding land cost										\$ 1,585,663
Land Acquisition	hectares	\$ 1,000,000.00	0	hectares				100%		\$ -
Total Estimated Cost										\$ 1,585,663
Adopted Cost										\$ 1,585,663

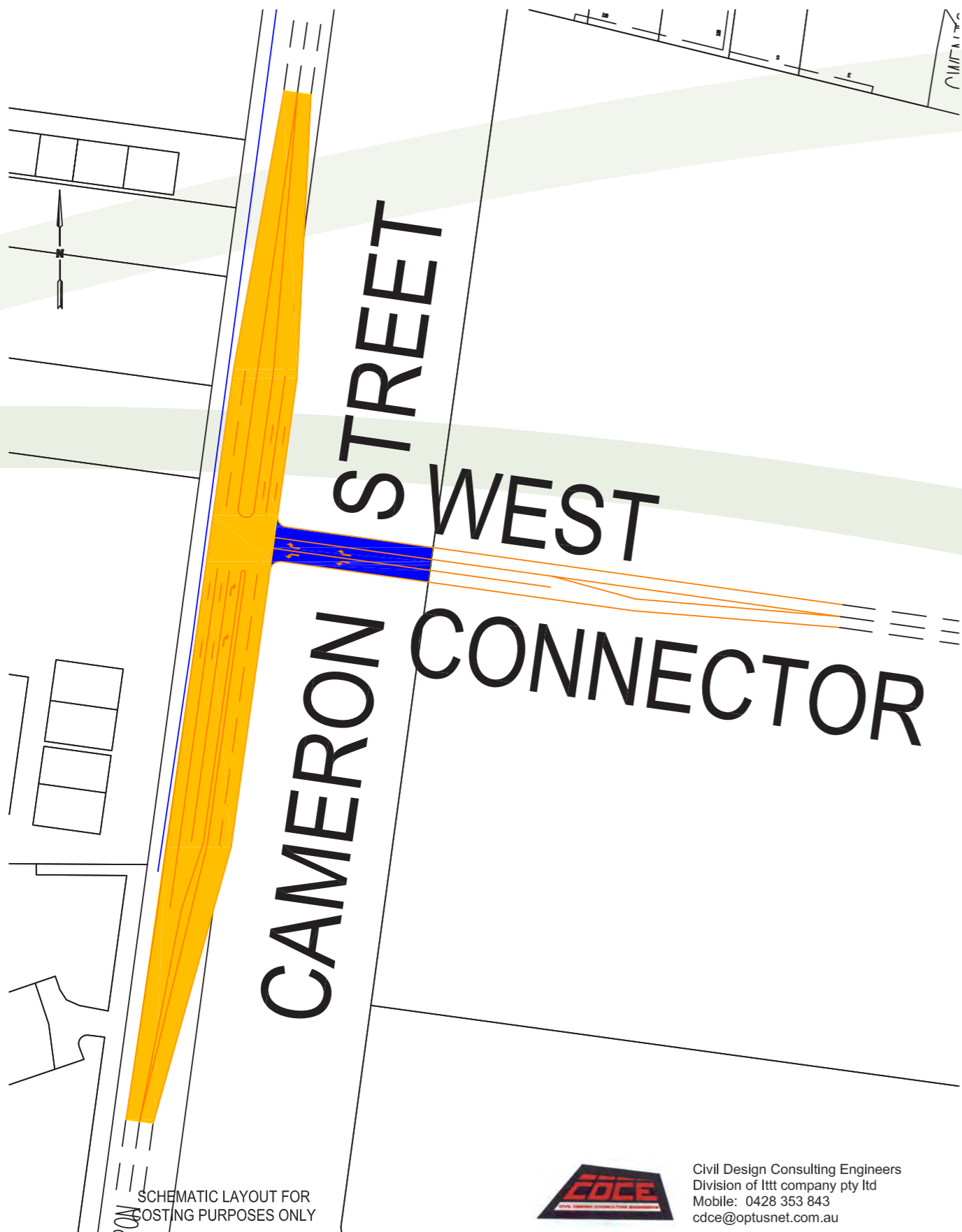
Estimate Prepared by: **CDCE** May-10

RD19 Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.

CRANBOURNE EAST PRECINCT

RD-19 INTERSECTION COSTS

CAMERON ST & EAST WEST CONNECTOR



- ROAD (connection cost \$220,198) Delivered by Subdivisional Works
- COSTED INTERSECTION AREA

NOTES AND ASSUMPTIONS FOR RD-19

- 1: Traffic Management considered to be medium in complexity
- 2: Survey & Design is considered to be low to medium complexity due to simple intersection proposed
- 3: Overheads and supervision include site establishment
- 4: Contingency (construction) is a % of the estimated cost of works known
- 5: Service relocation cost is based on:
 - a) intersection encroaches on existing services within the road reserve
 - b) length of proposed works

RD19 Cameron Street and new east-west connector street – Construction of interim signalised intersection. Total land required is 0.15 hectares.

