

PMP Printing Precinct

Development Contributions Plan

August 2019



MINISTERIAL DIRECTION 18

The Minister for Planning has appointed the Victorian Planning Authority (VPA) as ‘Provider’ for the PMP Printing site.

The VPA, in collaboration with City of Monash and relevant State agencies, has prepared Monash Planning Scheme Amendment C156. The amendment proposes to rezone the PMP Printing Site from Industrial Zone 1 to a Comprehensive Development Zone (CDZ) to allow for residential, commercial and mixed land uses.

The VPA has provided advice to the planning authority (City of Monash) under Ministerial Direction 18 (Victorian Planning Authority Advice on Planning Scheme Amendments), which includes a draft PMP Printing Comprehensive Development Plan (CDP) and draft PMP Printing Development Contributions Plan (DCP). These documents represent the VPA’s advice as provider for this amendment.

The PMP Printing CDP and PMP Printing DCP documents, along with the associated Monash Amendment C156 amendment package, are subject to changes by the planning authority before a final version is released for public exhibition.

As per Ministerial Direction 18, the planning authority must provide an explanatory report, which includes discussions of how the amendment addresses the following matters:

- Whether any advice was provided by the Victorian Planning Authority;
- The planning authority’s response to that advice; and
- How the provisions give effect to the intended outcomes sought by the Victorian Planning Authority or any superseded Authority.

Document Control

DATE	VERSION	AUTHOR	NATURE OF CHANGE
August 2019	1	VPA	VPA’s version for handover to City of Monash and DELWP

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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	\$0.00
Construction	\$1,574,142.00
Total	\$1,574,142.00

SUMMARY: TOTAL COSTS BY PROJECT TYPE	
PROJECT TYPE	TOTAL COSTS OF PROJECTS
Intersection projects	\$660,303.00
Pedestrian projects	\$442,839.00
Community Facility	\$471,000.00
Total	\$1,574,142.00

SUMMARY: TOTAL COSTS BY INFRASTRUCTURE CATEGORY	
LEVY	TOTAL COST OF PROJECTS
Total - Development Infrastructure Levy (DIL)	\$1,103,142.00
Total - Community Infrastructure Levy (CIL)	\$471,000.00
Total	\$1,574,142.00

SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA	
MAIN CHARGE AREA	TOTAL COST OF CONTRIBUTION
MCA1 (Residential)	\$402.02 per lot/dwelling
MCA1 (Retail)	\$73.51 per m ² GLFA
MCA2 (Commercial)	\$16.08 per m ² GLFA

SUMMARY: COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA	
CHARGE AREA	RATE
MCA1 (Residential)	\$471.00 per lot/dwelling

1.0 INTRODUCTION

1.1 Site description

The PMP 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. However, a number of industrial premises remain in operation at the time of approval.

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

Land south of the DCP is currently undergoing significant change with multiple apartment buildings being developed as well as the level crossing removal on Centre Road recently being completed.

1.2 Purpose

The PMP 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 PMP DCP:

- Outlines projects required to ensure that future residents, visitors and workers within PMP can be provided with timely access to the community services and transport necessary to support a future 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, investors and local communities with certainty about development contribution requirements and how they will be administered.

