



FISHERMANS BEND

DEVELOPMENT CONTRIBUTIONS PLAN
NOVEMBER 2013

Explanatory Report



Places Victoria

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1 INTRODUCTION

1.1 Background

On 2 July 2012 the Minister for Planning announced a new vision for the Fishermans Bend Urban Renewal Area (FBURA), re-zoning the area Capital City Zone and declaring the project to be one of State significance.

The FBURA project is city shaping and unique. It will more than double the existing size of the CBD, offering the potential to boost Melbourne's economic growth and productivity, and to secure jobs and investment for Victoria for decades to come. Over the next 30-50 years it is envisaged that Fishermans Bend will provide a home for more than 80,000 residents and a workplace for up to 40,000 people.

This FBURA Development Contributions Plan (DCP) has been prepared by Places Victoria and the Department of Planning and Community Development, in collaboration with the City of Melbourne and City of Port Phillip. The DCP has been prepared with the assistance of service authorities, SGS Economics and Planning and other major stakeholders in the FBURA project.

1.2 Purpose

The purpose of this DCP is to ensure that the cost of providing new infrastructure at the FBURA is shared between developers and the wider community on a fair and reasonable basis. Fairness requires that costs be apportioned according to share of usage of the required infrastructure. This Development Contributions Plan (DCP) has been prepared:

- to list the infrastructure items expected to be required over time to service the DCP area of Fishermans Bend;
- to calculate development contribution charges for all development types, based on anticipated share of usage; and
- to explain and justify all information inputs and the method of calculating charges.

The location of the DCP area is shown in Figure 1 below.

Figure 1. Development Contributions Plan (DCP) Area



1.3 Information Inputs and Justification

Inputs to this DCP were provided by the following parties:

- Infrastructure funding policy and procedural matters – Places Victoria and the Department of Planning and Community Development;
- Strategic base for the DCP – Places Victoria and the Department of Planning and Community Development;
- Development stocktake and projections – Places Victoria and the Department of Planning and Community Development;
- Infrastructure project information and justification – Places Victoria and the Department of Planning and Community Development;
- Cost apportionment methodology - Places Victoria and the Department of Planning and Community Development; and
- Calculations – SGS Economics and Planning Pty Ltd.

1.4 Report Structure

This report comprises the following sections:

- Section 2 - Strategic Base for the DCP;
- Section 3 - Infrastructure Funding Principles and Policy;
- Section 4 - Charging Areas and Development Scenario;
- Section 5 - Infrastructure Projects;
- Section 6 - Development Contribution Charging Rates; and
- Section 7 - Procedural Matters.

Detailed information inputs and calculations are presented in the Appendices as follows:

- Appendix 1 - Development Projections;
- Appendix 2 - Demand Equivalence Ratios;
- Appendix 3 - Project Details;
- Appendix 4 - Project Calculations; and
- Appendix 5 – DCP calculations on a per hectare basis.

2 STRATEGIC BASIS FOR THE DCP

2.1 Strategic Planning Framework

The strategic planning framework underpinning this DCP is established by the Fishermans Bend Strategic Framework Plan (the Framework Plan). This includes the:

- Vision and strategic directions for Fishermans Bend;
- Key infrastructure and land use interventions identified in the Framework Plan;
- Precinct character statements;
- Precinct based strategies for land use, built form, transport, community facilities, utilities and open space; and
- The proposed Fishermans Bend Planning Controls.

The Framework Plan is a key reference document for this DCP and should be read in conjunction with it. The Framework Plan sets out a broad, long term vision for the sustainable development of the FBURA, including the planned extent of residential, employment and other development as well as the location of major activity centres. The Framework Plan also includes key elements of infrastructure and services such as the regional open space network, the location of public transport networks, active transport networks and key roads.

2.2 Infrastructure Planning Framework

The infrastructure planning reference documents for this DCP are:

- Fishermans Bend Community Infrastructure Plan, SJB Urban;
- Fishermans Bend Transport Infrastructure Plan, Department of Transport;
- Fishermans Bend Utilities Infrastructure Plan, GHD; and
- Fishermans Bend Road and Drainage Planning, City of Port Phillip.
- Fishermans Bend Road and Drainage Planning, City of Melbourne.

These plans are key reference documents for this DCP and should be read in conjunction with it.

3 INFRASTRUCTURE FUNDING PRINCIPLES AND POLICY

3.1 Planning and Environment Act 1987

This DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the City of Melbourne and City of Port Phillip Planning Schemes. It is consistent with the Minister for Planning's Direction on Development Contributions made under section 46M(1) of the Act and has had regards to the Victorian Government's Development Contributions Guidelines (the 'DCP Guidelines').

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and 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 by reference to the Act, the Minister's Direction on Development Contributions and the DCP guidelines.

The DCP forms part of the City of Melbourne and City of Port Phillip Planning Schemes pursuant to section 46I of the Act and is an incorporated document under Clause X of the City of Melbourne and City of Port Phillip Planning Schemes.

The DCP is implemented in the City of Melbourne and City of Port Phillip Planning Schemes through Schedule X to the Development Contributions Plan Overlay which applies to the area shown in Figure 1.

3.2 Infrastructure Funding Principles

As development in the Fishermans Bend Urban Renewal Area progresses, developers will be required to build on-site infrastructure to service their development sites to approved specifications. As developments proceed, certain off-site works will also be required to service the area. This includes a series of transport, community infrastructure and open space projects, as well as associated land acquisition.

The need for infrastructure included in this DCP has been determined according to the anticipated development scenario for the FBURA, as described in the FBURA Strategic Framework 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 DCP area. Before inclusion in this DCP, all items set out in the DCP have been assessed to ensure they have a relationship or nexus to proposed development in the DCP area.

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

- They are essential to the health, safety and well being of the Fishermans Bend community.
- They will be used by a broad cross-section of the Fishermans Bend community.
- They reflect the vision and objectives expressed in the FBURA Strategic Framework Plan.
- They are not recurrent items.

3.3 Cost Apportionment Principles

Infrastructure included in this DCP has been planned and specified to service the demand generated by new development resulting from the full transition of Fishermans Bend from existing industrial land uses to a range of non-industrial land uses, including commercial, retail and residential. In accordance with the FBURA Strategic Framework Plan. On this basis, existing development at Fishermans Bend is not included in the calculation of infrastructure charges in this DCP and only new development is accounted for in the estimation of total demand for infrastructure under this DCP. In effect, Fishermans Bend is treated as a greenfield development site for cost apportionment purposes.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question are likely to make use of the infrastructure in question.

Costs are apportioned according to projected share of infrastructure usage. Since development contributions are levied 'up-front', an accurate measure of infrastructure usage by individual developments is not possible. Hence costs must be shared in accordance with *projected* share of usage, using best estimates.

This DCP calculates what each unit of development should pay towards provision of an infrastructure item. As suggested above, this is the total cost of the infrastructure item divided by total demand units within its usage catchment. Where necessary, an allowance for other or external usage of the infrastructure (from outside the main catchment area) is factored into the calculation to ensure users are charged fairly.