DCP Roadworks Estimate

Road Name: RD-19 Cameron Street & new West Collector signalised intersection

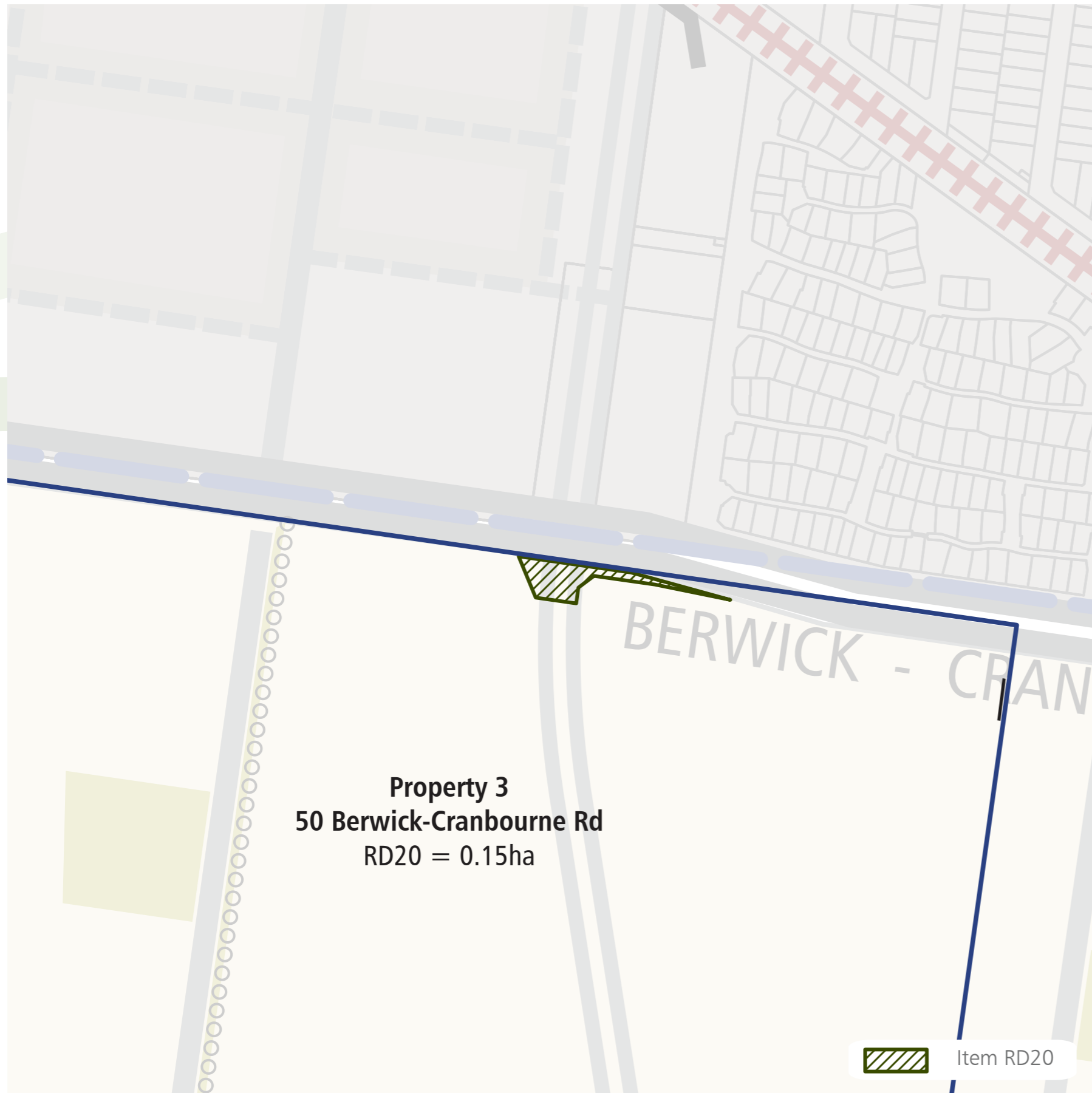
Limit of works: As shown on drawing

Length of Job: Intersection works only

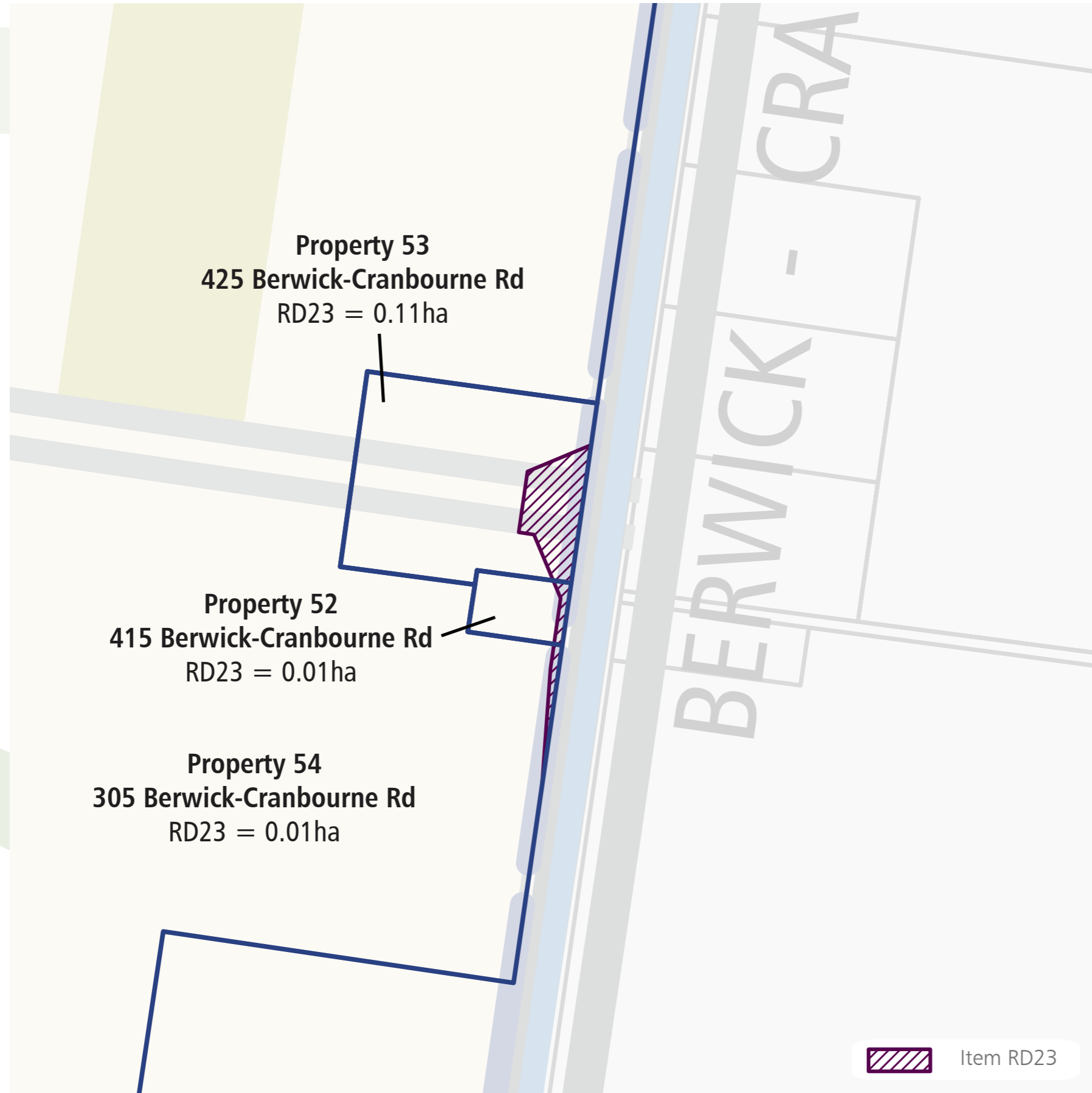
Notes: Costs based on signalised crossing with 2 through lanes and single right turn lanes divided road for Cameron st only

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
			m		width		metres	cost		
Roadworks	subtotal					\$ 767,180.50	1 m		\$ 767,180.50	\$ 767,181
Bulk Earthworks	m ³	\$ 40.00	2108	metres	\$ 40	\$ 84,320.00	m		\$ 84,320.00	\$ -
Pavement (Urban)	m ²	\$ 91.50	4216	metres	\$ 92	\$ 385,764.00	m		\$ 385,764.00	\$ -
Crushed Rock Shoulder	m ²	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Pavement Removal	m ³	\$ 10.00	0	metres	\$ -	\$ -			\$ -	\$ -
kerb and Channel S 503	m	\$ 40.00	594	sides	\$ 40	\$ 23,760.00	m		\$ 23,760.00	\$ -
Kerb and Channel S 504	m	\$ 45.00	571	sides	\$ 45	\$ 25,695.00	m		\$ 25,695.00	\$ -
side entry pits std drw S305	unit	\$ 1,200.00	8	interval metres	\$ 50	\$ 9,600.00	m		\$ 9,600.00	\$ -
Bike path 2.5m wide conc	m ²	\$ 85.00	0	metres	\$ -	\$ -			\$ -	\$ -
Shared pathway 2.5m wide gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.4m wide	m ²	\$ 50.00	0	metres	\$ -	\$ -			\$ -	\$ -
Pedestrian Footpath 1.5m gravel	m ²	\$ 30.00	0	metres	\$ -	\$ -			\$ -	\$ -
Drainage , subgrade drain	m	\$ 14.70	1165		\$ 15	\$ 17,125.50	m		\$ 17,125.50	\$ -
Linemarking & Signage	m	\$ 25.00	1165	metres	\$ 25	\$ 29,125.00	m		\$ 29,125.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0	metres	\$ 20	\$ -	m		\$ -	\$ -
Concrete Island Infill	m ²	\$ 45.00	226		\$ 45	\$ 10,170.00	m		\$ 10,170.00	\$ -
