

# PMP Printing Precinct

## Development Contributions Plan

July 2021

Amended December 2023



| VERSION | DATE          | INCORPORATED INTO THE PLANNING<br>SCHEME BY AMENDMENT | DESCRIPTION OF CHANGES   |
|---------|---------------|---|--|
| 1       | July 2021     |   | N/A  |
| 2       | December 2023 | VC249   | Incorporate changes associated with small<br>second dwelling exemption |

# Contents

|   |           |
|---|-----------|
| <b>SUMMARY</b>  | <b>1</b>  |
| <b>1.0 INTRODUCTION</b>   | <b>2</b>  |
| 1.1 Site description  | 2         |
| 1.2 Purpose   | 2         |
| 1.3 Report basis  | 4         |
| 1.4 Strategic basis   | 4         |
| 1.5 Planning and Environment Act 1987   | 4         |
| 1.6 The area to which the DCP applies   | 6         |
| 1.7 Infrastructure items included in the DCP                                    | 8         |
| 1.8 Items not included in the DCP   | 8         |
| 1.8.1 Developer works   | 8         |
| 1.8.2 Public open space contributions   | 8         |
| 1.8.3 Affordable housing  | 8         |
| <b>2.0 INFRASTRUCTURE PROJECTS</b>  | <b>10</b> |
| 2.1 Infrastructure project categories   | 10        |
| 2.1.1 Intersection and road projects  | 10        |
| 2.1.2 Community building project  | 10        |
| 2.2 Project timing  | 11        |
| 2.3 Distinction between development infrastructure and community infrastructure | 11        |
| <b>3.0 CALCULATION OF CONTRIBUTIONS</b>   | <b>13</b> |
| 3.1 Calculation of projected dwelling and floorspace projections                | 13        |
| 3.1.1 Projected dwelling and floorspace yields                                  | 13        |
| 3.1.2 Equivalence ratios  | 13        |
| 3.2 Calculation of contributions charges  | 14        |
| 3.2.1 Calculation of costs  | 14        |
| 3.2.2 Cost apportionment  | 14        |
| 3.2.3 Public open space contributions   | 14        |
| 3.2.4 Land valuation  | 14        |
| 3.2.5 External use  | 16        |
| 3.2.6 Summary of costs  | 16        |
| 3.2.7 Summary of contributions  | 16        |
| <b>4.0 ADMINISTRATION &amp; IMPLEMENTATION</b>                                  | <b>17</b> |
| 4.1 Payment of contributions levies and payment timing                          | 17        |
| 4.1.1 Development infrastructure levy   | 17        |
| 4.1.2 Works in kind   | 17        |
| 4.1.3 Credit for over provision   | 18        |
| 4.2 Funds administration  | 18        |
| 4.3 Construction and land value costs indexation                                | 19        |
| 4.4 Development contributions plan review period                                | 19        |
| 4.5 Adjustment to the scope of DCP projects                                     | 19        |
| 4.6 Collecting agency (agency responsible for collecting infrastructure levy)   | 20        |
| 4.7 Development agency (agency responsible for works)                           | 20        |
| 4.8 Implementation mechanism  | 20        |

Amended  
by VC249

## **5.0 OTHER INFORMATION 21**

|     |          |    |
|-----|----------|----|
| 5.1 | Acronyms | 21 |
| 5.2 | Glossary | 21 |

## **6.0 APPENDICES 24**

|     |   |    |
|-----|---|----|
| 6.1 | Appendix 1 – Property specific land budgets                         | 24 |
| 6.2 | Appendix 2 – Project cost sheets for road and intersection projects | 25 |
| 6.3 | Appendix 3 – Project cost sheets for community infrastructure       | 36 |
| 6.4 | Appendix 4 – Project cost estimates indexed for 2021/22             | 37 |

## **PLANS**

|        |                              |    |
|--------|------------------------------|----|
| Plan 1 | Precinct Boundary            | 3  |
| Plan 2 | Future Urban Structure       | 5  |
| Plan 3 | Main Charge Areas            | 7  |
| Plan 4 | Intersection & Road Projects | 9  |
| Plan 5 | Land Use Budget              | 23 |

## **TABLES**

|          |   |    |
|----------|---|----|
| Table 1  | Overall summary of costs and charges                                    | 1  |
| Table 2  | Charge areas  | 6  |
| Table 3  | Intersection and road projects  | 10 |
| Table 4  | Community building projects   | 10 |
| Table 5  | Summary land use budget   | 12 |
| Table 6  | Calculation of equivalence ratios                                       | 14 |
| Table 7  | Calculation of construction and land costs by project                   | 15 |
| Table 8  | Summary of costs  | 16 |
| Table 9  | Summary of contributions rates for development outcomes                 | 16 |
| Table 10 | Property specific land use budget                                       | 24 |
| Table 11 | Original capital costs from 2019 indexed for the 2021/22 financial year | 37 |

## SUMMARY

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

Table 1 Overall summary of costs and charges

| SUMMARY: TOTAL COSTS - LAND AND CONSTRUCTION |                         |
|--|-------------------------|
| PROJECT TYPE                                 | TOTAL COSTS OF PROJECTS |
| Land   | –                       |
| Construction                                 | \$1,593,753.15          |
| <b>Total</b>                                 | <b>\$1,593,753.15</b>   |

| SUMMARY: TOTAL COSTS BY PROJECT TYPE |                         |
|--------------------------------------|-------------------------|
| PROJECT TYPE                         | TOTAL COSTS OF PROJECTS |
| Intersection projects                | \$660,441.23            |
| Road projects                        | \$447,432.64            |
| Community facility                   | \$485,879.28            |
| <b>Total</b>                         | <b>\$1,593,753.15</b>   |

| SUMMARY: TOTAL COSTS BY INFRASTRUCTURE CATEGORY |                        |
|---|------------------------|
| LEVY  | TOTAL COST OF PROJECTS |
| Total – Development Infrastructure Levy (DIL)   | \$1,107,873.87         |
| Total – Community Infrastructure Levy (CIL)     | \$485,879.28           |
| <b>Total</b>                                    | <b>\$1,593,753.15</b>  |

| SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA |                                       |
|--|---------------------------------------|
| MAIN CHARGE AREA   | TOTAL COST OF CONTRIBUTION            |
| <b>MCA1 (Residential)</b>  | <b>\$378.89 per dwelling</b>          |
| <b>MCA2 (Retail)</b>   | <b>\$69.28 per m<sup>2</sup> GLFA</b> |
| <b>MCA2 (Commercial)</b>   | <b>\$15.16 per m<sup>2</sup> GLFA</b> |

| SUMMARY: COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA |                       |
|--|-----------------------|
| CHARGE AREA  | RATE                  |
| MCA1 (Residential)   | \$411.76 per dwelling |

## 1.0 INTRODUCTION

---

### 1.1 Site description

The PMP Printing Precinct Development Contributions Plan (the DCP) applies to approximately 10 hectares of land, 20km south-east of the Melbourne CBD in the suburb of Clayton within the municipality of Monash. The land is bordered by the former Clayton Primary School to the north, residential properties to the east, Carinish Road to the south and Browns Road to the west.

The land has been used for industry for much of the 20th century and its major operation as a printing factory is now lessening. A number of industrial premises remain in operation at the time of writing.

Land to the north, east and west is zoned for residential land use purposes.

Land south of the is currently undergoing significant change with several apartment buildings being developed as well as the elevated rail on Centre Road recently being completed.

### 1.2 Purpose

The DCP has been prepared by the Victorian Planning Authority (VPA), with the assistance of Monash City Council (Monash), government departments and agencies, service authorities and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers are provided with timely access to the community services and transport necessary to support a future residential and mixed-use area.
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects.
- Ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects.
- Provides developers, property stakeholders and local communities with certainty about development contribution requirements and how they will be administered.

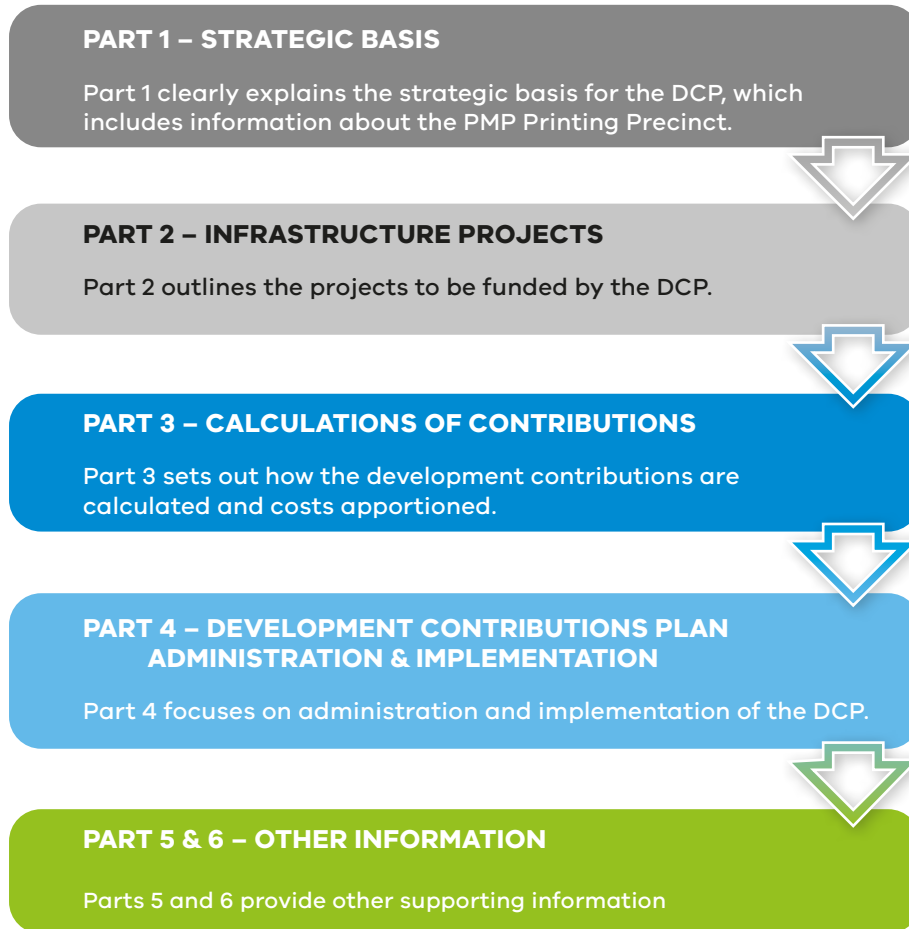


precinct boundary



### 1.3 Report basis

The DCP document comprises six parts:



### 1.4 Strategic basis

The strategic basis for the DCP is established by the Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF) of the *Monash Planning Scheme*. Key documents are:

- The PPF set out in the *Monash Planning Scheme*.
- *Plan Melbourne 2017-2050*.
- The LPPF of the *Monash Planning Scheme*.
- PMP Printing Precinct Comprehensive Development Plan (CDP).