3.4 Infrastructure Funding Policy

New development in the Fishermans Bend Urban renewal Area will be required to meet 100% of its share of the capital cost of warranted infrastructure – as measured by its projected share of usage of the infrastructure – through development contributions collected under this DCP.

The balance of the capital cost of the infrastructure projects not recovered under the DCP will be funded from alternative sources such as general rates and Federal and State government funding.

Where development occurs outside the scope of the Fishermans Bend Strategic Framework Plan and this causes a need for additional infrastructure beyond that allowed for in this DCP, the council or responsible authority may impose conditions on development approval requiring compensation of these unanticipated infrastructure costs.

4 CHARGING AREAS AND DEVELOPMENT SCENARIO

4.1 Charging Areas

In accordance with current State Government guidelines, contribution rates in this DCP are set for areas known as 'charging areas'. A charging area is a land area for which a discrete development contribution rate is calculated. All development within a particular charging area will be required to pay the same contribution amount per demand unit.

This DCP uses one (1) charging area for the Fishermans Bend urban renewal area. The Charge Area encompasses the entire urban renewal area. The Charge Area defines the Main Catchment Area (MCA) for the infrastructure projects that are included in this DCP and is deemed to avoid serious cross-subsidisation.

Some usage of the infrastructure items will also be generated by development outside of the DCP Area. This is generally referred to as 'external demand'. Where necessary, an allowance for external demand has been factored into the calculation of infrastructure charges for each relevant project. The external demand allowances for infrastructure projects in this DCP have been informed by discussion with local government officers from the City of Melbourne, City of Port Phillip, DPCD and Places Victoria representatives and SGS Economics and Planning.

4.2 Development Stocktake and Projections

A stocktake of current residential development and projections for future development has been derived for this DCP, and is summarised in the table below and shown in more detail in Appendix 1.

The stocktake provides an estimate of existing development in 2012 (nominally 1 July 2012). The development projections are provided to 2034. While more development may occur beyond this horizon, the 2034 projections plus existing development is considered 'full development' for the purpose of this DCP. This is because the amount, nature and timing of development beyond this horizon is subject to many uncertainties as is the infrastructure charges revenue that might flow from it. Given the risks surrounding these long term revenues and their ability to fund publically provided infrastructure in the near term, they have been discounted from the analysis. This is a reasonable risk management measure.

The development information is provided for residential development on the basis of number of dwellings, and for non-residential development on the basis of Gross Floor Area (GFA).

Table 1. Summary of development Conditions 2014-2034

Source: derived from Places Victoria projections

	2014-2024	2025-2034	Total
Residential dwellings	11,863	12,070	23,933
Commercial office SQM GFA	163,387	448,750	612,137
Retail SQM GFA	10,197	10,775	20,972

4.3 Development and Infrastructure Usage Nexus

This DCP has five infrastructure categories: Transport (encompassing road infrastructure and public transport infrastructure), Community Infrastructure, Open Space, Development Infrastructure Land Acquisition, and Community Infrastructure Land Acquisition.

The FBURA is a central city environment and as such, residential and commercial (office) development is expected to make use of all infrastructure categories in this DCP (e.g. residents and workers alike will use transport infrastructure, community infrastructure, open space and associated land acquisition). Retail developments, however, are not deemed to be principal users of Community Infrastructure. These nexus principles are summarised in Table 2.

Table 2. FBURA DCP Infrastructure Usage Nexus

Nexus	Transport	Community Infrastructure	Open Space	Land Acquisition	Community Infrastructure Land Acquisition
Residential	Yes	Yes	Yes	Yes	Yes
Commercial	Yes	Yes	Yes	Yes	Yes
Retail	Yes	-	Yes	Yes	-

4.4 Equivalence ratios and total demand units

As different types of development (commercial, retail, residential etc.) may place different demands on transport, open space and community infrastructure per unit of floor area, it is necessary to express all development in a common 'demand unit' before contribution calculations are made.

One residential dwelling has been set as the common demand unit for this DCP. Therefore, the task is to determine the quantity of GFA for other development types that generates the same demand on infrastructure as one residential dwelling.

For this DCP, it has been assumed that residential and commercial development will place similar demands on the following types of infrastructure:

- Transport Infrastructure and associated land acquisition
- Community Infrastructure and associated land acquisition
- Open Space Infrastructure and associated land acquisition

That is, future workers and residents in the FBURA will use and benefit equally from the transport, community and open space projects contained in this DCP, as the projects all improve the amenity and attractiveness of Fishermans Bend as a place to live, work and invest. Retail development, on the other hand, is not deemed to generate significant demand for community infrastructure.

The average number of persons per dwelling in the FBURA over the time horizon of the DCP is expected to be 2.07 people. It is therefore assumed that 2.07 workers in commercial developments generate as much demand for community and open space infrastructure as one residential dwelling. Projections for commercial floor space show that one worker is expected to occupy approximately 25 square metres (SQM) of GFA at the FBURA. Therefore, 2.07 workers are expected to occupy approximately 50 SQM GFA. For this DCP, 1 residential dwelling at the FBURA is therefore equivalent to 50 SQM of commercial GFA, in terms of demand for open space and community infrastructure.

For transport infrastructure, the equivalence ratios established by the Victorian DCP Guidelines have been adopted, recognising that residential development places higher demands on transport infrastructure than commercial development (weekend trips, multiple daily trips, etc).

The equivalence ratio's adopted by this DCP are summarised in (Table 3) below.

Table 3. Definition of One Demand Unit

Ratio	Transport	Community Infrastructure	Open Space	Land Acquisition	CI Land Acquisition
Residential	1 dwelling	1 dwelling	1 dwelling	1 dwelling	1 Dwelling
Commercial	121 sqm	50 sqm	50 sqm	50 sqm	50 sqm
Retail	50 sqm	-	50 sqm	50 sqm	

Based on the above definitions of one demand unit, the tables below show the total number of demand units by development and infrastructure type in this DCP.

Table 4. Projected Demand Units by development Type

Total Demand Units for Transport		
Development Type	Units	2034 Development Conditions
Residential	Dwellings	23,933
	Demand Units	23,933
Commercial office	SQM	612,137
	Equivalence ratio	121
	Demand units	5,059
Retail	SQM	20,972
	Equivalence ratio	121
	Demand units	173
Total Demand Units		29,165

Total Demand Units for Community Infrastructure		
Development Type	Units	2034 Development Conditions
Residential	Dwellings	23,933
	Demand Units	23,933
Commercial	SQM	612,137
	Equivalence Ration	50
	Demand Units	12,243
Total Demand Units		23,933

Total Demand Units for Open Space		
Development Type	Units	2029 Development Conditions
Residential	Dwellings	23,933
	Demand Units	23,933
Commercial office	SQM	612,137
	Equivalence Ratio	50
	Demand Units	12,243
Retail	SQM	20,972
	Equivalence Ratio	50
	Demand Units	419
Total Demand Units		36,595

Total Demand Units for Land Acquisition		
Development Type	Units	2029 Development Conditions
Residential	Dwellings	23,933
	Demand Units	23,933
Commercial office	SQM	612,137
	Equivalence Ratio	50
	Demand Units	12,243
Retail	SQM	20,972
	Equivalence Ratio	50
	Demand Units	419
Total Demand Units		36,595

Total Demand Units for Community Infrastructure Land Acquisition		
Development Type	Units	2034 Development Conditions
Residential	Dwellings	23,933
	Demand Units	23,933
Commercial	SQM	612,137
	Equivalence Ration	50
	Demand Units	12,243
Total Demand Units		23,933

5 INFRASTRUCTURE PROJECTS

5.1 Works Required

Places Victoria in conjunction with the Department of Transport, Planning and Local Infrastructure, the City of Melbourne and the City of Port Phillip have identified that **56 individual infrastructure projects** will be included in the Fishermans Bend DCP. Note that other infrastructure projects may be warranted in the area, even though they are not included in the DCP.