level / trim nature strip	m ²	\$ 4.00	2758	metres	\$ 4	\$ 11,032.00	m		\$ 11,032.00	\$ -
as per standard drawings										
Tree Planting 2 - 2.5m tall	unit	\$25/m-\$150/tree	0	rows of trees	\$ 25	\$ -	m		\$ -	\$ -
Tube Stock Plantings	unit	\$5.27 -\$6.78	0	metres wide	\$ 6	\$ -	m		\$ -	\$ -
as per draft tree strategy										
root barriers	optional as per design in respect of appropriate offset criteria									
300mm dia conc drain Stormwater Cr BF	per metre	\$182	303	metres	\$	\$ 55,146.00			\$ 55,146	\$ -
375mm conc drain stormwater Cr Bk fill	per metre	\$231	303	metres	\$	\$ 69,993.00			\$ 69,993	\$ -
450mm conc drain stormwater Cr BF	per metre	\$294	0	metres	\$	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$351	0	metres	\$	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 166,500.00	3	No of intesection					\$ 499,500	\$ 499,500
Traffic Signal Conduit subset	m	\$ 35.00	195	metres					\$ 6,825.00	\$ 6,825
Street Lighting	m	\$ 100.00	303	rows of lights	\$	\$ 30,300.00	m		\$ 30,300.00	\$ -
lighting conduit	m	\$ 50.00	303	No of runs/sides	\$	\$ 15,150.00	m		\$ 15,150.00	\$ -
Subtotal						\$ 767,180.50			\$ 1,273,505.50	\$ -
estimated total										\$ 1,273,506
VicRoads 10yr maintenance costs	item	\$100,000.00	1							\$ 100,000
Traffic Management								7.0%		\$ 89,145
Survey and Design								7.0%		\$ 89,145
Overheads (supervision etc)								15.0%		\$ 191,026
Contingency (construction)								20.0%		\$ 254,701
Total Allowances & Contingencies							49%		\$ 624,018	\$ -
Services relocation Sec Poles, water fitting	Item									\$ 200,000
Total excluding land cost										\$ 2,197,523
Land Acquisition	hectares	\$ 1,000,000.00		hectares				100%		\$ -
Total Estimated Cost										\$ 2,197,523
Adopted Cost										