These documents set out a broad, long term vision for the development of the PMP Printing Precinct and its surrounds.

### 1.5 Planning and Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the PPF and LPPF of the *Monash Planning Scheme* as well as Victorian Government guidelines. It is consistent with the Minister for Planning's Directions on Development Contributions made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contribution Plan Guidelines.

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

The DCP is implemented in the *Monash Planning Scheme* through Schedule 1 to the DCP Overlay (DCPO1) which applies to the area shown in Plan 1.

The DCP forms part of the *Monash Planning Scheme* pursuant to section 46I of the Act and is an incorporated document under Clause 45.06 of the *Monash Planning Scheme*.





### PMP Printing Precinct Comprehensive Development Plan (CDP)

The PMP Printing Precinct CDP sets the vision for how land should be developed, illustrates the future urban structure and outlines the objectives to be achieved.

The CDP applies to 10.17 hectares of land as shown on Plan 2. The summary land use budget for the PMP Printing Precinct is listed at Table 5 and parcel specific land use budget is listed in Table 10 in Appendix 1.

The DCP has a strong relationship to the CDP, as the PMP Printing Precinct CDP provides the rationale and justification for infrastructure items that have been included within the DCP. The future urban structure for the PMP Printing Precinct CDP is illustrated on Plan 2.

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

## 1.6 The area to which the DCP applies

The DCP applies to the same area as the PMP Printing Precinct CDP. The two Main Charge Areas (MCAs) identified for PMP Printing Precinct are based on the predominant development outcomes:

- MCA1: Residential
- MCA2: Commercial & Retail

The MCAs are defined by the development type and from which use a given item of infrastructure will draw most of its use. Plan 3 outlines the two charge areas, it should be noted that when a residential use is located within MCA2 it will be charged against MCA1.

A breakdown of the MCAs is provided below in Table 2.

**Table 2** Charge areas

| TYPE | UNITS  |                               | LABEL       |
|------|--------|-------------------------------|-------------|
| MCA1 | 1,180  | Dwelling units                | Residential |
| MCA2 | 2,100  | sqm gross leasable floor area | Retail      |
| MCA2 | 34,000 | sqm gross leasable floor area | Commercial  |



- precinct boundary
- main charge area 1
- main charge area 2
- trees to be retained
  - high value
  - medium value
- existing regional open space and Djerring cycle trail

## 1.7 Infrastructure items included in the DCP

The need for the infrastructure set out in this DCP has been determined according to the anticipated development scenario as described in the PMP Printing Precinct CDP.

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

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the PMP Printing Precinct CDP. A new development is deemed to have a nexus with an item if the future residents are expected to make use of that item.

A summary of how each item relates to projected urban renewal development is set out below and individual item use apportionments are identified in Table 7.

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

- Are essential to the health, safety and well-being of the community.
- Will be used by a broad cross-section of the community.
- Reflect the vision and objectives as expressed in the PMP Printing Precinct CDP.
- Are not recurrent items.
- Are the basis for the future development of an integrated network.

## 1.8 Items not included in the DCP

### 1.8.1 Developer works

The following items are not included in the DCP. They must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the PMP Printing Precinct CDP:

- Internal streets and associated traffic management measures, including streets on the edge of the PMP Printing Precinct CDP, except where specified as DCP projects.
- Intersections connecting the development to the existing and planned road network, except where specified as DCP projects.
- Water, sewerage, underground power, gas, and telecommunications services.
- Stormwater drainage and water quality works.
- Local pathways and connections to the regional and/or district pathway network.
- Basic levelling, seeding, water tapping and landscaping of local parks.
- Local park masterplans and any agreed associated works required by the PMP Printing Precinct CDP.
- Council's plan checking and supervision costs.
- Bus stops.

The items listed above are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP.

They may be further addressed and defined by an agreement under section 173 of the Act and/or conditions in planning permits.

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

### 1.8.2 Public open space contributions

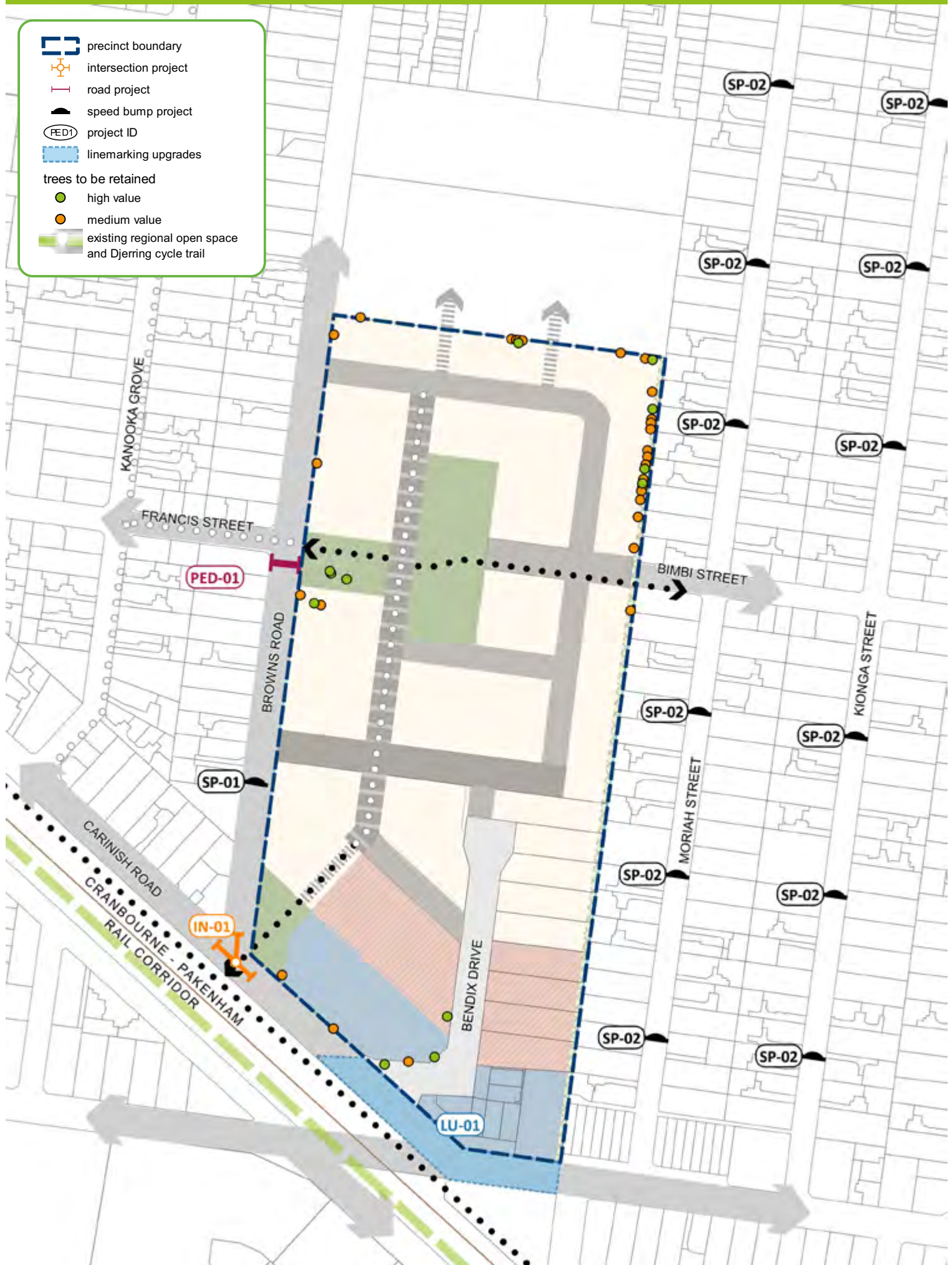
This DCP does not provide funding towards the cost of land for local parks (credited open space). Local parks are provided through Clause 53.01 of the *Monash Planning Scheme*.

### 1.8.3 Affordable housing

This DCP does not provide funding towards the cost of land for affordable housing. Affordable housing for the precinct will be provided through a separate agreement between the landowners and council.



- precinct boundary
- intersection project
- road project
- speed bump project
- project ID
- linemarking upgrades
- trees to be retained
  - high value
  - medium value
- existing regional open space and Djerring cycle trail



## 2.0 INFRASTRUCTURE PROJECTS

### 2.1 Infrastructure project categories

The DCP uses a project identification system of project category and sequential number in its tables and plans. The following types of projects are included in the DCP (refer to Plan 4):

- **IN** – Intersection projects
- **PED** – Pedestrian projects
- **CB** – Community buildings projects
- **LU** – Linemarking upgrades
- **SP** – Speed humps.

#### 2.1.1 Intersection and road projects

The intersection and road projects funded by the DCP are based on the transport network depicted in Plan 4.

The detail of the transport projects is further described in Appendix 2.

Table 3 Intersection and road projects

| PROJECT ID                   | PROJECT TITLE & DESCRIPTION  | CHARGE AREAS CONTRIBUTING | INDICATIVE PROVISION TRIGGER |
|------------------------------|--|---------------------------|------------------------------|
| <b>INTERSECTION PROJECTS</b> |  |                           |                              |
| <b>IN-01</b>                 | <b>Browns Road &amp; Carinish Road T-intersection</b><br>The construction of a signalised T-intersection with pedestrian operated crossing. Works include demolition of existing central island median, relocation of existing electricity pole and reconfiguration of kerb alignments | MCA1 & MCA2               | At time of subdivision       |
| <b>ROAD PROJECTS</b>         |  |                           |                              |
| <b>LU-01</b>                 | <b>Centre Road &amp; Carinish Road linemarking upgrades</b><br>Provision of new linemarking and changes to the kerb alignment  | MCA1 & MCA2               | At time of subdivision       |
| <b>SP-01</b>                 | <b>Browns Road speed hump</b><br>The construction of a flat top speed hump on Browns Road  | MCA1 & MCA2               | At time of subdivision       |
| <b>SP-02</b>                 | <b>Kionga Street &amp; Moriah Street speed humps</b><br>The construction of 12 speed humps (6 speed humps per street)  | MCA1 & MCA2               | At time of subdivision       |
| <b>PED-01</b>                | <b>Browns Road pedestrian operated crossing</b><br>The construction of pedestrian operated signals and minor linemarking changes on Francis Street   | MCA1 & MCA2               | At time of subdivision       |

#### 2.1.2 Community building project

The community building project funded by the DCP will be delivered offsite within the existing Clayton Community Centre:

Table 4 Community building project

| PROJECT ID   | PROJECT TITLE & DESCRIPTION  | CHARGE AREAS CONTRIBUTING | INDICATIVE PROVISION TRIGGER |
|--------------|--|---------------------------|------------------------------|
| <b>CB-01</b> | <b>Community meeting space</b><br>The construction of an offsite community meeting space (73sqm) which includes a kitchenette, meeting space and toilet. | MCA1                      | At statement of compliance   |



## 2.2 Project timing

Each item in the DCP has an assumed indicative provision timing as specified in Tables 3–4. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared.