The infrastructure projects and their estimated cost and timing of delivery are shown in the Tables overleaf. **The total estimated cost of the projects in this DCP is \$907.4 million** and delivery of the projects is planned in 10 year cohorts. Further details on the specific costs attributable to this DCP and the charging rates for each project are provided in Appendix 3 – Project Details.

The breakdown of the 56 DCP projects is as follows:

- **12 community and recreation infrastructure projects totalling \$177.2 million.** This includes:
 - Primary multipurpose community facilities
 - Secondary multipurpose community facilities
 - Sport and recreation facilities
 - Civic facilities
- **20 transport infrastructure projects totalling \$531.1 million.** This includes:
 - Public transport projects
 - Active transport (pedestrian and cycling) projects
 - Local street upgrades
 - Local intersection upgrades
 - Drainage upgrades
- **11 land acquisition projects totalling \$149.6 million.** This includes
 - Land acquisition for community and recreation, transport and utilities infrastructure
- **13 open space improvement projects totalling \$49.5 million.** This includes:
 - New Parks
 - New urban squares
 - Improvements to existing open space and recreation areas.

Table 5. List of Infrastructure Projects

COMMUNITY AND RECREATION INFRASTRUCTURE (CO)

Community and recreation infrastructure: 2015-2024 (1st Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Community	CO01	Primary Multipurpose Community Hub - Montague	Integrated community infrastructure hub including child and family services	\$ 9.0
Community	CO02	Primary Multipurpose Community Hub - Sandridge	Integrated community infrastructure hub including child and family services	\$ 9.0
Community	CO03	Primary Multipurpose Community Hub - Lorimer	Integrated community infrastructure hub including child and family services	\$ 9.0
Community (Recreation)	CO04	Outdoor Sport Courts - Sandridge	Outdoor recreation centre including 8 x multi-use outdoor courts	\$ 11.0
Sub total community and recreation infrastructure				\$ 38.0

Community and Recreation Infrastructure: 2025-2034 (2nd Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Community	CO05	Secondary Multipurpose Community Hub - Montague	Multipurpose community hub including kitchen, meeting, information and technology spaces	\$ 4.3
Community	CO06	Secondary Multipurpose Community Hub - Sandridge	Multipurpose community hub including kitchen, meeting, information and technology spaces	\$ 4.3
Community	CO07	Secondary Multipurpose Community Hub - Lorimer	Multipurpose community hub including kitchen, meeting, information and technology spaces	\$ 4.3
Community	CO08	Primary Multipurpose Community Hub - Wirraway	Integrated community infrastructure hub including child and family services	\$ 9.0
Community	CO09	Secondary Multipurpose Community Hub - Wirraway	Multipurpose community hub including kitchen, meeting, information and technology spaces	\$ 4.3
Community (Recreation)	CO10	Indoor Sport Courts - Sandridge	Multipurpose indoor recreation centre including 8 x indoor courts	\$ 22.5
Community (Civic)	CO11	Major Civic Space	Major civic space including library, meeting places and multipurpose facilities	\$ 10.5
Community (Recreation)	CO12	Public Sports and Aquatic Centre - Stage 1	Stage 1 of a major sports and aquatic centre including health and indoor swimming facilities	\$ 22.0
Sub total community and recreation infrastructure				\$ 139.2

TRANSPORT INFRASTRUCTURE (TR)

Transport infrastructure: 2015 - 2024 (1st Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Transport - Light Rail	TR01	Collins St light rail extension (Stage 1)	Collins St light rail extension along Plummer and Fennell St, to Graham Street	\$ 291.6
Transport - Streets	TR02	Plummer - Fennell Street upgrade (Stage 1)	Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Graham St	\$ 13.6
Transport - Light Rail	TR03	Light rail access improvements	Upgrade of pedestrian access ways to light rail stops on routes 96 and 109	\$ 2.6
Transport - Bus	TR04	Bus infrastructure improvements (Stage 1)	Bus priority lanes and stops to support improved services throughout the FBURA	\$ 10.4
Transport - Ped & Cycling	TR05	Principal Bike Network improvement	Corridor 3 - Fishermans Bend to Docklands via Montague Street	\$ 12.7
Transport - Ped & Cycling	TR06	Principal Bike Network improvement	Corridor 4 - Fishermans Bend to Domain via Ingles and Dorcas Street	\$ 4.5
Transport - Ped & Cycling	TR07	Principal Bike Network improvement	Corridor 5 - Fishermans Bend to South Melbourne Market via Bridge Street	\$ 2.1
Transport - Ped & Cycling	TR08	Principal Bike Network improvement	Corridor 1 - Fishermans Bend to City via Lorimer Street - Stage 1	\$ 2.9
Transport - Ped & Cycling	TR09	Local pedestrian and cycling improvements	Montague Interchange, Clartendon St / Normanby Rd, Buckhurst St	\$ 7.0
Transport - Streets	TR10	Local street and drainage upgrades - Stage 1	Upgrades to local street paving, kerb and channel, footpaths and intersections	\$ 20.0
Sub total transport infrastructure				\$ 367.4

Transport Infrastructure: 2025 - 2034 (2nd Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Transport - Light Rail	TR11	Collins St light rail extension (Stage 2)	Collins St light rail extension along Plummer and Fennell St, Graham Street to Prohasky St	\$ 19.6
Transport - Ped & Cycling	TR12	Plummer - Fennell Street upgrade (Stage 2)	Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Prohasky St	\$ 20.3
Transport - Streets	TR13	Plummer St duplication	Duplication of Plummer Street to provide alternative heavy vehicle and traffic route	\$ 32.8
Transport - Streets	TR14	Ingles Street upgrade	New pedestrian, cycling and bus lanes	\$ 8.6
Transport - Bus	TR15	Bus infrastructure improvements (Stage 2)	Bus priority lanes and stops to support improved services throughout the FBURA	\$ 10.4
Transport - Ped & Cycling	TR16	Principal Bike Network improvement	River to bay via Beacon Rd	\$ 4.1
Transport - Ped & Cycling	TR17	Principal Bike Network improvement	Corridor 1 - Fishermans Bend to City via Lorimer Street - Stage 2	\$ 2.9
Transport - Ped & Cycling	TR18	Local pedestrian and cycling improvements	West Gate Park, Port Melbourne Trail, intersections, internal streets (Stage 2)	\$ 35.0
Transport - Ped & Cycling	TR19	Harbour Link River Crossing	Ped and cycling crossing from Yarra's Edge West - Sir John Coode Park	\$ 10.0
Transport - Streets	TR20	Local street and drainage upgrades - Stage 2	Upgrades to local street paving, kerb and channel, footpaths and intersections	\$ 20.0
Sub total Stage 2				\$ 163.7