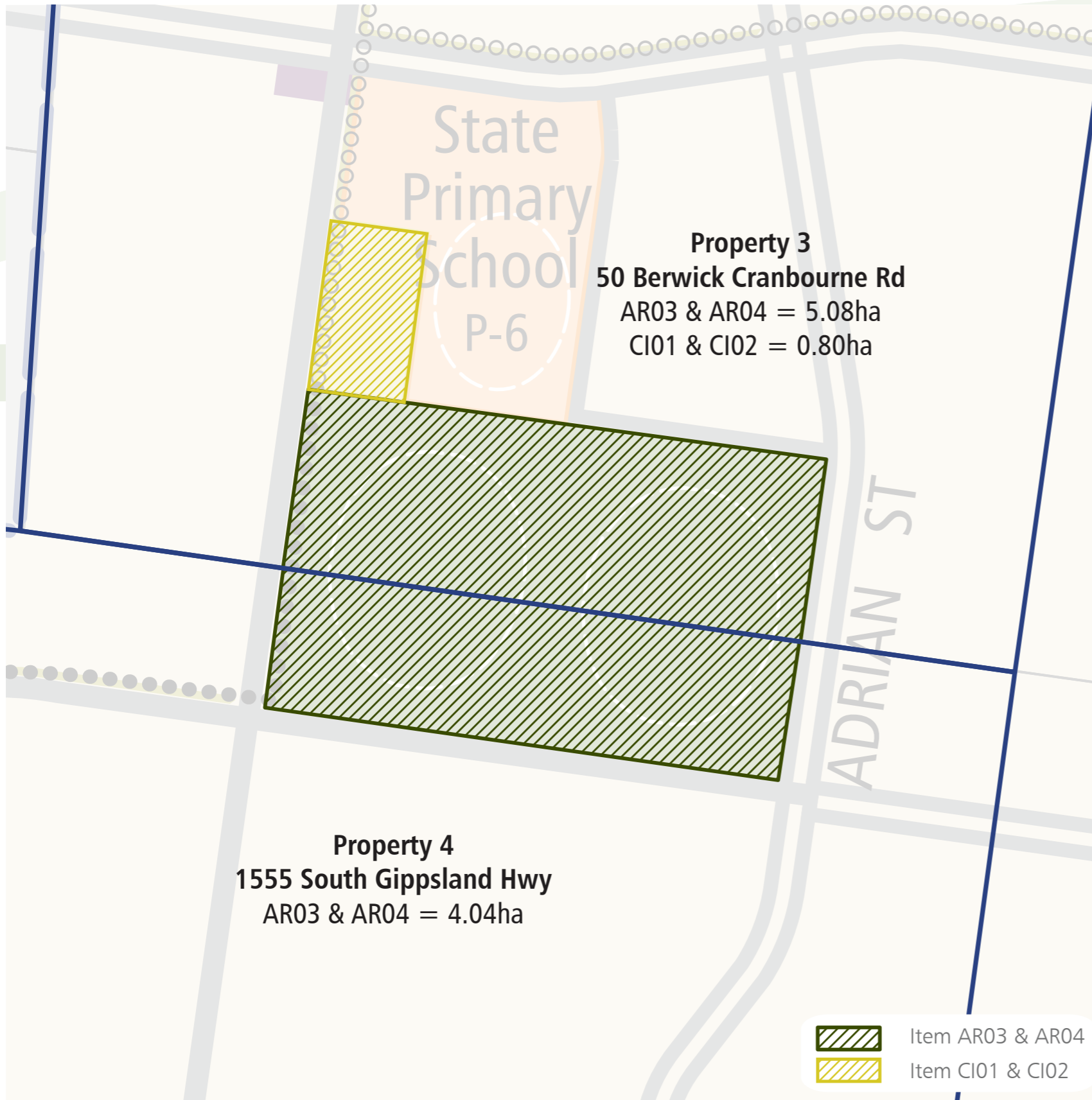
RD20 Land acquisition to support RD16 intersection construction and ultimate arterial flaring. Total land required is 0.15 hectares.



RD23 Land acquisition to support for RD18 intersection construction and ultimate arterial flaring. Total land required is 0.13 hectares.



- CI02 **Construction of Western City Centre Community Centre** consisting of a play area, kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.
- AR03 **Western Active Playing Fields.** Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.
- AR04 **Western Pavilion.** Construction of a pavilion to serve the western active playing fields (football/cricket/netball).



- CI02 Construction of Western Community Centre. Construction of dual kinder, Maternal & Child Health, 2 consulting rooms and multi-purpose room.
- AR03 Western Active Playing Fields. Construction of 2 football/cricket ovals, cricket nets and 2 netball courts.
- AR04 Western Pavilion. Construction of a pavilion to serve the western active playing fields (football/cricket/netball).