Council, as the Collecting Agency, will monitor and assess the required timing for individual items and have regard to its capital works program and indicative provision timing.

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

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency.
- Network priorities require the delivery of works or land to facilitate broader road network connections. The Collecting Agency may seek an amendment to the DCP to adjust indicative provision triggers as part of the five-year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under section 173 of the Act.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 of this DCP and acknowledging the Development Agency's capacities to provide the balance of funds not recovered by this DCP.

## 2.3 Distinction between development infrastructure and community infrastructure

In accordance with the Act and the Ministerial Direction on Development Contributions pursuant to Section 46J of the Act, the DCP must make a distinction between 'development' and 'community' infrastructure.

The DCP has been prepared in accordance with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans* and *Ministerial Reporting Requirements for Development Contributions Plans, Part A: Ministerial Direction* (2016).

Community infrastructure includes projects involving the construction of buildings or facilities used for community and social purposes that fall outside of those able to be funded under the development infrastructure levy.

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

Section 46L of the Act currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per dwelling for the financial year beginning on 1 July 2018 and as indexed over time. Both the maximum levy amount and the payable dwelling amount will be adjusted annually using the Producer Price Index for Non-Residential Building Construction in Victoria. The Index is published by the Australian Bureau of Statistics.

The Department of Environment, Land, Water and Planning will publish the adjusted maximum levy amount that will apply to new DCPs on its website on 1 July each year.

Table 5 Summary land use budget

| DESCRIPTION  | PSP 6565     |               |               |
|--|--------------|---------------|---------------|
|  | HECTARES     | % OF TOTAL    | % OF NDA      |
| <b>TOTAL PRECINCT AREA (HA)</b>                          | <b>10.17</b> |               |               |
| <b>TRANSPORT</b>   |              |               |               |
| Non-arterial road – Existing road reserve (Bendix Drive) | 0.47         | 4.64%         | 5.47%         |
| <b>Total transport</b>                                   | <b>0.47</b>  | <b>4.64%</b>  | <b>5.47%</b>  |
| <b>OPEN SPACE</b>  |              |               |               |
| Local open space (via CI 53.01) (Residential areas)      | 0.87         | 8.50%         | 10.06%        |
| <b>Total all open space</b>                              | <b>0.87</b>  | <b>8.50%</b>  | <b>10.06%</b> |
| <b>OTHER</b>   |              |               |               |
| Utilities easement                                       | 0.21         | 2.03%         | 2.40%         |
| <b>Sub-total</b>   | <b>0.21</b>  | <b>2.03%</b>  | <b>2.40%</b>  |
| <b>NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA</b>      | <b>6.80</b>  | <b>66.82%</b> |               |
| <b>NET DEVELOPABLE AREA – MIXED USE (NDAR) HA</b>        | <b>0.94</b>  | <b>9.27%</b>  |               |
| <b>NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA</b>       | <b>0.89</b>  | <b>8.71%</b>  |               |
| <b>TOTAL NET DEVELOPABLE AREA – (NDA) HA</b>             | <b>8.63</b>  | <b>84.79%</b> |               |

## 3.0 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Setting projected dwelling (lot) and non-residential floorspace yields (Table 5).
- Calculation of equivalence ratios between each of the major land uses (Table 6).
- Calculation of projects costs, including construction and land costs (refer Table 7).
- Summary of costs payable for each infrastructure project (refer Table 8).
- Charges for contributions levies against infrastructure types (refer Table 9).

### 3.1 Calculation of projected dwelling and floorspace projections

The following section sets out the projected dwelling and non-residential floorspace projections for the DCP. Equivalence ratios are then calculated to quantify the impacts of non-residential gross leasable floorspace areas to a common metric, the dwelling unit.

#### 3.1.1 Projected dwelling and floorspace yields

In this DCP, development infrastructure contributions are dependent on each property's individual development outcomes. The NDA for each of the major land uses in the DCP has been assessed as set out in Table 5 and for each property in Appendix 1.

For the purposes of this DCP, Net Developable Area (NDA) is defined as the total amount of land within the area of the PMP Printing Precinct CDP that is made available for the development (of residential, or non-residential employment uses) including lots and local streets. It is the total precinct area minus land for open space and encumbered land. Any additional small local parks defined at the subdivision stage are included in the NDA.

Using the NDA for each property and the predominant land uses applied by the CDP's Future Urban Structure (Plan 2), projections were made for the main development outcomes for each of the major land use outcomes:

- MCA1: Residential (dwellings).
- MCA2: Commercial & Retail: GLFA (m<sup>2</sup>).

Estimates of property-specific NDA are listed in Appendix 1.

#### 3.1.2 Equivalence ratios

Each development type (residential, retail and commercial) places a different demand on the infrastructure required to be provided by this DCP. While residential development in urban renewal areas generally imposes a need for transport, community, recreation and public realm improvements, non-residential development is generally assumed to only generate a need for transport infrastructure.

In this DCP, residential development outcomes are quantified by dwelling yields, while non-residential development types (retail and commercial) are quantified according to GLFA (in m<sup>2</sup>). A metric, the 'equivalence ratio', is used to standardise all development outcomes to a common 'equivalence unit'.

If a typical medium-density dwelling is set as one equivalence unit, then it is necessary to calculate an 'equivalence ratio' for each of the relevant non-residential development types. In this scenario, the equivalence ratio is the GLFA (in m<sup>2</sup>) for each non-residential development type that places demand on infrastructure equivalent to that created by a single medium-density residential dwelling.

In calculating equivalence ratios for each non-residential development type, it has been assumed that non-residential development generates demand for transport projects, but not for community building or sporting reserve projects.

The following method has been used to calculate equivalence ratios for PMP Printing Precinct (See also Table 6):

- Determine the PM peak hour traffic movements generated by a single (medium-density) dwelling.
- Determine the PM peak hour traffic movements generated by each square metre of gross floorspace for each non-residential development type.
- Calculate the ratio of traffic movements to each dwelling unit, or each m<sup>2</sup> of gross floorspace, for each land use respectively.
- Standardise the non-residential ratios to the dwelling ratio.
- Multiply the standardised ratio by the number of dwellings or floorspace to determine dwelling equivalent units.

**Table 6** Calculation of equivalence ratios

| LAND USE TYPE | NUMBER | UNIT OF MEASURE                    | PM PEAK TRAFFIC MOVEMENTS | TOTAL TRAFFIC MOVEMENTS | STANDARDISE | DWELLING EQUIVALENT UNITS | % DWELLING EQUIVALENT TOTAL |
|---------------|--------|------------------------------------|---------------------------|-------------------------|-------------|---------------------------|-----------------------------|
| Residential   | 1,180  | dwelling units                     | 0.35 per dwelling         | 413                     | 1.000       | 1180                      | 40.36%                      |
| Retail        | 2,100  | m <sup>2</sup> leasable floorspace | 6.4 per 100m <sup>2</sup> | 134.4                   | 0.325       | 384                       | 13.13%                      |
| Commercial    | 34,000 | m <sup>2</sup> leasable floorspace | 1.4 per 100m <sup>2</sup> | 476                     | 1.153       | 1360                      | 46.51%                      |

## 3.2 Calculation of contributions charges

### 3.2.1 Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in 7. Project construction cost sheets have been prepared by Cardno Consultants for intersection and road projects based on the outputs of the *Access & Movement Assessment – PMP Printing Precinct* (Cardno, July 2019), and in consultation with Monash Council, Department of Transport and the VPA (refer to Appendix 2).

Community Building construction cost sheets were prepared by Prowse Quantity Surveyors Pty Ltd based on the findings of the *PMP Community and Recreation Needs Assessment* (ASR Research, September 2018) and in consultation with Monash City Council and the VPA (refer to Appendix 3).

### 3.2.2 Cost apportionment

Two MCAs are identified for PMP Printing Precinct based on the predominant development outcomes:

- MCA1: residential dwellings.
- MCA2: commercial gross leasable floorspace (m<sup>2</sup>) and retail gross leasable floorspace (m<sup>2</sup>).

This DCP apportions a charge to all new development within the MCA according to each site's projected shared use of an identified infrastructure item. Since development contributions charges are levied prior to construction, a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the projected development outcomes and estimated shared use of each infrastructure project.

This DCP calculates what each new development should pay towards provision of each identified infrastructure project. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by the total demand units (dwellings, or non-residential floorspace) for each of the main charge areas.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as developer works construction requirement as set out in Section 1.9, an existing local DCP, an agreement under section 173 of the Act, or as a condition on an existing planning permit.

The balance of the cost of the items not recovered under this DCP will be funded by alternative sources such as council rates or State funding.

### 3.2.3 Public open space contributions

The overall NDA has been adjusted to allow for public open space provision. Local parks are provided through Clause 53.01 of the *Monash Planning Scheme* and no contribution for local parks are included in this DCP.

Appendix 1 provides further information on how land has been allocated for open space purposes and how it relates to the NDA.

### 3.2.4 Land valuation

Land valuations are not required as the transport and community infrastructure detailed in this DCP will be constructed within existing road reserves and land owned by Monash City Council.