LAND ACQUISITION (LA)

Land Acquisition: 2015-2024 (1st Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Land Acquisition - Transport	LA01	Light Rail Extension	Collins Street Light Rail Extension - Stage 1 - Graham Street to Boundary Street	\$ 7.5
Land Acquisition - Transport	LA02	Metro Station Access	Access areas for future metro rail stations	\$ 3.3
Land Acquisition - Transport	LA03	Light Rail Access	Improved access areas for routes 96 and 109	\$ 1.8
Land Acquisition - Open Space	LA05	Relocation of Council Depot	Replacement site for conversion of 7500sqm depot to open space	\$ 7.5
Land Acquisition - Utilities	LA06	Recycled Water Treatment Plant	1ha site for Recycled Water Treatment Plant under Westgate Fwy	\$ 2.0
Land Acquisition - Utilities	LA07	Cogeneration Plants	3 x 350sqm sites for Co-generation plants	\$ 1.0
Land Acquisition - Community Inf.	CILA01	Stage 1 Community Infrastructure / Open Space Land Acquisition	2.81ha land acquisition for community infrastructure and associated open space	\$ 34.5
Sub total land acquisition				\$ 57.6

Land Acquisition: 2025-2034 (2nd Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Land Acquisition - Transport	LA09	Light Rail Extension	Collins Street Light Rail Extension - Stage 2 - Graham Street to Boundary Street	\$ 12.3
Land Acquisition - Transport	LA10	Plummer Street Duplication	Land for duplication of Plummer Street to provide alternative heavy vehicle and traffic route	\$ 42.5
Land Acquisition - Transport	LA11	Ingles Street upgrade	Land for new pedestrian, cycling and bus lanes, Fennell Street - Normanby Road	\$ 2.7
Land Acquisition - Community Inf.	CILA02	Stage 2 Community Infrastructure / Open Space Land Acquisition	2.81ha land acquisition for community infrastructure and associated open space	\$ 34.5
Sub total land acquisition				\$ 92.0

OPEN SPACE IMPROVEMENTS (OP)

Open Space Improvements: 2015 - 2034 (1st and 2nd Decade)				
Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Park	OP01	Local Park - Montague (x1)	Improvements to new local park (x1)	\$ 2.4
Park	OP02	Linear Park - Montague (x1)	Improvements to 'highline' linear park (x1)	\$ 8.4
Square	OP03	Neighbourhood Square - Montague (x1)	Improvements to new neighbourhood squares (x1)	\$ 0.7
Park	OP04	Pocket Park - Sandridge (x4)	Improvements to new pocket parks (x4)	\$ 2.5
Park	OP05	Local Park - Sandridge (x2)	Improvements to new local parks (x2)	\$ 6.4
Park	OP06	Large Park - Sandridge (x1)	Improvements to new large parks (x1)	\$ 3.0
Park	OP07	Linear Park - Sandridge (x1)	Improvements to new linear parks (x1)	\$ 5.0
Square	OP08	Neighbourhood Square - Sandridge (x2)	Improvements to new neighbourhood squares (x2)	\$ 4.0
Square	OP09	Secondary Square - Sandridge (x1)	Improvements to new neighbourhood squares (x1)	\$ 2.7
Square	OP10	Primary Square - Sandridge (x1)	Improvements to new primary squares (x1)	\$ 5.4
Park	OP11	Pocket Park - Lorimer (x2)	Improvements to new pocket parks (x2)	\$ 1.1
Square	OP12	Neighbourhood Square - Lorimer (x2)	Improvements to new neighbourhood squares (x2)	\$ 4.6
Recreation	OP13	Murphy Reserve	Upgrade to JL Murphy Reserve to accommodate additional demand	\$ 3.3
Sub total open space improvements				\$ 49.5

5.2 Works Excluded from the Development Contributions Plan

The following items are not included in the DCP, as they are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP and must be provided by developers as a matter of course:

- Internal streets and connector streets, crossings and associated traffic management measures (except where nominated in this DCP);
- Waterway management works and drainage systems (except where nominated in this DCP);
- Intersections connecting the development to the existing road network, except where specified as development contributions plan projects;
- Water, sewerage, underground power, gas and telecommunications services, except where nominated in this DCP;
- Local pathways and connections to the regional and / or district pathway network;
- Shared path networks, including nominated crossings of waterways (except where nominated in this DCP);
- Basic levelling, provision of biodiversity offsets, water tapping and landscaping of local active and passive open space;
- Passive public open space reserves and any agreed associated works required by the Framework Plan;
- Council's plan checking and supervision (except where nominated in this DCP); and
- Bus stops.

5.3 Project Timing and Delivery

The infrastructure projects listed in this DCP are planned to be delivered in ten year cohorts, as identified in the Table above and Appendix 3. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared. The Development Agency will monitor and access the required timing for individual items and have regard to its capital works program as well as the progress of development at Fishermans Bend and surrounding areas.

The Development Agency may seek an amendment to the relevant Planning Schemes to adjust indicative timing provisions as part of the five year review of this DCP (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under Section 173 of the Planning and Environment Act 1987.

The Collecting Agency, in consultation with the relevant development agency, may consider alternatives to the delivery of works or land included in the DCP where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency;
- Network priorities require the delivery of works or land to facilitate broader transport network connections as agreed by the Collecting Agency;
- Community needs determine the delivery of works or land for community facilities or active open space as agreed by the Collecting Agency;

All items in this DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Appendix 3 and acknowledging the Development Agency's capacities to provide the balance of funds not attributable to the Main Catchment Area of relevant projects (as outlined in Appendix 3).

All items included in the DCP will be provided within 20 years from the date upon which this DCP was first incorporated in to the City of Melbourne and City of Port Phillip Planning Schemes.

5.4 Distinction between Development and Community Infrastructure

In accordance with the Planning and Environment Act 1987 and the Ministerial Direction on Development Contributions, the DCP makes a distinction between 'development' and 'community' infrastructure.

The distinction is important because under the Planning and Environment Act 1987:

- there is a maximum levy that can be charged for community infrastructure;
- the timing of the payment of each levy is different;
- the person who pays the levy may be different; and
- the process for collection is different.