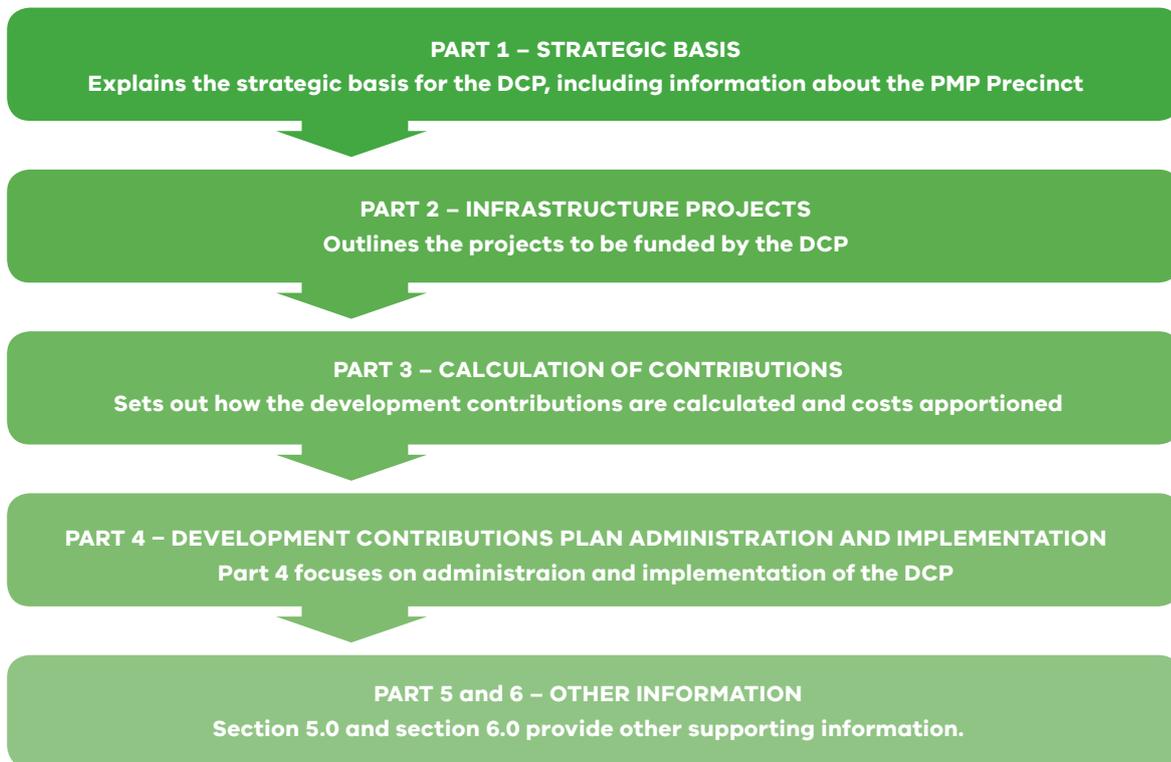


precinct boundary



1.3 Report basis

The DCP document comprises six parts:



1.4 Strategic basis

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

- The State Planning Policy Framework set out in the Monash Planning Scheme;
- Plan Melbourne 2017-2050;
- Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans;
- The Local Planning Policy Framework of the Monash Planning Scheme;
- PMP Comprehensive Development Plan (CDP);