Table 7 Calculation of construction and land costs by project

| DCP PROJECT NO.  | PROJECT  | INFRASTRUCTURE CATEGORY | ESTIMATED PROJECT COST: CONSTRUCTION | TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION | % APPORTIONED TO DCP (INTERNAL USE) | TOTAL COST RECOVERED BY DCP |
|--|--|-------------------------|--------------------------------------|---|-------------------------------------|-----------------------------|
| <b>INTERSECTION PROJECTS</b>   |  |                         |                                      |   |                                     |                             |
| IN-01  | Browns Road & Carinish Road T-intersection       | Development             | \$660,441                            | \$660,441   | 100%                                | \$660,441                   |
| <b>Sub-total intersection projects</b>                                 |  |                         | <b>\$660,441</b>                     | <b>\$660,441</b>                                  |                                     | <b>\$660,441</b>            |
| <b>ROAD PROJECTS</b>   |  |                         |                                      |   |                                     |                             |
| LU-01  | Centre Road & Carinish Road linemarking upgrades | Development             | \$59,998                             | \$59,998  | 100%                                | \$59,998                    |
| SP-01  | Browns Road speed hump                           | Development             | \$18,550                             | \$18,550  | 100%                                | \$18,550                    |
| SP-02  | Kionga Street & Moriah Street speed humps        | Development             | \$82,102                             | \$82,102  | 100%                                | \$82,102                    |
| PED-01   | Browns Road pedestrian operated crossing         | Development             | \$286,783                            | \$286,783   | 100%                                | \$286,783                   |
| <b>Sub-total road projects</b>   |  |                         | <b>\$447,433</b>                     | <b>\$447,433</b>                                  |                                     | <b>\$447,433</b>            |
| <b>Total development infrastructure levy</b>                           |  |                         | <b>\$1,107,874</b>                   | <b>\$1,107,874</b>                                |                                     | <b>\$1,107,874</b>          |
| <b>COMMUNITY PROJECTS</b>  |  |                         |                                      |   |                                     |                             |
| CB-01  | Community Meeting Space                          | Community               | \$485,879                            | \$485,879   | 100%                                | \$485,879                   |
| <b>Total community infrastructure levy</b>                             |  |                         | <b>\$485,879</b>                     | <b>\$485,879</b>                                  |                                     | <b>\$485,879</b>            |
| <b>SUMMARY</b>   |  |                         |                                      |   |                                     |                             |
| <b>TOTAL COST ALL PROJECTS</b>   |  |                         | <b>\$1,593,753</b>                   | <b>\$1,593,753</b>                                |                                     | <b>\$1,593,753</b>          |
| <b>TOTAL DEVELOPMENT INFRASTRUCTURE LEVY (RESIDENTIAL)</b>             |  |                         |                                      |   | <b>PER DWELLING</b>                 |                             |
| <b>TOTAL DEVELOPMENT INFRASTRUCTURE LEVY (COMMERCIAL &amp; RETAIL)</b> |  |                         |                                      |   | <b>PER SQM</b>                      |                             |
| <b>TOTAL COMMUNITY INFRASTRUCTURE LEVY (RESIDENTIAL)</b>               |  |                         |                                      |   | <b>PER DWELLING</b>                 |                             |

### 3.2.5 External use

The DCP has been determined on the basis that each project is entirely attributed to the PMP Printing Precinct. As such, no external apportionment has been factored in the DCP.

### 3.2.6 Summary of costs

Table 8 sets out a summary of costs payable for each infrastructure category.

**Table 8** Summary of costs

| SUMMARY – TOTAL COSTS BY PROJECT TYPE |                                  |
|---------------------------------------|----------------------------------|
| DIL PROJECTS                          | TOTAL COSTS OF DIL CONTRIBUTIONS |
| Intersection projects                 | \$660,441.23                     |
| Road projects                         | \$447,432.64                     |
| <b>Total DIL</b>                      | <b>\$1,107,873.87</b>            |
| CIL PROJECTS                          | TOTAL COSTS OF CIL CONTRIBUTIONS |
| Community building projects           | \$485,879.28                     |
| <b>Total CIL</b>                      | <b>\$485,879.28</b>              |
| <b>TOTAL DIL AND CIL</b>              | <b>\$1,593,753.15</b>            |

### 3.2.7 Summary of contributions

Table 9 sets out charges payable for each development outcome.

**Table 9** Summary of contributions rates for development outcomes

| SUMMARY – DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA |                                 |
|---|---------------------------------|
| MAIN CHARGE AREA  | RATE                            |
| MCA1 (Residential)  | \$378.89 per dwelling           |
| MCA2 (Retail)   | \$69.28 per m <sup>2</sup> GLFA |
| MCA2 (Commercial)   | \$15.16 per m <sup>2</sup> GLFA |
| SUMMARY – COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA   |                                 |
| MAIN CHARGE AREA  | RATE                            |
| MCA1 (Residential)  | \$411.76 per dwelling           |
| MCA2 (Retail & Commercial)  | N/A                             |



## 4.0 ADMINISTRATION & IMPLEMENTATION

This section details how the DCP will be administered and includes the timing of payment, provision of works and land “in kind” and how the DCP fund will be managed in terms of reporting, indexation and review periods.

Amended  
by VC249

The Development Infrastructure Levy (DIL) for the DCP applies to subdivision and/or development of land. The development of land for a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy. Monash Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

### 4.1 Payment of contributions levies and payment timing

#### 4.1.1 Development infrastructure levy

##### For subdivision of land and buildings

A development infrastructure levy must be paid to the Collecting Agency for the land, after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of Statement of Compliance in respect to the relevant plan or, otherwise included in an implementation agreement under section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance. Additionally, a Schedule of Development Contributions must be 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 made in respect of prior stages to the satisfaction of the Collecting Agency or, otherwise included in an implementation agreement under section 173 of the Act.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

##### For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid on the subject land, an infrastructure levy must be paid to the Collecting Agency. Payments must be in accordance with the provisions of the approved DCP for each demand unit (per dwelling/floorspace) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components).

The Collecting Agency may require that DIL contributions be made at either the planning permit or building permit stage.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Act or propose another arrangement acceptable to the Collecting Agency in respect of the proposed works and/or land to be provided in kind.

##### Where no planning permit is required

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

- Prior to the commencement of any development, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the DCP for the land unless some other arrangement has been agreed to by Collecting Agency in a section 173 agreement.
- If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Act in respect of the proposed works or provision of land which are proposed to be provided in kind.

#### 4.1.2 Works in kind

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

- The works constitute projects funded by the DCP.
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP.

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

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

- The credit for the works provided (unless an alternative approach is agreed with the Collecting Agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the Collecting Agency.
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent.

#### 4.1.3 Credit for over provision

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

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

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

## 4.2 Funds administration

The administration of the development contributions made under the DCP will be held until required for provision of the items in that class of development (transport, community buildings or sporting reserves). Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the *Local Government Act 1993* and the Act.

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

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

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

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

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

charges.

### 4.3 Construction and land value costs indexation

Capital costs of all infrastructure items, including land are in 2019 dollars and will be adjusted by the Collecting Agency annually for inflation.

In relation to the costs of infrastructure items other than land, the cost must be adjusted according to the following methods:

- Roads and intersections – in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.
- All other infrastructure items - in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Land values will be adjusted on 1 July every second year following a revaluation by a registered valuer of properties with land required by the DCP. Within 14 days of the revaluation, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

### 4.4 Development contributions plan review period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the PMP Printing Precinct CDP Area. The 'full development' horizon of land within the current precinct to the year 2034 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Monash Planning Scheme through Amendment C156.

This DCP will end within 15 years from the date upon which this DCP is first incorporated into the Monash Planning Scheme, when the DCP is removed from the Monash Planning Scheme.

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

This review is anticipated to include:

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

### 4.5 Adjustment to the scope of DCP projects

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

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

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

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

Where, after the DCP has been approved, a council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost

increases resulting from the change should normally be met by the agency requesting the change.

#### **4.6 Collecting agency (agency responsible for collecting infrastructure levy)**

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

#### **4.7 Development agency (agency responsible for works)**

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

#### **4.8 Implementation mechanism**

Under Section 46P of the Act, the Collecting Agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be agreed with the Collection Agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 2 to the Comprehensive Development Zone (CDZ) for the PMP Printing Precinct CDP requires an application for subdivision or development to be accompanied by a Public Infrastructure Plan (PIP) to the satisfaction of the responsibility authority. The PIP needs to show the location, type, staging and timing of infrastructure on the land as identified in the PMP Printing Precinct CDP or reasonably required as a result of the subdivision or development of the land and address the following:

- Stormwater drainage and water quality 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 DCP.
- The effects of the provision of infrastructure on the land or any other land.
- Any other relevant matter related to the provision of infrastructure reasonably as required by the responsible authority.

## 5.0 OTHER INFORMATION

### 5.1 Acronyms

|                |  |
|----------------|--|
| <b>the Act</b> | <i>Planning and Environment Act 1987</i> |
| <b>CDP</b>     | comprehensive development plan           |
| <b>CIL</b>     | community infrastructure levy            |
| <b>DCP</b>     | development contributions plan           |
| <b>DIL</b>     | development infrastructure levy          |
| <b>GLFA</b>    | gross leasable floor area                |
| <b>Ha</b>      | hectare                                  |
| <b>MCC</b>     | Monash City Council                      |
| <b>MCA</b>     | main charge area                         |
| <b>MCH</b>     | maternal & child health                  |
| <b>NDA</b>     | net developable area                     |
| <b>PIP</b>     | precinct infrastructure plan             |
| <b>sqm</b>     | square metres                            |
| <b>VPA</b>     | Victorian Planning Authority             |

### 5.2 Glossary

#### Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the *Road Management Act 2004*. All declared arterials are managed by the State Government.

#### Collecting Agency

A person/authority specified in a development contributions plan as a person/authority to whom a community infrastructure levy or development infrastructure levy is payable.

#### Community Infrastructure

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

#### Connector Street

A lower order street providing for low to moderate volumes and moderate speeds, linking local streets to the arterial network managed by the relevant local council (see Clause 56.06).

#### Development Agency

A person/authority specified in a development contributions plan as a person/authority responsible for the provision of works, services or facilities or for the plan preparation costs for which a community infrastructure levy or development infrastructure levy or part of a levy is payable.

#### 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*.

**Housing Density (Net)**

The number of houses divided by net developable area

**Land Budget Table**

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

**Local Parks (Credited 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.

**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.

**Net Developable Area**

Total amount of land within the Precinct that is made available for development of housing and employment buildings, including lots and local 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.

**Public Open Space**

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

**Sporting Reserves**

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

**Town Centre**

Provide the focus for business, 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.