Community infrastructure levy contributions will be paid for at a 'per-dwelling' rate. The Planning and Environment Act 1987 currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$900 per dwelling. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be collected by the Community Infrastructure Levy. If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

The projects listed in the Table below are deemed to be community infrastructure levy projects. All other infrastructure projects in this DCP are considered to be development infrastructure projects.

The timing of payment for both Community Infrastructure and Development Infrastructure Projects is set out in section 7.

Table 6. Community Infrastructure Levy Projects

Infrastructure Category	Project ID	Title	Description	Estimated Cost (\$m)
Community (Recreation)	CO04	Outdoor Sport Courts - Sandridge	Outdoor recreation centre including 8 x multi-use outdoor courts	\$ 11.0
Community (Recreation)	CO10	Indoor Sport Courts - Sandridge	Multipurpose indoor recreation centre including 8 x indoor courts	\$ 22.5
Community (Civic)	CO11	Major Civic Space	Major civic space including library, meeting places and multipurpose facilities	\$ 10.5
Community (Recreation)	CO12	Public Sports and Aquatic Centre - Stage 1	Stage 1 of a major sports and aquatic centre including health and indoor swimming facilities	\$ 22.0

6 DCP CHARGING RATES

6.1 Method of Calculating Charges

As noted, the cost apportionment methodology adopted in this DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question will make use of the infrastructure in question. Costs are apportioned according to projected share of infrastructure usage.

The general cost apportionment method is to:

- Define and schedule the infrastructure items required to service the area, other than on-site work carried out by the developer;
- For each infrastructure project, identify the main catchment area;
- Project the growth in demand units in each catchment area over the life of the DCP;
- Adjust the cost of each infrastructure item downwards in line with the estimated share of usage coming from outside each project's main catchment area and / or outside the time frame of the DCP;
- Divide the infrastructure cost by the number of demand units to arrive at a charge per demand unit; and
- Aggregate all charges that apply to a particular charging area to arrive at a total charge.

It is possible to undertake development contribution calculations using present value discounting to take into account time value of money, in terms of when funds are expected to be collected versus when they are expected to be spent. This is a refined approach to calculations and should be used where timing of development and timing of infrastructure delivery can be estimated with a degree of certainty and where the timing of infrastructure roll out has a different profile to the timing of development (i.e. revenues). This approach has been used in this DCP.

Appendix 4 shows the DCP calculations for each infrastructure project. This provides the charge rate by each project, and all information inputs used for each project.

The process by which to determine area charges is to sum individual project charges that relate to an area and infrastructure category.

6.2 Development Contribution Rates Per Demand Unit

This DCP adopts two types of development contribution rates per demand unit, as follows:

1. Fully cost apportioned development contribution rates calculated according to the cost apportionment methodology outlined in Section 5; and
2. Fully cost apportioned development contribution rates calculated according to the cost apportionment methodology outlined in Section 5, with application of a Development Infrastructure levy rebate to cap Development Infrastructure levies at \$15,000 per dwelling or equivalent demand unit.

Note in both cases the current \$900 cap on Community Infrastructure levies has been applied, in accordance with the Planning and Environment Act 1987 and section 5.4.

The purpose of the Development Infrastructure levy rebate is to cap Development Infrastructure levies at \$15,000 per dwelling or equivalent demand. This will lower the overall cost of development at Fishermans Bend and encourage development in line with the Strategic Framework Plan.

All development within the DCP area is required to pay the development contribution rates with application of the cap on both Development Infrastructure levies and Community Infrastructure levies, in accordance with Section 7 of this DCP.

The amount of the Development Infrastructure levy rebate will be reviewed every five years, or earlier if deemed appropriate by the Collection Agency, in accordance with Section 7 of this DCP.

The contribution rates defined in this DCP are current as at 1 July 2013. They will be adjusted annually in accordance with Section 7 of this DCP.

A list showing the current contribution amounts will be held by the responsible authority.

6.3 Fully Cost Apportioned Development Contribution Rates

Table 7. Fully cost apportioned Development Contribution Rates for one demand unit

Transport Inf.	Community Inf. (DI)	Community Inf. (CI)	Open Space Improvement	Land Acquisition	Community Inf. Land Acquisition	TOTAL
\$19,990.73	\$1,548.64	\$1,574.53	\$1,917.49	\$2,029.25	2,000.05	\$29,060.70

Table 8. Fully cost apportioned Development Contribution Rates for one demand unit – community infrastructure capped

Transport Inf.	Community Inf. (DI)	Community Inf. (CI)	Open Space Improvement	Land Acquisition	Community Inf. Land Acquisition	TOTAL
\$19,990.73	\$1,548.64	\$900.00	\$1,917.49	\$2,029.25	2,000.05	\$28,386.61

6.4 Development Contribution Rates with Development Infrastructure Levy Rebate

As stated in section 6.2, in this DCP a Development Infrastructure Levy rebate has been applied to cap Development Infrastructure levies at \$15,000 per dwelling or equivalent demand unit. The cap on Development Infrastructure levies applies in addition to the cap on Community Infrastructure levies.

The infrastructure charges payable under this DCP with application of the cap on both Development Infrastructure levies and Community Infrastructure Levies are shown in Table 9 below, for one demand unit.

Table 10 overleaf shows the development contribution charge for each development type with the Development Infrastructure rebate and Community Infrastructure cap applied. Charges are listed by main development type. This is the demand unit rates in the Table below converted into development types to assist in usability (using, where necessary, equivalence ratios).

Table 9. Development Contribution Rates for one demand unit – Development infrastructure and community infrastructure capped

Transport Inf.	Community Inf. (DI)	Community Inf. (CI)	Open Space Improvement	Land Acquisition	Community Inf. Land Acquisition	TOTAL
\$10,909.52	\$845.14	\$900.00	\$1,046.43	\$1,107.42	\$1,091.48	\$15,900.00

Table 10. Development Contribution Rates by development type – Development infrastructure rebate applied and community infrastructure capped

	Transport Inf.	Comm. Inf. (DI)	Comm. Inf. (CI)	Open Space	Land Acq.	Comm. Inf. Land Acq.	TOTAL
Per dwelling	\$10,909.52	\$845.14	\$900.00	\$1,046.43	\$1,107.42	\$1,091.48	\$15,900.00
Commercial office – per 100 SQM GFA	\$9,016.14	\$1,690.27	\$1,800	\$2,092.86	\$2,214.84	\$2,182.97	\$18,997.09
Retail – per 100 SQM GFA	\$9,016.14	\$0.00	\$0.00	\$2,092.86	\$2,214.84	\$0.00	\$13,323.84

7 PROCEDURAL MATTERS

7.1 Liability for Development Contributions

Proponents of all development types anywhere in the DCP Area shall be liable for development contributions regardless of whether or not a planning permit is required. There are no as of right exemptions in respect of this requirement.

Should a development proposal technically fall outside of the residential and non residential classification used in this DCP, the responsible authority shall determine the most appropriate development charge to be used for the development.

Such developments may require a case-by-case assessment of the number of demand units that they represent. This assessment may occur at the time a planning permit is applied for, or at the time a building permit is registered.