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

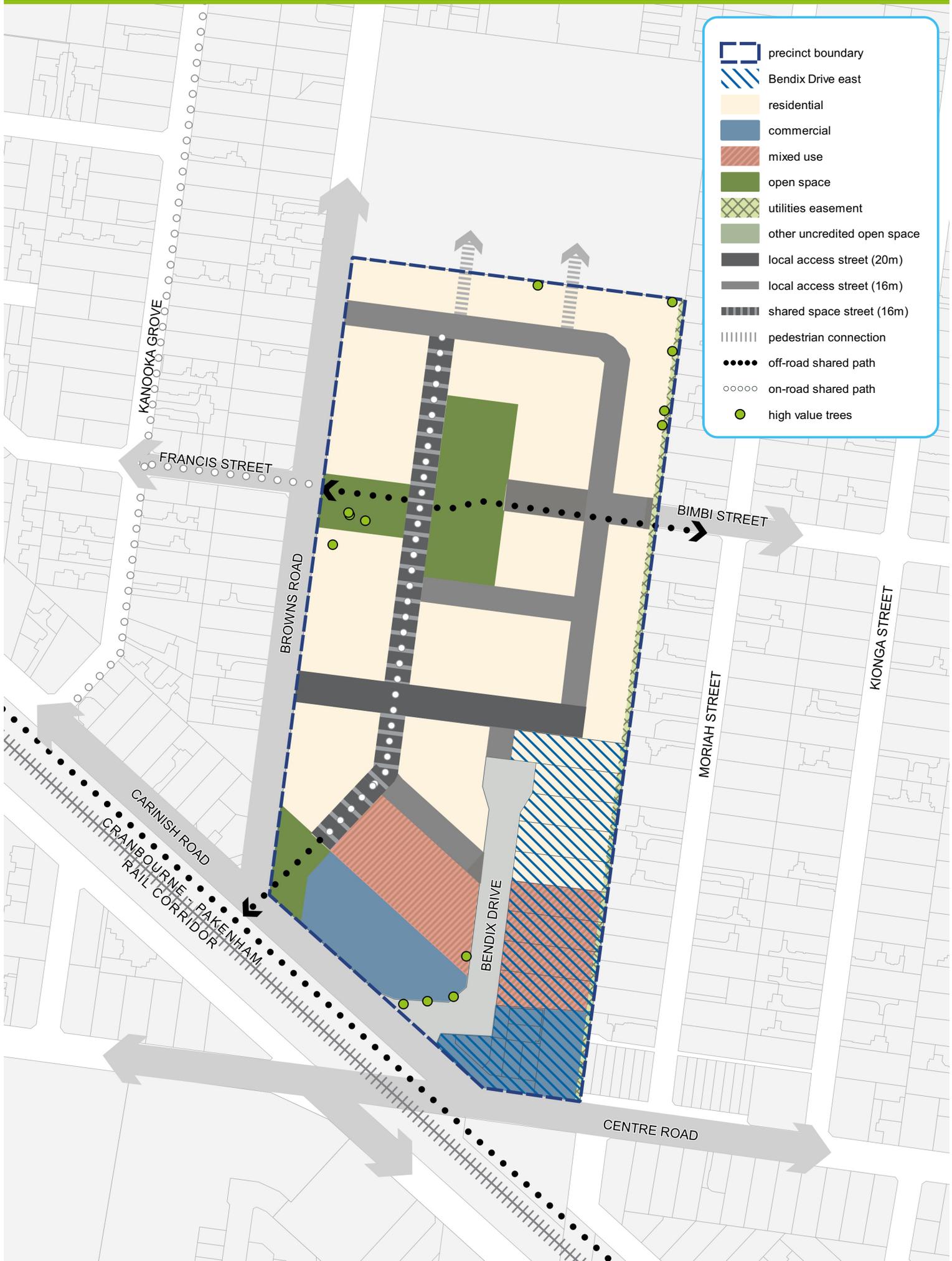
1.5 Planning and Environment Act 1987

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 State and Local Planning Policy Framework 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.



- precinct boundary
- Bendix Drive east
- residential
- commercial
- mixed use
- open space
- utilities easement
- other uncredited open space
- local access street (20m)
- local access street (16m)
- shared space street (16m)
- pedestrian connection
- off-road shared path
- on-road shared path
- high value trees

1.6 PMP Comprehensive Development Plan (CDP)

The PMP CDP sets the vision for how land should be developed, illustrates the future urban structure and describes the objectives to be achieved by the future development.

The CDP applies to 10.17 hectares of land as shown on Plan 2. The summary land use budget for PMP 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 CDP provides the rationale and justification for infrastructure items that have been included within the DCP. The future urban structure for the PMP CDP is illustrated in 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.