## 6.0 APPENDICES

### 6.1 Appendix 1 – Property specific land budgets

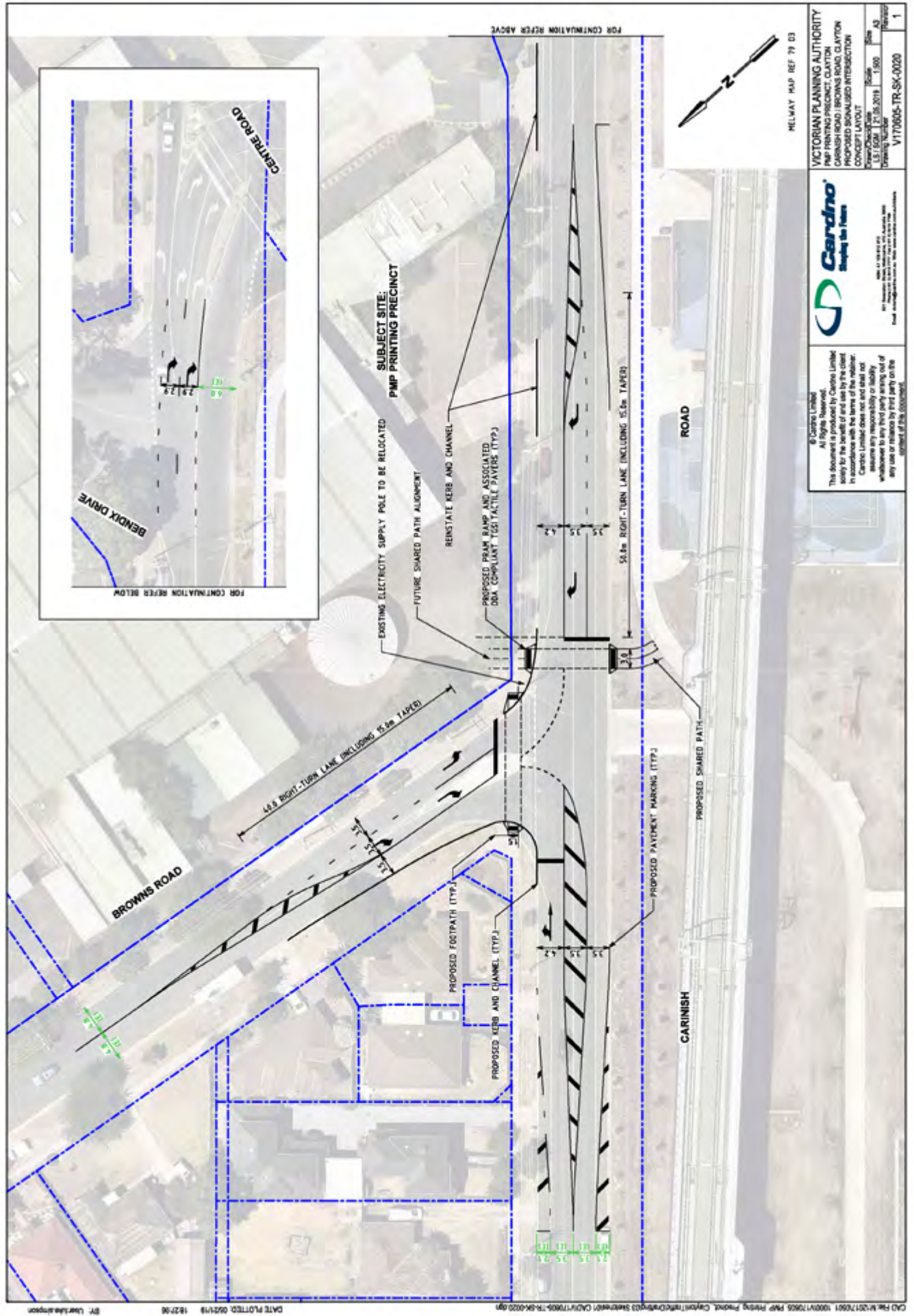
Detailed information on the developable area for each property is included in the land use budget (Plan 5) and in the property specific land use budget table (Table 10).

**Table 10** Parcel specific land use budget

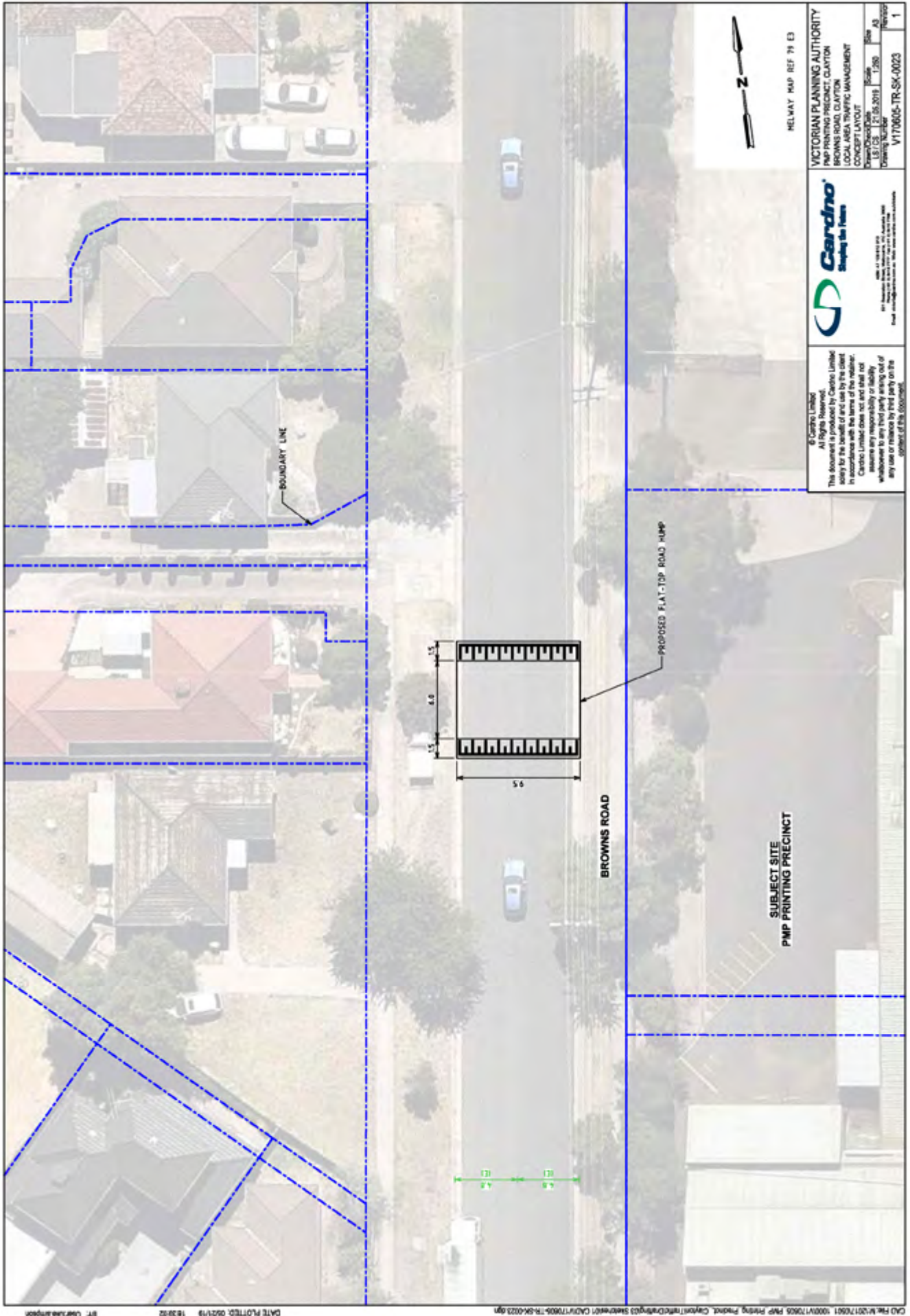
| CDP<br>PROPERTY<br>ID | TOTAL AREA<br>(HECTARES) | TRANSPORT  | UNCREDITED<br>OPEN SPACE | OPEN SPACE          | TOTAL NET<br>DEVELOPABLE<br>AREA<br>(HECTARES) | NET<br>DEVELOPABLE<br>AREA % OF<br>PROPERTY |
|-----------------------|--------------------------|--|--------------------------|---------------------|--|---|
|                       |                          | NON-ARTERIAL<br>ROAD –<br>EXISTING<br>ROAD RESERVE<br>BENDIX DRIVE | UTILITIES<br>EASEMENT    | LOCAL OPEN<br>SPACE |  |   |
| 1                     | 6.09                     | –  | 0.12                     | 0.72                | 5.25   | 86.22%                                      |
| 2                     | 2.13                     | –  | –                        | 0.14                | 1.99   | 93.23%                                      |
| 3                     | 0.14                     | –  | 0.01                     | –                   | 0.13   | 94.37%                                      |
| 4                     | 0.11                     | –  | 0.01                     | –                   | 0.10   | 92.80%                                      |
| 5                     | 0.11                     | –  | 0.01                     | –                   | 0.10   | 93.18%                                      |
| 6                     | 0.12                     | –  | 0.01                     | –                   | 0.11   | 93.52%                                      |
| 7                     | 0.12                     | –  | 0.01                     | –                   | 0.11   | 93.48%                                      |
| 8                     | 0.12                     | –  | 0.01                     | –                   | 0.11   | 93.46%                                      |
| 9                     | 0.12                     | –  | 0.01                     | –                   | 0.11   | 93.52%                                      |
| 10                    | 0.12                     | –  | 0.01                     | –                   | 0.11   | 93.52%                                      |
| 11                    | 0.13                     | –  | 0.01                     | –                   | 0.12   | 94.06%                                      |
| 12                    | 0.02                     | –  | –                        | –                   | 0.02   | 100.00%                                     |
| 13                    | 0.02                     | –  | –                        | –                   | 0.02   | 100.00%                                     |
| 14                    | 0.02                     | –  | –                        | –                   | 0.02   | 100.00%                                     |
| 15                    | 0.17                     | –  | 0.02                     | –                   | 0.15   | 86.73%                                      |
| 16                    | 0.03                     | –  | –                        | –                   | 0.03   | 100.00%                                     |
| 17                    | 0.02                     | –  | –                        | –                   | 0.02   | 100.00%                                     |
| 18                    | 0.03                     | –  | –                        | –                   | 0.03   | 100.00%                                     |
| 19                    | 0.03                     | –  | –                        | –                   | 0.03   | 100.00%                                     |
| 20                    | 0.07                     | –  | –                        | –                   | 0.07   | 100.00%                                     |
| <b>SUB-TOTAL</b>      | <b>9.70</b>              | <b>0.00</b>  | <b>0.21</b>              | <b>0.87</b>         | <b>8.63</b>                                    | <b>88.92%</b>                               |
| <b>ROAD RESERVE</b>   |                          |  |                          |                     |  |   |
| R1 (Bendix Drive)     | 0.47                     | 0.47   | –                        | –                   | –  | 0.00%                                       |
| <b>SUB-TOTAL</b>      | <b>0.47</b>              | <b>0.47</b>  | <b>–</b>                 | <b>–</b>            | <b>–</b>                                       | <b>0.00%</b>                                |
| <b>TOTALS</b>         | <b>10.17</b>             | <b>0.47</b>  | <b>0.21</b>              | <b>0.87</b>         | <b>8.63</b>                                    | <b>84.79%</b>                               |