7.2 Payment Timing

Development Infrastructure Levies

For subdivision of land:

- 90% of the applicable development infrastructure levy must be paid to the Collecting Agency 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, or included in an implementation agreement under Section 173 of the Planning and Environment Act 1987.
- The balance (10%) of the applicable development infrastructure levy must be paid to the Collecting Agency prior to the issue of a Building Permit in accordance with the Building Act 1993

Where the subdivision is to be developed in stages, the development infrastructure levy for the stage to be developed may only be paid in accordance with the provisions above, provided that a Schedule of Development Contributions is submitted with each stage of 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, or included in an implementation agreements under Section 173 of the Planning and Environment Act 1987.

If the Collecting Agency, in consultation with the Responsible Authority and Development Agency, agrees to works or provision of land in lieu of the payment of the development infrastructure levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed works or provision of land in lieu to specific requirements.

For development of land where no subdivision is proposed:

Provided a development infrastructure levy has not already been paid on subject land, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the approved Development Contributions Plan for each demand unit (dwelling or equivalent) proposed to be developed, as follows, as follows:

- 90% of the applicable development infrastructure levy must be paid to the Collecting Agency prior to the commencement of any development, including buildings, car parks, access ways, landscaping and ancillary works
- The balance (10%) of the applicable development infrastructure levy must be paid to the Collecting Agency prior to the issue of a Building Permit in accordance with the Building Act 1993

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 or other suitable arrangement under Section 173 of the Planning and Environment Act 1987 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. The land may only be used and developed subject to the following requirements being met:

- Unless some other arrangement has been agreed to by the Collecting Agency in a Section 173 agreement, prior to the commencement of any development, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provision of this approved Development Contributions Plan for the land, as follows:
- 90% of the applicable development infrastructure levy must be paid to the Collecting Agency prior to the commencement of any development, including buildings, car parks, access ways, landscaping and ancillary works
- The balance (10%) of the applicable development infrastructure levy must be paid to the Collecting Agency prior to the issue of a Building Permit in accordance with the Building Act 1993

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 1987 in respect of the proposed works or provision of land in lieu.

Community Infrastructure Levies

The applicable community infrastructure levy must be paid to the Collecting Agency prior to the issue of a Building Permit in accordance with the Building Act 1993.

7.3 Method of Payment and Works in Kind

Payment of development contributions is to be made in cash transfer. The Collecting Agency, in consultation with the Development Agency, may permit development proponents to undertake works in lieu of cash payments, providing that:

- The works constitute project(s) funded by this DCP;
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions;
- The works are defined and agreed in a Section 173 agreement;
- Works must be provided to a standard that accords with this Development Contributions Plan to the satisfaction of the Development Agency, unless an alternative is agreed by both the Development Agency and the Collecting Agency;

- Detailed design must be approved by the Development Agency and the Collecting Agency and must generally accord with the expectations outlined in this Development Contributions Plan unless an alternative is agreed by both the Development Agency and the Collecting Agency;
- The construction of works must be completed to the satisfaction of the Development Agency and the Collecting Agency;
- There should be no negative financial impact on this Development Contributions Plan to the satisfaction of the Collecting Agency; and
- In particular, the works will only be accepted in lieu of a financial contribution required by this Development Contributions Plan to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the Collecting Agency's satisfaction. Temporary works will not be accepted as works in kind.

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

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

Credit for over provision

Where the Collection Agency agrees that a development proponent can physically provide an infrastructure item (either works and/or land) the situation may arise where the developer makes a contribution with a value that exceeds that required by the 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.

7.4 Funds Administration

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the Local Government Act 1989 (Part 3b section 46Q(1)(a)). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

The Responsible Authority will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP through a separate set of audited financial statements.

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

- The amount and timing of funds collected.
- The source of the funds collected.
- The amount and timing of expenditure on specific projects.

- The project on which the expenditure was made.
- The account classes for individual project classes.
- Details of works-in-kind arrangements for project provision.
- Any pooling or quarantining of fund to deliver specific projects where applicable.

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

7.5 Construction and Land Value Costs Indexation

All capital costs in the DCP are in 2013 dollars. Capital costs for all development infrastructure items will be adjusted by the Collecting Agency from July 1 each year to cover inflation, by applying the Building Price Index for Melbourne as published in Rawlinsons Australian Construction Handbook.

All land acquisition values in the DCP are in 2013 dollars. Land acquisition values will be adjusted by the Collecting Agency from July 1st each year, based on either the rise or fall of the relevant value as determined by the average of two registered valuations of the land involved, one of which is to be provided by the Victorian Valuer General.

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

The Community Infrastructure Levy projects are not indexed as the value of the contribution is set by the Planning and Environment Act 1987.

If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of any remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

7.6 Development Contributions Plan Review Period

This DCP commenced on the date when it was first incorporated into the City of Melbourne and City of Port Phillip Planning Schemes. The DCP adopts a 20 year time horizon and will end on July 1, 2034, or when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every 5 years, or more frequently if required). This will require an amendment to the City of Melbourne and City of Port Phillip Planning Schemes to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (for example an agreement under s173 of the Act) for the implementation of this DCP.

7.7 Collecting Agency

The Growth Areas Authority (trading as the Metropolitan Planning Authority) is the Collecting Agency pursuant to section 46K(1)(fa) of the Planning and Environment Act 1987 which means that it is the public authority to whom all levies are payable. As the Collecting Agency, the Metropolitan Planning Authority is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Act.

7.8 Development Agency

The Growth Areas Authority (trading as the Metropolitan Planning Authority) is the Development Agency and is responsible for the provision of all of the projects identified in this DCP.

APPENDIX 1 – DEVELOPMENT PROJECTIONS

Residential Development Projections

The following tables show the development projections for residential and non-residential development for Fishermans Bend over the period 2014 to 2034.

FBURA	Residential Dwellings	Commercial office SQM GFA	Retail SQM GFA
2014	0	0	0
2015	1,186	16,339	1,020
2016	1,186	16,339	1,020
2017	1,186	16,339	1,020
2018	1,186	16,339	1,020
2019	1,186	16,339	1,020
2020	1,186	16,339	1,020
2021	1,186	16,339	1,020
2022	1,186	16,339	1,020
2023	1,186	16,339	1,020
2024	1,186	16,339	1,020
2025	1,207	44,875	1,078
2026	1,207	44,875	1,078
2027	1,207	44,875	1,078
2028	1,207	44,875	1,078
2029	1,207	44,875	1,078
2030	1,207	44,875	1,078
2031	1,207	44,875	1,078
2032	1,207	44,875	1,078
2033	1,207	44,875	1,078
2034	1,207	44,875	1,078

APPENDIX 2 – DEMAND EQUIVALENCE RATIOS

Table 11. Residential Demand Unit Equivalent

Ratio	Transport	Community Infrastructure	Open Space	Land Acquisition	CI Land Acquisition
Residential	1 dwelling	1 dwelling	1 dwelling	1 dwelling	1 Dwelling
Commercial	121 sqm	50 sqm	50 sqm	50 sqm	50 sqm
Retail	50 sqm	-	50 sqm	50 sqm	-

All SQM are GFA.