DESCRIPTION	QTY	UNITS	RATE	AMOUNT
C102 - WESTERN COMMUNITY CENTRE				
Double Kindergarten, plus Maternal and Child Health (with 2 consulting rooms) including public foyer, waiting room and toilets	500	Sq m	\$2,150	\$1,075,000
Community Room (50m2) plus junior toilets, shared multi-purpose kitchen and storage rooms	100	Sq m	\$2,150	\$215,000
Car parking (incl. disabled Parking Provision)	20	Per space	\$3,000	\$60,000
Landscaping - Level A (high quality around buildings, car parks and entries)	600 (approx)	Sq m	\$45	\$27,000
Landscaping - Level B (screening landscaping around perimeter including hydro mulching and tube stock planting)	600 (approx)	Sq m	\$25	\$15,000
Playground	1	Per item	\$200,000	\$200,000
Footpaths (1.4m wide) concrete	240 (approx)	Sq m	\$95	\$22,800
Paved areas	100 (approx)	Sq m	\$120	\$12,000
SUB-TOTAL				\$1,626,800
Contingency infrastructure @ 20%				\$258,000
Contingency landscaping @ 10%				\$33,680
Indexation from \$2008 to \$2010				\$76,739
TOTAL				\$1,995,219

DESCRIPTION	QTY	UNITS	RATE	AMOUNT
AR03 - WESTERN ACTIVE PLAYING FIELDS				
2 senior district level ovals to be constructed with warm season grasses, including irrigation, drainage, and imported soil profile (173m x 143m)	2		\$400,000	\$800,000
Perimeter fencing (1.8m)	1,800	Lin M	\$70	\$126,000
2 Ovals perimeter fencing (1.2m)	600	Lin M	\$60	\$36,000
6 light towers	6	Per tower	\$65,000	\$390,000
16 goal posts	16	per post	\$2,000	\$32,000
2 cricket pitches (including all-weather surfacing)	2	per pitch	\$20,000	\$40,000
3 practice cricket training nets (incl. pitches, nets or both?)	3	per net	\$28,000	\$84,000
2 netball courts (includes rings, no fencing)	2	per crt	\$75,000	\$150,000
1 court of training lights (4 towers per court)	1	per court	\$22,000	\$22,000
4 interchange shelters	4	per item	\$4,000	\$16,000
Carparking (100 unsealed spaces incl. 85 football/cricket, 15 netball) (incl. disabled Parking Provision)	100	per Carpk	\$2,000	\$200,000
synthetic run-on pads for entrance gates	1	Per entrance	\$2,000	\$2,000
District level playground	1	Per p/ground	\$200,000	\$200,000
Recreation concrete path (2 km linear, 2.5m wide)	2,000	Lin M	\$95	\$190,000
Landscaping - Level A (high quality around buildings, car parks and entries)	4,000	sq m	\$45	\$180,000
Landscaping - Level B (screening landscaping around perimeter of the reserve including hydro mulching and tube stock planting)	7,000	sq m	\$25	\$175,000
2 Irrigation storage water tanks 150,000L	2	per tank	\$20,000	\$40,000
Irrigation system	1	Per system	\$40,000	\$40,000
SUB-TOTAL				\$2,723,000
Contingency infrastructure @ 20%				\$336,000
Contingency landscaping @ 10%				\$104,300
Indexation from \$2008 to \$2010				\$126,532
TOTAL				\$3,289,832

DESCRIPTION	QTY	UNITS	RATE	AMOUNT
AR04 - WESTERN PAVILLION				
Pavilion with 4 football/cricket change rooms (4@51m2 each) and showers & toilets (4@23m2 each), public toilets (male 15m2, female 15m2, disabled 5m2), kitchen/kiosk (25 m2), storage (1@15m2 & 1@10m2), cleaners room (5m2), office (12m2), referees room (2@10m2), community space (120m2), Bar (8m2), external covered viewing area (100m2)	634	sq m	\$2,310	\$1,464,540
Netball pavilion with 2 change rooms (2@20m2), showers and toilets (2@18m2), storage (10m2), external viewing area	116	sq m	\$2,310	\$267,960
SUB-TOTAL				\$1,732,500
Contingency infrastructure @ 20%				\$346,500
Indexation from \$2008 to \$2010				\$83,162
TOTAL				\$2,162,212

- CI04 Construction of Eastern Community Centre (co-located with school). Construction of centre to include dual kinder, consulting room and multi-purpose room.
- CI06 Construction of Selandra Rise Community Centre (located in the Local Town Centre). Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.
- AR01 Eastern Active Playing Fields. Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.
- AR02 Eastern Pavillion. Construction of a pavillion to serve the eastern active playing fields (football/soccer/cricket).