## 6.2 Appendix 2 – Project cost sheets for road and intersection projects



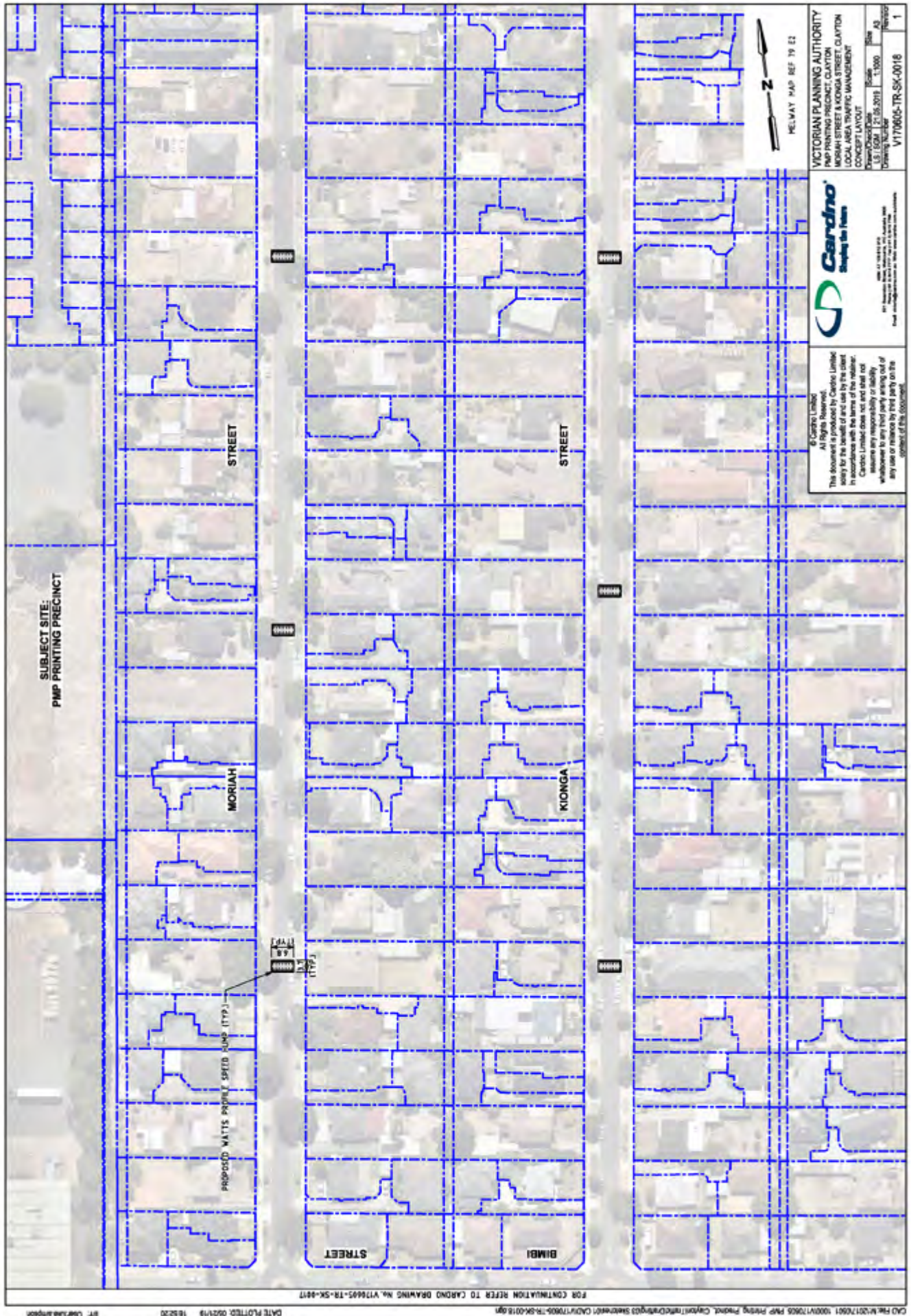




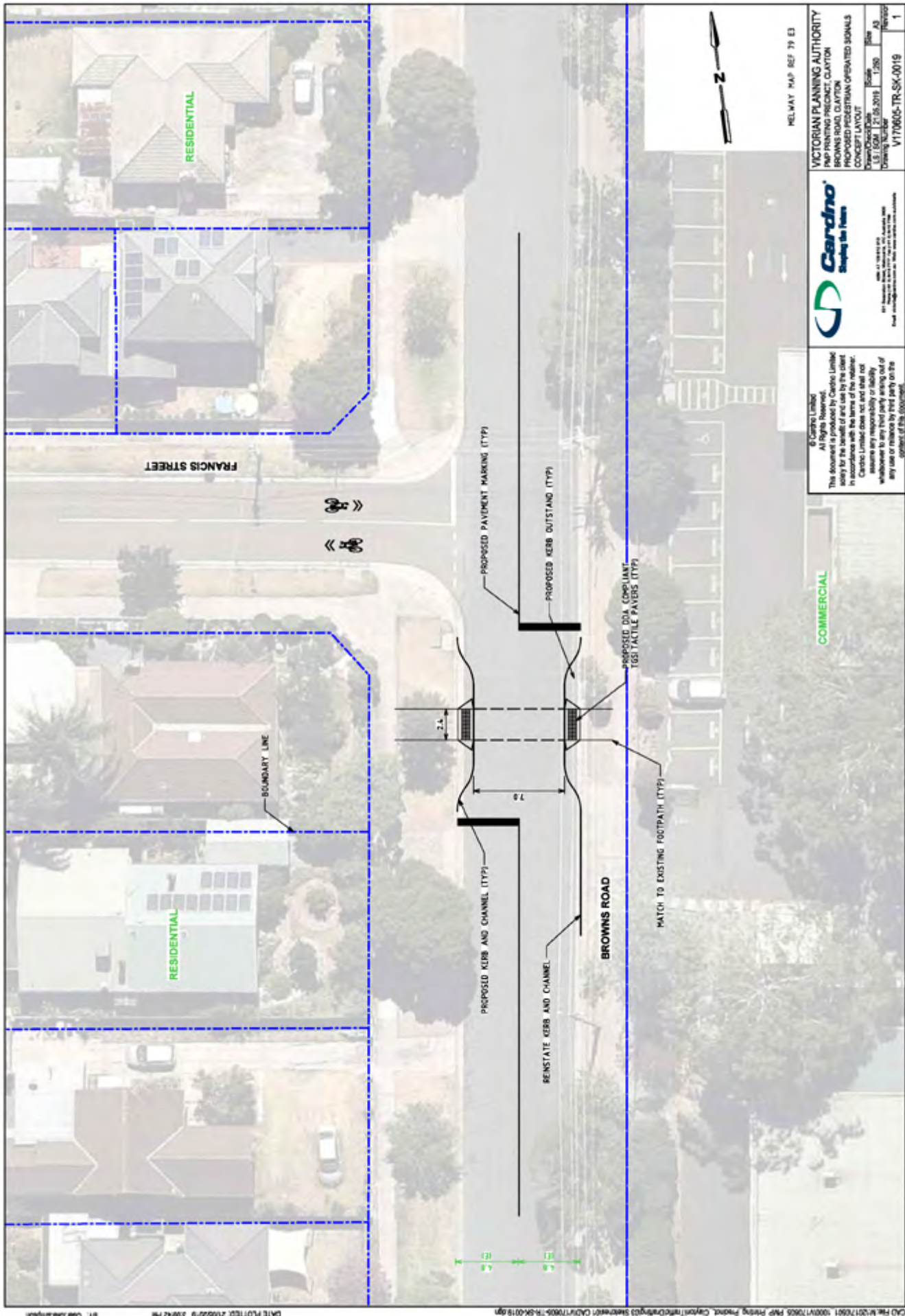


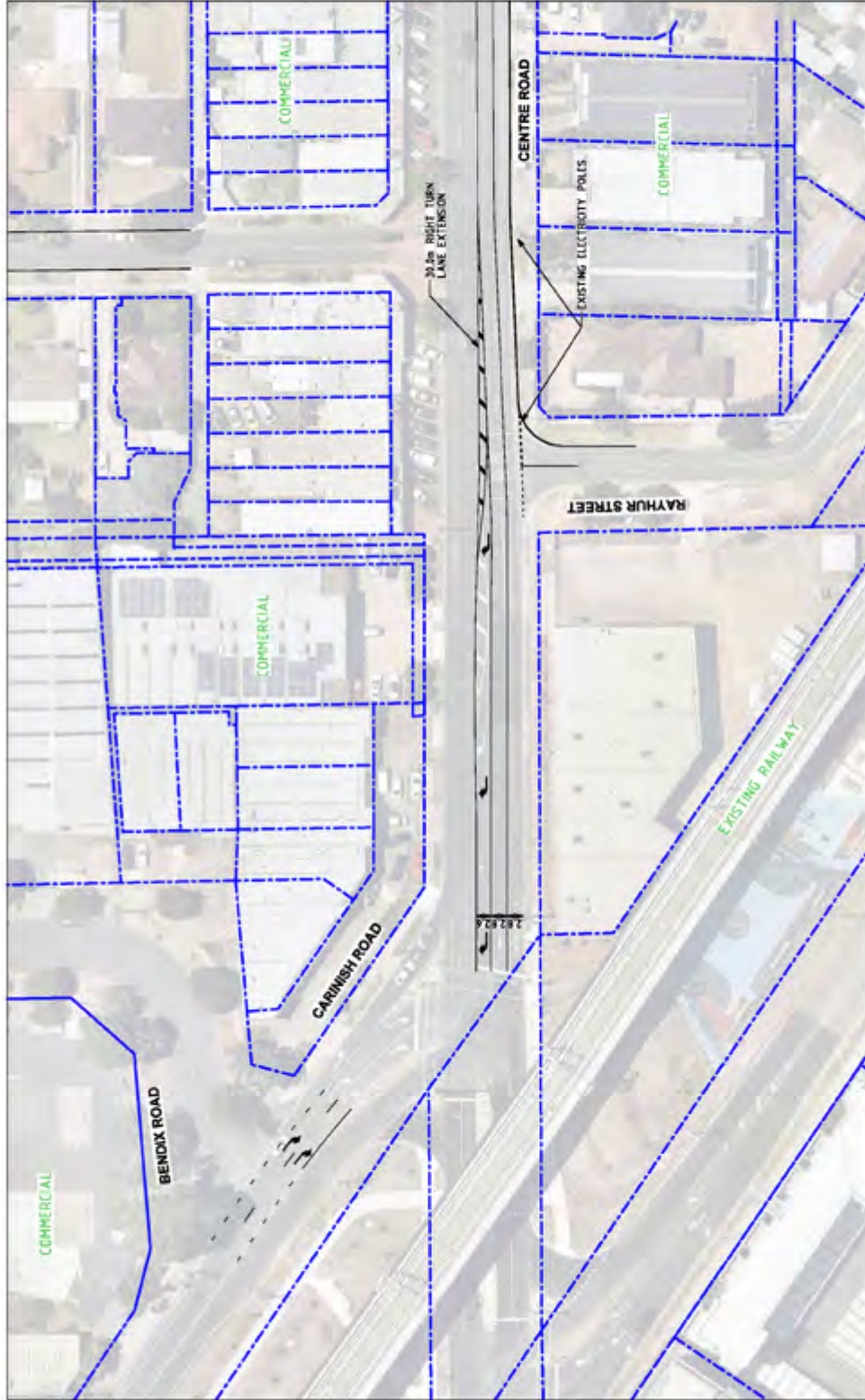












HELWAY MAP REF 79 E3

|   |  |  |                       |
|---|--|--|-----------------------|
| <p><b>Cardno</b><br/>Shaping the Future</p> <p>100% LOCAL OWNED AND OPERATED<br/>BY VICTORIANS FOR VICTORIANS<br/>Cardno is a proud member of the Cardno Group</p>  |  | <p><b>VICTORIA PLANNING AUTHORITY</b><br/>PMP PRINTING PRECINCT: CLAYTON<br/>CARINISH ROAD AND PRECINCT: CLAYTON<br/>CONCEPT LAYOUT PLAN</p> |                       |
| <p>© Cardno Limited<br/>All Rights Reserved.<br/>This document is produced by Cardno Limited<br/>solely for the benefit of and use by the client<br/>in accordance with the terms of the relevant<br/>contract. Cardno Limited does not and shall not<br/>assume any responsibility or liability<br/>whenever to any third party arising out of<br/>any use or reliance by third party on the<br/>content of this document.</p> | <p>Project Number<br/>V170605-TR-SK-0015</p> | <p>Issue<br/>17/90</p>   | <p>Revision<br/>3</p> |