APPENDIX 3 – PROJECT DETAILS

DCP project details are shown overleaf.

Table 12. Infrastructure Project

COMMUNITY INFRASTRUCTURE (CO)

Community and recreation infrastructure: 2015-2024 (1st Decade)									
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)
Community	CO01	Primary Multipurpose Community Hub - Montague	Integrated community infrastructure hub including child and family services	FBURA CP	\$ 9.0	All FBURA	0%	0%	\$ 9.0
Community	CO02	Primary Multipurpose Community Hub - Sandridge	Integrated community infrastructure hub including child and family services	FBURA CP	\$ 9.0	All FBURA	0%	0%	\$ 9.0
Community	CO03	Primary Multipurpose Community Hub - Lorimer	Integrated community infrastructure hub including child and family services	FBURA CP	\$ 9.0	All FBURA	0%	0%	\$ 9.0
Community (Recreation)	CO04	Outdoor Sport Courts - Sandridge	Outdoor recreation centre including 8 x multi-use outdoor courts	FBURA CP	\$ 11.0	All FBURA	0%	0%	\$ 11.0
Sub total community and recreation infrastructure					\$ 38.0				\$ 38.0

Community and Recreation Infrastructure: 2025-2034 (2nd Decade)									
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$)
Community	CO05	Secondary Multipurpose Community Hub - Montague	Multipurpose community hub including kitchen, meeting, information and technology spaces	FBURA CP	\$ 4.3	All FBURA	0%	0%	\$ 4.3
Community	CO06	Secondary Multipurpose Community Hub - Sandridge	Multipurpose community hub including kitchen, meeting, information and technology spaces	FBURA CP	\$ 4.3	All FBURA	0%	0%	\$ 4.3
Community	CO07	Secondary Multipurpose Community Hub - Lorimer	Multipurpose community hub including kitchen, meeting, information and technology spaces	FBURA CP	\$ 4.3	All FBURA	0%	0%	\$ 4.3
Community	CO08	Primary Multipurpose Community Hub - Wirraway	Integrated community infrastructure hub including child and family services	FBURA CP	\$ 9.0	All FBURA	0%	0%	\$ 9.0
Community	CO09	Secondary Multipurpose Community Hub - Wirraway	Multipurpose community hub including kitchen, meeting, information and technology spaces	FBURA CP	\$ 4.3	All FBURA	0%	0%	\$ 4.3
Community (Recreation)	CO10	Indoor Sport Courts - Sandridge	Multipurpose indoor recreation centre including 8 x indoor courts	FBURA CP	\$ 22.5	All FBURA	0%	0%	\$ 22.5
Community (Civic)	CO11	Major Civic Space	Major civic space including library, meeting places and multipurpose facilities	FBURA CP	\$ 10.5	All FBURA	0%	0%	\$ 10.5
Community (Recreation)	CO12	Public Sports and Aquatic Centre - Stage 1	Stage 1 of a major sports and aquatic centre including health and indoor swimming facilities	FBURA CP	\$ 22.0	All FBURA	0%	0%	\$ 22.0
Sub total community and recreation infrastructure					\$ 139.2				\$ 139.2

TRANSPORT INFRASTRUCTURE (TR)

Transport infrastructure: 2015 - 2024 (1st Decade)									
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)
Transport - Light Rail	TR01	Collins St light rail extension (Stage 1)	Collins St light rail extension along Plummer and Fennell St, to Graham Street	FBURA TP	\$ 291.6	All FBURA	0%	0%	\$ 291.6
Transport - Streets	TR02	Plummer - Fennell Street upgrade (Stage 1)	Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Graham St	FBURA TP	\$ 13.6	All FBURA	0%	0%	\$ 13.6
Transport - Light Rail	TR03	Light rail access improvements	Upgrade of pedestrian access ways to light rail stops on routes 96 and 109	FBURA TP	\$ 2.6	All FBURA	0%	0%	\$ 2.6
Transport - Bus	TR04	Bus infrastructure improvements (Stage 1)	Bus priority lanes and stops to support improved services throughout the FBURA	FBURA TP	\$ 10.4	All FBURA	0%	0%	\$ 10.4
Transport - Ped & Cycling	TR05	Principal Bike Network improvement	Corridor 3 - Fishermans Bend to Docklands via Montague Street	FBURA TP	\$ 12.7	All FBURA	0%	0%	\$ 12.7
Transport - Ped & Cycling	TR06	Principal Bike Network improvement	Corridor 4 - Fishermans Bend to Domain via Ingles and Dorcas Street	FBURA TP	\$ 4.5	All FBURA	50%	0%	\$ 2.3
Transport - Ped & Cycling	TR07	Principal Bike Network improvement	Corridor 5 - Fishermans Bend to South Melbourne Market via Bridge Street	FBURA TP	\$ 2.1	All FBURA	50%	0%	\$ 1.1
Transport - Ped & Cycling	TR08	Principal Bike Network improvement	Corridor 1 - Fishermans Bend to City via Lorimer Street - Stage 1	FBURA TP	\$ 2.9	All FBURA	0%	0%	\$ 2.9
Transport - Ped & Cycling	TR09	Local pedestrian and cycling improvements	Montague Interchange, Clartendon St / Normanby Rd, Buckhurst St	FBURA TP	\$ 7.0	All FBURA	0%	0%	\$ 7.0
Transport - Streets	TR10	1	Local street and drainage upgrades - Stage 1 Upgrades to local street paving, kerb and channel, footpaths and intersections	Relevant Council	\$ 20.0	All FBURA	0%	0%	\$ 20.0
Sub total transport infrastructure					\$ 367.4				\$ 364.1

TRANSPORT INFRASTRUCTURE (TR) (CONTINUED)

Transport Infrastructure: 2025 - 2034 (2nd Decade)									
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)
Transport - Light Rail	TR11	Collins St light rail extension (Stage 2)	Collins St light rail extension along Plummer and Fennell St, Graham Street to Prohasky St	FBURA TP	\$ 19.6	All FBURA	0%	0%	\$ 19.6
Transport - Ped & Cycling	TR12	Plummer - Fennell Street upgrade (Stage 2)	Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Prohasky St	FBURA TP	\$ 20.3	All FBURA	0%	0%	\$ 20.3
Transport - Streets	TR13	Plummer St duplication	Duplication of Plummer Street to provide alternative heavy vehicle and traffic route	FBURA TP	\$ 32.8	All FBURA	0%	0%	\$ 32.8
Transport - Streets	TR14	Ingles Street upgrade	New pedestrian, cycling and bus lanes	FBURA TP	\$ 8.6	All FBURA	0%	0%	\$ 8.6
Transport - Bus	TR15	Bus infrastructure improvements (Stage 2)	Bus priority lanes and stops to support improved services throughout the FBURA	FBURA TP	\$ 10.4	All FBURA	0%	0%	\$ 10.4
Transport - Ped & Cycling	TR16	Principal Bike Network improvement	River to bay via Beacon Rd	FBURA TP	\$ 4.1	All FBURA	0%	0%	\$ 4.1
Transport - Ped & Cycling	TR17	Principal Bike Network improvement	Corridor 1 - Fishermans Bend to City via Lorimer Street - Stage 2	FBURA TP	\$ 2.9	All FBURA	0%	0%	\$ 2.9
Transport - Ped & Cycling	TR18	Local pedestrian and cycling improvements	West Gate Park, Port Melbourne Trail, intersections, internal streets (Stage 2)	FBURA TP	\$ 35.0	All FBURA	50%	0%	\$ 17.5
Transport - Ped & Cycling	TR19	Harbour Link River Crossing	Ped and cycling crossing from Yarra's Edge West - Sir John Coode Park	FBURA TP	\$ 10.0	All FBURA	50%	0%	\$ 5.0
Transport - Streets	TR20	Local street and drainage upgrades - Stage 2	Upgrades to local street paving, kerb and channel, footpaths and intersections	Relevant Council	\$ 20.0	All FBURA	0%	0%	\$ 20.0
Sub total transport infrastructure					\$ 163.7				\$ 141.2