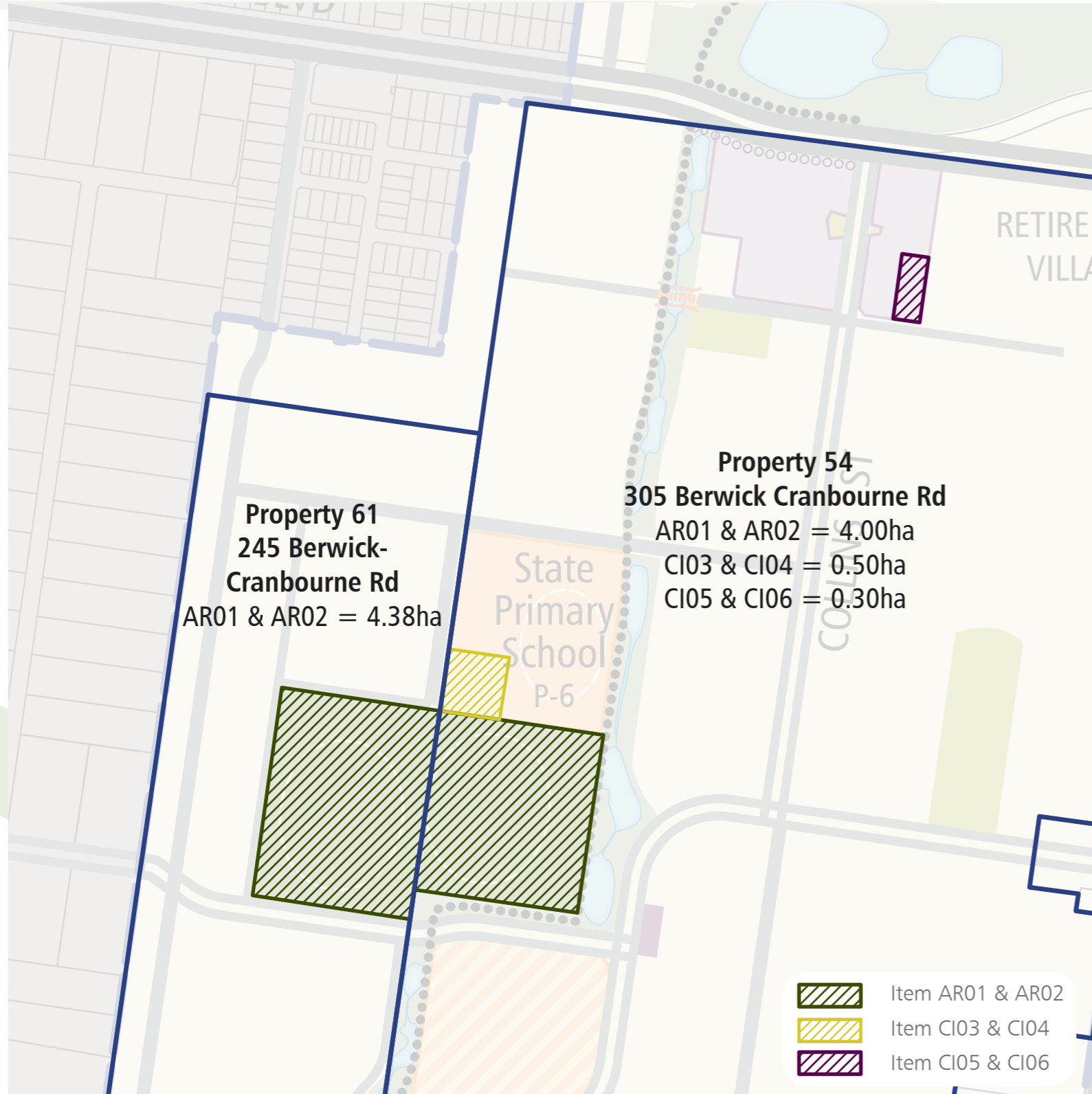
DESCRIPTION	QTY	UNITS	RATE	AMOUNT
CI04 - EASTERN COMMUNITY CENTRE				
Double Kindergarten, plus 1 consulting room including public foyer and toilets	450	Sq m	\$2,000	\$900,000
Multi-purpose room suitable for occasional child care (80m2) (plus junior toilets, shared multi-purpose kitchen) and storage rooms	100	Sq m	\$2,000	\$200,000
Car parking (incl. disabled Parking Provision)	20	Per space	\$3,000	\$60,000
Landscaping Level A (high quality around buildings, car parks and entries)	600 (Approx)	Sq m	\$45	\$27,000
Landscaping – Level B (screening landscaping around perimeter of the reserve including hydro mulching and tube stock planting)	600 (Approx)	Sq m	\$25	\$15,000
Playground	1	Per item	\$200,000	\$200,000
Footpaths (1.4m wide)	240 (Approx)	Sq m	\$95	\$22,800
Paved areas	200 (Approx)	Sq m	\$120	\$24,000
SUB-TOTAL				\$1,448,800
Contingency infrastructure @ 20%				\$220,000
Contingency landscaping @ 10%				\$34,880
Indexation from \$2008 to \$2010				\$68,147
TOTAL				\$1,771,827

DESCRIPTION	QTY	UNITS	RATE	AMOUNT
CI06 - SELANDRA RISE COMMUNITY CENTRE				
5 x consulting rooms including public foyer, reception, waiting room and toilets	250	Sq m	\$2,100	\$525,000
3 x Community Rooms (40m2) with storage rooms and shared multi-purpose (commercial) kitchen	150	Sq m	\$2,100	\$315,000
Staff hub and storage (8 workstations)	80	Sq m	\$1,900	\$152,000
Car parking (incl. disabled Parking Provision)	20	Per space	\$3,000	\$60,000
Landscaping Level A (high quality around buildings, car parks and entries)	300 (Approx)	Sq m	\$45	\$135,000
Paved areas	100 (Approx)	Sq m	\$25	\$2,500
SUB-TOTAL				\$1,189,500
Contingency infrastructure @ 20%				\$198,400
Contingency landscaping @ 10%				\$19,750
Indexation from \$2008 to \$2010				\$56,594
TOTAL				\$1,471,444