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS  
V170605  
PMP PRINTING PRECINCT, CLAYTON  
KIONGA STREET/ MORIAH STREET  
ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL  
12(No.) WATT PROFILE SPEED HUMPS - ITEM 2.1

| ITEM     | DESCRIPTION OF WORK                           | QUANTITY | UNIT | RATE         | AMOUNT       | SUBTOTAL         |
|----------|---|----------|------|--------------|--------------|------------------|
| <b>A</b> | <b>ROADWORKS</b>                              |          |      |              |              | <b>\$ 47,900</b> |
| 1.1      | Profile ex. Asphalt to provide a key in joint | 1        | item | \$ 8,000.00  | \$ 8,000.00  |                  |
| 1.2      | Construct Hump (Asphalt Size 10 Type N)       | 1        | item | \$ 18,000.00 | \$ 18,000.00 |                  |
| 1.3      | Linemarking                                   | 1        | item | \$ 9,000.00  | \$ 9,000.00  |                  |
| 1.4      | Signs   | 24       | No.  | \$ 350.00    | \$ 8,400.00  |                  |
| 1.5      | Asphalt disposal fee (incl Transport)         | 1        | item | \$ 4,500.00  | \$ 4,500.00  |                  |
| <b>B</b> | <b>DELIVERY</b>                               |          |      |              |              | <b>\$ 34,185</b> |
| 2.1      | Council Fees                                  | 1        | item | \$ 1,500.00  | \$ 1,500.00  |                  |
| 2.2      | Traffic Management                            | 1        | item | \$ 11,000.00 | \$ 11,000.00 |                  |
| 2.3      | Environmental Management                      | 1        | item | \$ 1,500.00  | \$ 1,500.00  |                  |
| 2.4      | Surveying and Design                          | 1        | item | \$ 2,000.00  | \$ 2,000.00  |                  |
| 2.5      | Supervision and Project Management            | 1        | item | \$ 6,000.00  | \$ 6,000.00  |                  |
| 2.6      | Site establishment                            | 1        | item | \$ 5,000.00  | \$ 5,000.00  |                  |
| 2.7      | Contingency                                   | 1        | %    | 15.00%       | \$ 7,185.00  |                  |
| <b>C</b> | <b>PROJECT BUDGET</b>                         |          |      |              |              |                  |
|          | <b>Total Estimate</b>                         |          |      |              |              | <b>\$ 82,085</b> |

**PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS**  
**V170605**  
**PMP PRINTING PRECINCT, CLAYTON**  
**BROWNS RD-FRANCIS ST POS**  
**ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL**  
**PEDESTRIAN OPERATED SIGNALS - ITEM 2.2**

| ITEM     | DESCRIPTION OF WORK                           | QUANTITY | UNIT           | RATE          | AMOUNT        | SUBTOTAL          |
|----------|---|----------|----------------|---------------|---------------|-------------------|
| <b>A</b> | <b>ROADWORKS</b>                              |          |                |               |               | <b>\$ 188,000</b> |
| 1.1      | Supply and installation of pedestrian signals | 1        | item           | \$ 100,000.00 | \$ 100,000.00 |                   |
| 1.2      | Signal maintenance                            | 1        | item           | \$ 65,000.00  | \$ 65,000.00  |                   |
| 1.3      | Reinstate pavement strip                      | 1        | item           | \$ 5,000.00   | \$ 5,000.00   |                   |
| 1.4      | Modify existing Drainage pit                  | 1        | item           | \$ 3,000.00   | \$ 3,000.00   |                   |
| 1.5      | Drainage pipe                                 | 1        | item           | \$ 15,000.00  | \$ 15,000.00  |                   |
| <b>B</b> | <b>CONCRETE WORKS</b>                         |          |                |               |               | <b>\$ 7,990</b>   |
| 2.1      | Pedestrian footpaths                          | 24       | m <sup>2</sup> | \$ 73.00      | \$ 1,752.00   |                   |
| 2.2      | Reconstruct kerb                              | 37       | m              | \$ 74.00      | \$ 2,738.00   |                   |
| 2.3      | Remove existing kerb                          | 1        | item           | \$ 1,800.00   | \$ 1,800.00   |                   |
| 2.4      | Laybacks and tactile pavers                   | 2        | No             | \$ 850.00     | \$ 1,700.00   |                   |
| <b>C</b> | <b>DELINEATION</b>                            |          |                |               |               | <b>\$ 7,000</b>   |
| 3.1      | Signing                                       | 1        | item           | \$ 5,000.00   | \$ 5,000.00   |                   |
| 3.2      | Linemarking                                   | 1        | item           | \$ 2,000.00   | \$ 2,000.00   |                   |
| <b>D</b> | <b>DELIVERY</b>                               |          |                |               |               | <b>\$ 83,733</b>  |
| 4.1      | Council Fees                                  | 1        | %              | 3.25%         | \$ 6,597.18   |                   |
| 4.2      | VicRoads Fees                                 | 1        | %              | 1.00%         | \$ 2,029.90   |                   |
| 4.3      | Traffic Management                            | 1        | %              | 5.00%         | \$ 10,149.50  |                   |
| 4.4      | Environmental Management                      | 1        | %              | 0.50%         | \$ 1,014.95   |                   |
| 4.5      | Surveying and Design                          | 1        | %              | 5.00%         | \$ 10,149.50  |                   |
| 4.6      | Supervision and Project Management            | 1        | %              | 9.00%         | \$ 18,269.10  |                   |
| 4.7      | Site establishment                            | 1        | %              | 2.50%         | \$ 5,074.75   |                   |
| 4.8      | Contingency                                   | 1        | %              | 15.00%        | \$ 30,448.50  |                   |
| <b>E</b> | <b>PROJECT BUDGET</b>                         |          |                |               |               |                   |
|          | <b>Total Estimate</b>                         |          |                |               |               | <b>\$ 286,723</b> |

## PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS

V170605

PMP PRINTING PRECINCT, CLAYTON

BROWNS ROAD - ROAD HUMPS

ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL

1(No.) ROAD HUMPS - ITEM 2.3

| ITEM     | DESCRIPTION OF WORK                           | QUANTITY | UNIT | RATE        | AMOUNT      | SUBTOTAL         |
|----------|---|----------|------|-------------|-------------|------------------|
| <b>A</b> | <b>ROADWORKS</b>                              |          |      |             |             | <b>\$ 10,040</b> |
| 1.1      | Profile ex. Asphalt to provide a key in joint | 1        | item | \$ 3,000.00 | \$ 3,000.00 |                  |
| 1.2      | Construct Hump (Asphalt Size 10 Type N)       | 1        | item | \$ 3,200.00 | \$ 3,200.00 |                  |
| 1.3      | Linemarking                                   | 1        | item | \$ 1,800.00 | \$ 1,800.00 |                  |
| 1.4      | Signs   | 2        | No.  | \$ 270.00   | \$ 540.00   |                  |
| 1.5      | Asphalt disposal fee (incl Transport)         | 1        | item | \$ 1,500.00 | \$ 1,500.00 |                  |
| <b>B</b> | <b>DELIVERY</b>                               |          |      |             |             | <b>\$ 8,506</b>  |
| 2.1      | Council Fees                                  | 1        | item | \$ 500.00   | \$ 500.00   |                  |
| 2.2      | VicRoads Fees                                 | 1        | %    | 0.00%       | \$ -        |                  |
| 2.3      | Traffic Management                            | 1        | item | \$ 2,000.00 | \$ 2,000.00 |                  |
| 2.4      | Environmental Management                      | 1        | item | \$ 500.00   | \$ 500.00   |                  |
| 2.5      | Surveying and Design                          | 1        | item | \$ 1,000.00 | \$ 1,000.00 |                  |
| 2.6      | Supervision and Project Management            | 1        | item | \$ 1,000.00 | \$ 1,000.00 |                  |
| 2.7      | Site establishment                            | 1        | item | \$ 2,000.00 | \$ 2,000.00 |                  |
| 2.8      | Contingency                                   | 1        | %    | 15.00%      | \$ 1,506.00 |                  |
| <b>C</b> | <b>PROJECT BUDGET</b>                         |          |      |             |             |                  |
|          | <b>Total Estimate</b>                         |          |      |             |             | <b>\$ 18,546</b> |

**PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS**
**V170605**
**PMP PRINTING PRECINCT, CLAYTON**
**CENTRE ROAD - CARINISH ROAD**
**ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL**
**LINEMARKING AND ROADWORKS - ITEM 2.4**

| ITEM     | DESCRIPTION OF WORK                | QUANTITY | UNIT           | RATE        | AMOUNT      | SUBTOTAL         |
|----------|------------------------------------|----------|----------------|-------------|-------------|------------------|
| <b>A</b> | <b>ROADWORKS</b>                   |          |                |             |             | <b>\$ 32,744</b> |
| 1.1      | Linemarking                        | 1        | item           | \$ 3,000    | \$ 3,000    |                  |
| 1.2      | Relay kerb                         | 32       | m              | \$ 74.00    | \$ 2,368    |                  |
| 1.3      | Install new Sub surface drainage   | 32       | m              | \$ 43.00    | \$ 1,376    |                  |
| 1.4      | Remove existing kerb               | 1        | Item           | \$ 1,200.00 | \$ 1,200    |                  |
| 1.5      | New pavement (390mm depth)         | 40       | m <sup>2</sup> | \$ 270      | \$ 10,800   |                  |
| 1.6      | Relocate power pole                | 1        | Item           | \$ 11,000   | \$ 11,000   |                  |
| 1.6      | Relocate SEP                       | 1        | Item           | \$ 3,000    | \$ 3,000    |                  |
| <b>B</b> | <b>DELIVERY</b>                    |          |                |             |             | <b>\$ 27,241</b> |
| 2.1      | Council Fees                       | 1        | %              | 3.25%       | \$ 1,064.18 |                  |
| 2.2      | VicRoads Fees                      | 1        | Item           | \$ 4,500.00 | \$ 4,500.00 |                  |
| 2.3      | Traffic Management                 | 1        | Item           | \$ 7,500.00 | \$ 7,500.00 |                  |
| 2.4      | Environmental Management           | 1        | Item           | \$ 500.00   | \$ 500.00   |                  |
| 2.5      | Surveying and Design               | 1        | Item           | \$ 5,000.00 | \$ 5,000.00 |                  |
| 2.6      | Supervision and Project Management | 1        | %              | 9.00%       | \$ 2,946.96 |                  |
| 2.7      | Site establishment                 | 1        | %              | 2.50%       | \$ 818.60   |                  |
| 2.8      | Contingency                        | 1        | %              | 15.00%      | \$ 4,911.60 |                  |
| <b>C</b> | <b>PROJECT BUDGET</b>              |          |                |             |             |                  |
|          | <b>Total Estimate</b>              |          |                |             |             | <b>\$ 59,985</b> |

## PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS

V170605

PMP PRINTING PRECINCT, CLAYTON

BROWNS RD CARINISH SIGNALS

ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL

SIGNALISED INTERSECTION - ITEM 2.5

| ITEM     | DESCRIPTION OF WORK                      | QUANTITY | UNIT           | RATE          | AMOUNT        | SUBTOTAL          |
|----------|--|----------|----------------|---------------|---------------|-------------------|
| <b>A</b> | <b>ROADWORKS</b>                         |          |                |               |               | <b>\$ 438,000</b> |
| 1.1      | Traffic signals (all inclusive)          | 1        | item           | \$ 386,400.00 | \$ 386,400.00 |                   |
| 1.2      | New pavement                             | 80       | m <sup>2</sup> | \$ 270.00     | \$ 21,600.00  |                   |
| 1.3      | Relocate power pole                      | 1        | item           | \$ 11,000.00  | \$ 11,000.00  |                   |
| 1.4      | Pavement Strip for kerb                  | 1        | item           | \$ 2,000.00   | \$ 2,000.00   |                   |
| 1.5      | Remove pavement surface intersection leg | 1        | item           | \$ 7,000.00   | \$ 7,000.00   |                   |
| 1.6      | Pavement resheet intersection leg        | 1        | item           | \$ 10,000.00  | \$ 10,000.00  |                   |
| <b>B</b> | <b>CONCRETE &amp; ROAD WORKS</b>         |          |                |               |               | <b>\$ 13,071</b>  |
| 2.1      | Pedestrian footpaths                     | 27       | m <sup>2</sup> | \$ 73.00      | \$ 1,971.00   |                   |
| 2.2      | Reconstruct kerb                         | 100      | m              | \$ 74.00      | \$ 7,400.00   |                   |
| 2.3      | Remove existing kerb                     | 1        | item           | \$ 1,200.00   | \$ 1,200.00   |                   |
| 2.4      | Remove existing median                   | 1        | item           | \$ 2,500.00   | \$ 2,500.00   |                   |
| <b>C</b> | <b>DELINEATION</b>                       |          |                |               |               | <b>\$ 16,400</b>  |
| 3.1      | Signing                                  | 1        | item           | \$ 5,000.00   | \$ 5,000.00   |                   |
| 3.2      | Linemarking                              | 1        | item           | \$ 8,000.00   | \$ 8,000.00   |                   |
| 3.4      | Laybacks and tactile pavers              | 4        | No             | \$ 850.00     | \$ 3,400.00   |                   |
| <b>C</b> | <b>DELIVERY</b>                          |          |                |               |               | <b>\$ 192,832</b> |
| 4.1      | Council Fees                             | 1        | %              | 3.25%         | \$ 15,192.81  |                   |
| 4.2      | VicRoads Fees                            | 1        | %              | 1.00%         | \$ 4,674.71   |                   |
| 4.3      | Traffic Management                       | 1        | %              | 5.00%         | \$ 23,373.55  |                   |
| 4.4      | Environmental Management                 | 1        | %              | 0.50%         | \$ 2,337.36   |                   |
| 4.5      | Surveying and Design                     | 1        | %              | 5.00%         | \$ 23,373.55  |                   |
| 4.6      | Supervision and Project Management       | 1        | %              | 9.00%         | \$ 42,072.39  |                   |
| 4.7      | Site establishment                       | 1        | %              | 2.50%         | \$ 11,686.78  |                   |
| 4.8      | Contingency                              | 1        | %              | 15.00%        | \$ 70,120.65  |                   |
| <b>F</b> | <b>PROJECT BUDGET</b>                    |          |                |               |               |                   |
|          | <b>Total Estimate</b>                    |          |                |               |               | <b>\$ 660,303</b> |



## 6.3 Appendix 3 – Project cost sheets for community infrastructure



**PROWSE QUANTITY SURVEYORS PTY LTD**

ABN 83 097 049 548 ACN 097 049 548

**PMP PRINTING SITE, CLAYTON COMMUNITY CENTRE**  
Community Room (73 m2 as Advised)

DATE 12/07/2019  
GFA 73

REF 13678/C

| ELEM | DESCRIPTION  | UNIT | QUANTITY | RATE  | TOTAL COST |
|------|--|------|----------|-------|------------|
|      | <b>Building Works</b>                                    |      |          |       |            |
|      | Public Amenities (FECA)                                  | M2   | 10       | 3,875 | 38,750     |
|      | Administration office (FECA)                             | M2   | 60       | 3,000 | 180,000    |
|      | Kitchenettes (say in 1 no.) (FECA)                       | M2   | 3        | 3,500 | 10,500     |
|      | <u>Extra Over Items</u>                                  |      |          |       |            |
|      | - Consequential works to the existing building           | ITEM |          |       | 20,000     |
|      | - Lift including lift shaft & equipment (Not Applicable) | NOTE |          |       | -          |
|      | - Staircase (Not Applicable)                             | NOTE |          |       | -          |
|      | <b>Site Works</b>  |      |          |       |            |
|      | Site preparation & clean up                              | ITEM |          |       | 12,000     |
|      | Roads, footpaths and paved areas                         | ITEM |          |       | 8,000      |
|      | Boundary walls, fences and gates                         | ITEM |          |       | 6,000      |
|      | Outbuildings and covered ways                            | ITEM |          |       | 6,000      |
|      | Landscaping and Improvements                             | ITEM |          |       | 10,000     |
|      | <b>External Services</b>                                 |      |          |       |            |
|      | External stormwater drainage                             | ITEM |          |       | 12,000     |
|      | External sewer drainage                                  | ITEM |          |       | 8,000      |
|      | External water supply                                    | ITEM |          |       | 6,000      |
|      | External gas reticulation                                | ITEM |          |       | 4,000      |
|      | External fire protection                                 | ITEM |          |       | 6,000      |
|      | External light & power                                   | ITEM |          |       | 10,000     |
|      | External communications                                  | ITEM |          |       | 4,000      |

**SUB-TOTAL** \$ **341,250**

|  |         |    |        |
|--|---------|----|--------|
| PRELIMINARIES (Included Above)                       | - %     | \$ | -      |
| COST ESCALATION TO TENDER (Included Above)           | - %     | \$ | -      |
| COST ESCALATION DURING CONSTRUCTION (Included Above) | - %     | \$ | -      |
| COUNCIL FEES   | 3.25 %  | \$ | 11,091 |
| AUTHORITY FEES                                       | 1.00 %  | \$ | 3,413  |
| TRAFFIC MANAGEMENT                                   | 2.00 %  | \$ | 6,825  |
| ENVIRONMENTAL MANAGEMENT                             | 0.50 %  | \$ | 1,706  |
| SURVEY/DESIGN  | 5.00 %  | \$ | 17,063 |
| SUPERVISION & PROJECT MANAGEMENT                     | 9.00 %  | \$ | 30,713 |
| SITE ESTABLISHMENT                                   | 2.50 %  | \$ | 8,531  |
| CONTINGENCY  | 15.00 % | \$ | 51,188 |
| LOOSE FURNITURE & EQUIPMENT (Excluded)               | ITEM    | \$ | -      |

**ANTICIPATED TOTAL PROJECT COST (Excluding GST)** \$ **471,780**

(Fixed Price Contract - June 2019)

## 6.4 Appendix 4 – Project cost estimates indexed for 2021/22

The capital costs of all infrastructure items were estimated in 2019 dollars.

In relation to the costs of infrastructure items other than land, the estimates for 2021/22 financial year have been adjusted according to the following methods:

- Roads and intersections – in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.
- All other infrastructure items - in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

**Table 11** Original capital costs from 2019 indexed for the 2021/22 financial year

| PROJECT  | PROJECT TYPE       | ESTIMATED PROJECT COST IN 2019 DOLLARS: CONSTRUCTION | ESTIMATED PROJECT COST IN 2021 DOLLARS: CONSTRUCTION |
|--|--------------------|--|--|
| <b>INTERSECTION PROJECTS</b>                     |                    |  |  |
| Browns Road & Carinish Road T-intersection       | Transport          | \$660,303.00   | \$660,441.23   |
| <b>Sub-Total Intersections</b>                   |                    | <b>\$660,303</b>                                     | <b>\$660,441</b>                                     |
| <b>ROAD PROJECTS</b>                             |                    |  |  |
| Centre Road & Carinish Road Linemarking Upgrades | Transport          | \$59,985.00  | \$59,997.56  |
| Browns Road Speed Hump                           | Transport          | \$18,546.00  | \$18,549.88  |
| Kionga Street & Moriah Street Speed Humps        | Transport          | \$82,085.00  | \$82,102.18  |
| Browns Road Pedestrian Operated Crossing         | Transport          | \$286,723.00   | \$286,783.02   |
| <b>Sub-Total Roads</b>                           |                    | <b>\$447,339</b>                                     | <b>\$447,433</b>                                     |
| <b>TOTAL TRANSPORT</b>                           |                    | <b>\$1,107,642</b>                                   | <b>\$1,107,874</b>                                   |
| <b>Community Facilities</b>                      |                    |  |  |
| Community Meeting Space                          | Community Building | \$471,780.00   | \$485,879.28   |
| <b>Sub-Total Community Centres</b>               |                    | <b>\$471,780</b>                                     | <b>\$485,879</b>                                     |
| <b>Total Community facility</b>                  |                    | <b>\$471,780</b>                                     | <b>\$485,879</b>                                     |
| <b>TOTALS</b>                                    |                    | <b>\$1,579,442</b>                                   | <b>\$1,593,753</b>                                   |