LAND ACQUISITION (LA)

Land Acquisition: 2015-2024 (1st Decade)										
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)	
Land Acquisition - Transport	LA01	Light Rail Extension	Collins Street Light Rail Extension - Stage 1 - Graham Street to Boundary Street	FBURA TP	\$ 7.5	All FBURA	0%	0%	\$ 7.5	
Land Acquisition - Transport	LA02	Metro Station Access	Access areas for future metro rail stations	FBURA TP	\$ 3.3	All FBURA	0%	0%	\$ 3.3	
Land Acquisition - Transport	LA03	Light Rail Access	Improved access areas for routes 96 and 109	FBURA TP	\$ 1.8	All FBURA	0%	0%	\$ 1.8	
Land Acquisition - Open Space	LA05	Relocation of Council Depot	Replacement site for conversion of 7500sqm depot to open space	FBURA CP	\$ 7.5	All FBURA	0%	0%	\$ 7.5	
Land Acquisition - Utilities	LA06	Recycled Water Treatment Plant	1ha site for Recycled Water Treatment Plant under Westgate Fwy	FBURA UP	\$ 2.0	All FBURA	0%	0%	\$ 2.0	
Land Acquisition - Utilities	LA07	Cogeneration Plants	3 x 350sqm sites for Co-generation plants	FBURA UP	\$ 1.0	All FBURA	0%	0%	\$ 1.0	
Land Acquisition - Community Inf.	CILA01	Stage 1 Community Infrastructure / Open Space Land Acquisition	2.81ha land acquisition for community infrastructure and associated open space	FBURA CP	\$ 34.5	All FBURA	0%	0%	\$ 34.5	
Sub total land acquisition					\$ 57.6				\$ 23.1	

Land Acquisition: 2025-2034 (2nd Decade)										
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)	
Land Acquisition - Transport	LA09	Light Rail Extension	Collins Street Light Rail Extension - Stage 2 - Graham Street to Boundary Street	FBURA TP	\$ 12.3	All FBURA	0%	0%	\$ 12.3	
Land Acquisition - Transport	LA10	Plummer Street Duplication	Land for duplication of Plummer Street to provide alternative heavy vehicle and traffic route	FBURA TP	\$ 42.5	All FBURA	0%	0%	\$ 42.5	
Land Acquisition - Transport	LA11	Ingles Street upgrade	Land for new pedestrian, cycling and and bus lanes, Fennell Street - Normanby Road	FBURA TP	\$ 2.7	All FBURA	0%	0%	\$ 2.7	
Land Acquisition - Community Inf.	CILA02	Stage 2 Community Infrastructure / Open Space Land Acquisition	2.81ha land acquisition for community infrastructure and associated open space	FBURA CP	\$ 34.5	All FBURA	0%	0%	\$ 34.5	
Sub total land acquisition					\$ 92.0				\$ 92.0	

OPEN SPACE IMPROVEMENTS (OP)

Open Space Improvements: 2015 - 2034 (1st and 2nd Decade)										
Infrastructure Category	Project ID	Title	Description	Reference	Estimated Cost (\$m)	MCA	External Demand	Beyond Horizon	Attributable Cost (\$m)	
Park	OP01	Local Park - Montague (x1)	Improvements to new local park (x1)	FBURA CP	\$ 2.4	All FBURA	0%	0%	\$ 2.4	
Park	OP02	Linear Park - Montague (x1)	Improvements to 'highline' linear park (x1)	FBURA CP	\$ 8.4	All FBURA	0%	0%	\$ 8.4	
Square	OP03	Neighbourhood Square - Montague (x1)	Improvements to new neighbourhood squares (x1)	FBURA CP	\$ 0.7	All FBURA	0%	0%	\$ 0.7	
Park	OP04	Pocket Park - Sandridge (x4)	Improvements to new pocket parks (x4)	FBURA CP	\$ 2.5	All FBURA	0%	0%	\$ 2.5	
Park	OP05	Local Park - Sandridge (x2)	Improvements to new local parks (x2)	FBURA CP	\$ 6.4	All FBURA	0%	0%	\$ 6.4	
Park	OP06	Large Park - Sandridge (x1)	Improvements to new large parks (x1)	FBURA CP	\$ 3.0	All FBURA	0%	0%	\$ 3.0	
Park	OP07	Linear Park - Sandridge (x1)	Improvements to new linear parks (x1)	FBURA CP	\$ 5.0	All FBURA	0%	0%	\$ 5.0	
Square	OP08	Neighbourhood Square - Sandridge (x2)	Improvements to new neighbourhood squares (x2)	FBURA CP	\$ 4.0	All FBURA	0%	0%	\$ 4.0	
Square	OP09	Secondary Square - Sandridge (x1)	Improvements to new neighbourhood squares (x1)	FBURA CP	\$ 2.7	All FBURA	0%	0%	\$ 2.7	
Square	OP10	Primary Square - Sandridge (x1)	Improvements to new primary squares (x1)	FBURA CP	\$ 5.4	All FBURA	0%	0%	\$ 5.4	
Park	OP11	Pocket Park - Lorimer (x2)	Improvements to new pocket parks (x2)	FBURA CP	\$ 1.1	All FBURA	0%	0%	\$ 1.1	
Square	OP12	Neighbourhood Square - Lorimer (x2)	Improvements to new neighbourhood squares (x2)	FBURA CP	\$ 4.6	All FBURA	0%	0%	\$ 4.6	
Recreation	OP13	Improvements to outdoor sporting ovals - JL Murphy Reserve	Upgrade to JL Murphy Reserve to accommodate additional demand	FBURA CP	\$ 3.3	All FBURA	0%	0%	\$ 3.3	
Sub total open space improvements					\$ 49.5				\$ 49.5	

APPENDIX 4 – PROJECT CALCULATIONS

The calculations for each project are shown overleaf.