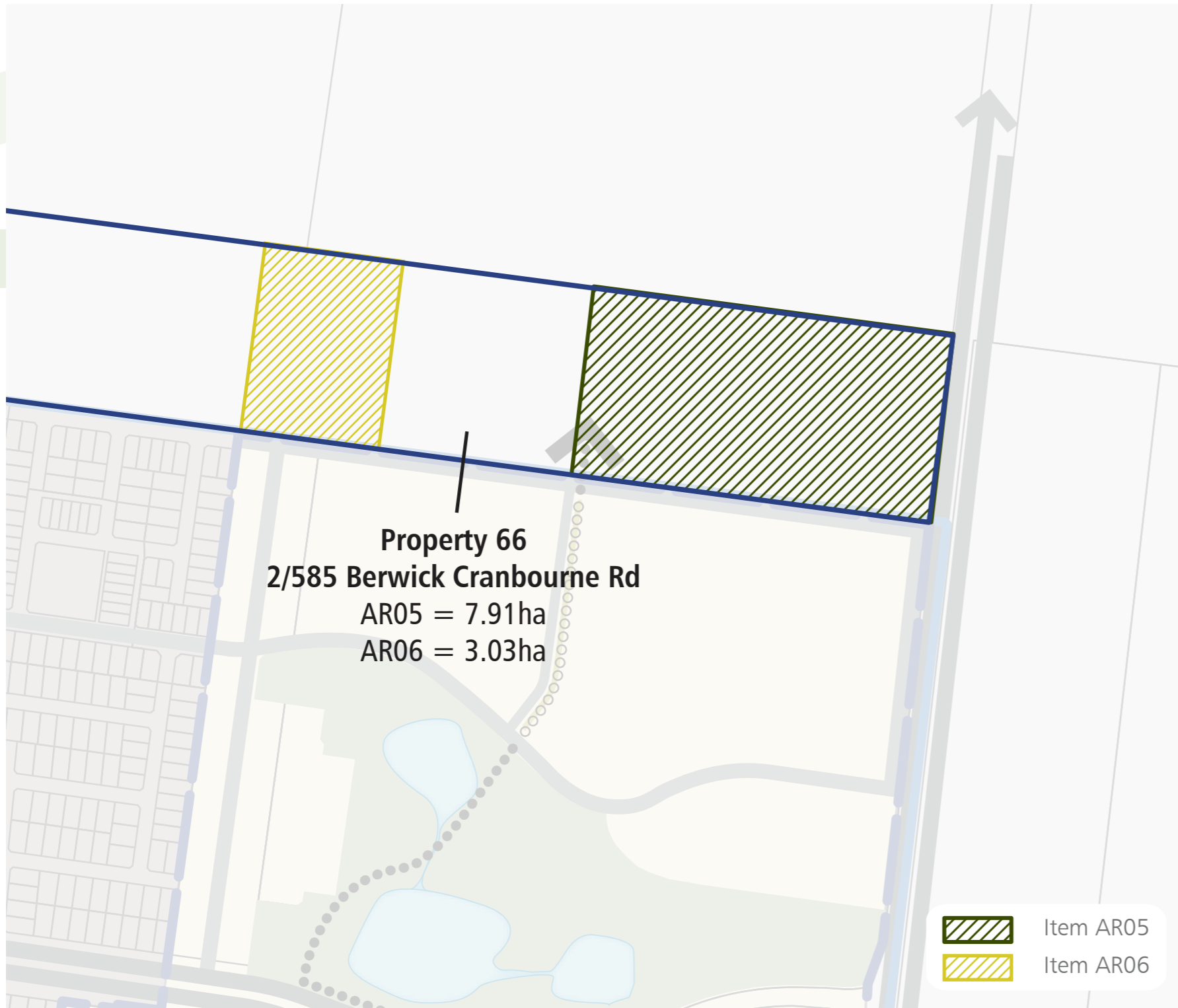
DESCRIPTION	QTY	UNITS	RATE	AMOUNT
AR01 - EASTERN ACTIVE PLAYING FIELDS				
2 senior district level ovals to be constructed with warm season grasses, including irrigation, drainage, and imported soil profile (173m x 143m)	2		\$400,000	\$800,000
Perimeter fencing (1.8m)	1,800	Lin M	\$70	\$126,000
2 Ovals perimeter fencing (1.2m)	600	Lin M	\$60	\$36,000
6 light towers	6	Per tower	\$64,500	\$387,000
6 goal posts	6	per post	\$3,000	\$18,000
2 cricket pitches (including all-weather surfacing)	2	per pitch	\$20,000	\$40,000
3 practice cricket training nets	3	per net	\$28,000	\$84,000
6 interchange shelters	6	per item	\$4,000	\$24,000
Car parking (105 unsealed spaces incl. 85 football/cricket, 15 netball) (incl. disabled Parking Provision)	105	per Carpk	\$2,000	\$210,000
synthetic run-on pads for entrance gates	1	Per entrance	\$2,000	\$2,000
District level playground	1	Per p/ground	\$200,000	\$200,000
Recreation concrete path (2 km linear, 2.5m wide)	2,000	Lin M	\$95	\$190,000
Landscaping – Level A (high quality around buildings, car parks and entries)	4,000	sq m	\$45	\$180,000
Landscaping – Level B (screening landscaping around perimeter of the reserve including hydro mulching and tube stock planting)	7,000	sq m	\$25	\$175,000
2 Irrigation storage water tanks 150,000L	2	per tank	\$20,000	\$40,000
Irrigation system	1	Per system	\$40,000	\$40,000
SUB-TOTAL				\$2,552,000
Contingency infrastructure @ 20%				\$303,000
Contingency landscaping @ 10%				\$103,700
Indexation from \$2008 to \$2010				\$118,348
TOTAL				\$3,077,048