1.7 The area to which the DCP applies

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

- MCA1: Residential
- MCA2: Commercial & Retail

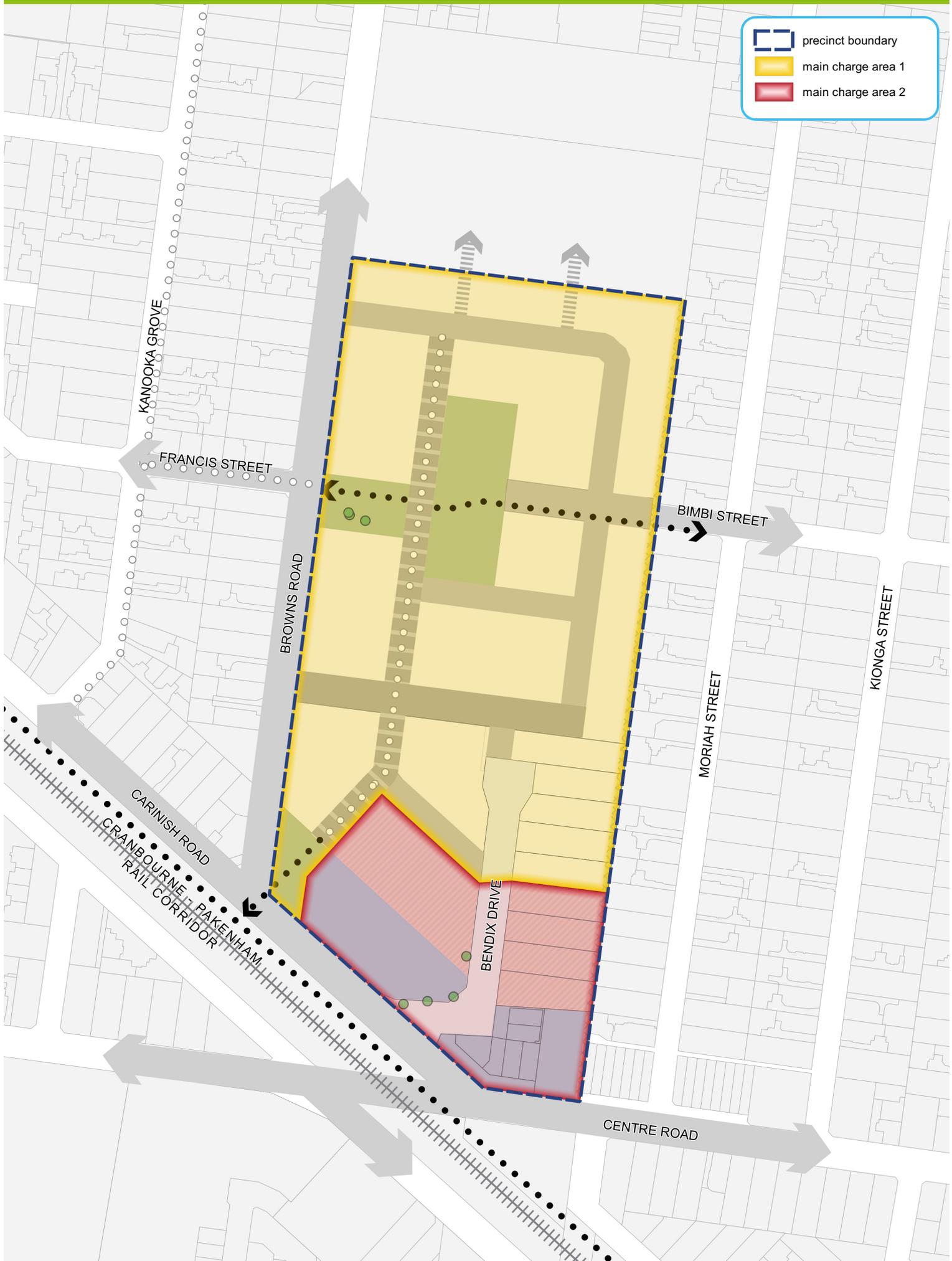
The MCAs are defined by the development type and from which use a given item of infrastructure will draw most of its use. Plan 3 outlines the two charge areas, it should be noted that when a residential use is located within MCA2 it will be charged against MCA1.

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

Table 2 Charge areas

TYPE	UNITS		LABEL
MCA1	1,000	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



1.8 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 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 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 strategic aspirations as expressed in the PMP Comprehensive Development Plan;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

1.9 Items not included in the DCP

1.9.1 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 CDP:

- Internal streets and associated traffic management measures, including streets on the edge of the PMP 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, except where specified as DCP projects;
- 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 CDP;
- Council's plan checking and supervision costs; and
- Bus stops.