DESCRIPTION	QTY	UNITS	RATE	AMOUNT
AR02 - EASTERN PAVILLION				
Pavillion with 4 soccer/cricket change rooms (4@51m2 each) and showers & toilets (4@23m2 each), public toilets (male 15m2, female 15m2, disabled 5m2), kitchen/kiosk (25 m2), storage (1@15m2 & 1@10m2), cleaners room (5m2), office (12m2), referees room (2@10m2), community space (120m2), Bar (8m2), external covered viewing area (100m2)	634	sq m	\$2,310	\$1,464,540
SUB-TOTAL				\$1,464,540
Contingency infrastructure @ 20%				\$292,908
Indexation from \$2008 to \$2010				\$70,298
TOTAL				\$1,827,746

- CI03 **Land for Eastern Community Centre (co-located with school).** Land required is 0.5 hectares. *Note: Casey City Council may increase this site area and adjust the Selandra Rise Community Centre site area if it determines that the proposed maternal and child health facilities should be constructed at the Eastern Community Centre site. At the time of preparing the DCP a final decision had not been made. The DCP provides the flexibility for the facility to be constructed at either site.*
- CI04 **Construction of Eastern Community Centre (co-located with school).** Construction of centre to include dual kinder, consulting room and multi-purpose room. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.
- CI05 **Land for Selandra Rise Community Centre (located in the Local Town Centre).** Land required is 0.3 hectares. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.
- CI06 **Construction of Selandra Rise Community Centre (located in the Local Town Centre).** Construction of centre including 5 consulting rooms, staff hub and 3 business incubator consulting rooms. Refer also to the note in CL03 above regarding potential co-location of maternal and child health facilities within the site.
- AR01 **Eastern Active Playing Fields.** Construction of 3 soccer pitches and 2 football/cricket ovals and cricket nets.
- AR02 **Eastern Pavilion.** Construction of a pavilion to serve the eastern active playing fields (football/soccer/cricket).



- AR05 Land for Northern Active Playing Fields 1. Land of 7.905 hectares required to facilitate future construction of 2 football/cricket ovals, pavilion, cricket nets and 2 netball courts.
- AR06 Land for Northern Active Playing Fields 2. Land of 3.03 hectares required to facilitate future construction of 3 lawn bowling rinks and pavilion.



LTC-01 Selandra Rise Local Town Centre Square. Construction of town square based on concept design prepared by LAB Architecture and the GAA in association with the Demonstration Project Partners.

	DESCRIPTION	QTY	UNITS	RATE	AMOUNT
1	WEST AREA (PLAZA)				
a	Paving	Sq.m	357	\$250	\$89,250
b	Lighting	Item	1	\$80,000	\$80,000
c	Drainage	Item	1	\$50,000	\$50,000
d	Custom seating	No.	5	\$10,000	\$50,000
e	Bins	No.	2	\$1,000	\$2,000
f	Drinking fountain	No.	1	\$1,500	\$1,500
g	Bike hoops	No.	5	\$600	\$3,000
h	Bollards	No.	5	\$250	\$1,250
i	Advanced trees	No.	12	\$500	\$6,000
j	WSUD (eg bio retention tree pits, rain gardens)	Item	1	\$50,000	\$50,000
				SUB TOTAL	\$333,000
2	WEST AREA (GREEN SPACE)				
a	Paving	Sq.m	60	\$250	\$15,000
b	Lighting	Item	1	\$15,000	\$15,000
c	Drainage	Item	1	\$25,000	\$25,000
d	Seating	No.	3	\$5,000	\$15,000
e	Retaining/seating wall	Lin.m	40	\$250	\$10,000
f	Picnic table	No.	3	\$3,500	\$10,500
g	Shelter	Item	1	\$100,000	\$100,000
h	Playground	Item	1	\$100,000	\$100,000
i	Water feature	Item	1	\$100,000	\$100,000
j	Public art	Item	1	\$200,000	\$200,000
k	Grass (turf)	Sq.m	200	\$20	\$4,000
l	Garden beds	Sq.m	50	\$75	\$3,750
m	Advanced trees	No.	5	\$500	\$2,500
				SUB TOTAL	\$600,750
3	EAST AREA (PLAZA)				
a	Paving	Sq.m	125	\$250	\$31,250
b	Lighting	Item	1	\$20,000	\$20,000
c	Drainage	Item	1	\$25,000	\$25,000
d	Custom seating	No.	2	\$10,000	\$20,000
e	Bins	No.	1	\$1,000	\$1,000
f	Drinking fountain	No.	1	\$1,500	\$1,500
g	Bike hoops	No.	3	\$600	\$1,800
h	Bollards	No.	8	\$250	\$2,000
i	Advanced trees	No.	5	\$500	\$2,500
j	WSUD (eg bio retention tree pits, rain gardens)	Item	1	\$25,000	\$25,000
k	Sentinel (20-30m tall)	Item	1	\$100,000	\$100,000
				SUB TOTAL	\$230,050
				TOTAL	\$1,163,800
				Contingency (20%)	\$232,760
				GRAND TOTAL	\$1,396,560