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

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

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

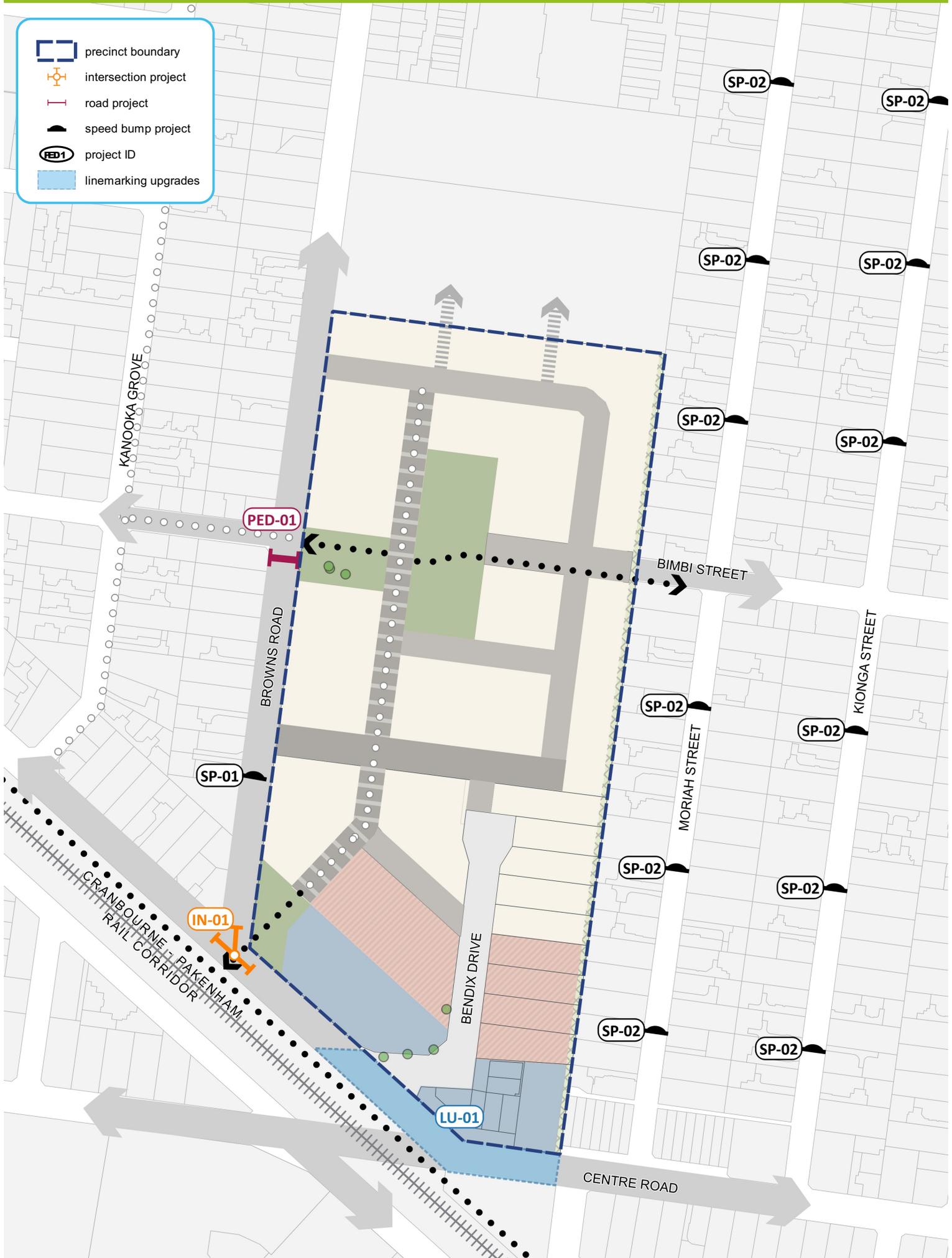
1.9.2 Public open space contributions

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.

1.9.3 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



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 PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
INTERSECTION PROJECTS			
IN-01	Browns Road & Carinish Road T-intersection 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	MCA 1 & MCA 2	At time of subdivision
ROAD PROJECTS			
LU-01	Centre Road & Carinish Road Linemarking Upgrades Provision of new linemarking and changes to the kerb alignment	MCA1 & MCA2	At time of subdivision
SP-01	Browns Road Speed Hump The construction of a flat top speed hump on Browns Road	MCA1 & MCA2	At time of subdivision
SP-02	Kionga Street & Moriah Street Speed Humps The construction of 12 speed humps (6 speed humps per street)	MCA1 & MCA2	At time of subdivision
PED-01	Browns Road Pedestrian Operated Crossing 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 projects

PROJECT ID	PROJECT TITLE	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
CB-01	Community Meeting Space 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 PMP 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 lot/dwelling" rate.

Section 46L of the *Planning and Environment Act 1987* currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per lot or dwelling or 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
TOTAL PRECINCT AREA (HA)	10.17		
TRANSPORT			
Non-Arterial Road - Existing Road Reserve (Bendix Drive)	0.47	4.64%	5.47%
Total Transport	0.47	4.6%	5.47%
OPEN SPACE			
Local Open Space (via CI 53.01) (residential areas)	0.87	8.5%	10.06%
TOTAL ALL OPEN SPACE	0.87	8.5%	10.06%
OTHER			
Utilities Easement	0.21	2.03%	2.40%
Sub-total	0.21	2.03%	2.40%
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	6.80	66.82%	
NET DEVELOPABLE AREA - MIXED USE (NDAR) HA	0.94	9.27%	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	0.89	8.71%	
TOTAL NET DEVELOPABLE AREA - (NDA) HA	8.63	84.79%	

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 construction 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 (Lot) and Floorspace Projections

The following section sets out the projected dwelling (lot) 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 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: residential dwellings/lots: and,
- MCA2: Retail and Commercial: GLFA (m²)

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 m²). 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 m²) 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 (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 m² of gross floorspace, for each land use respectively;
- Standardise the non-residential ratios to the dwelling ratio, and
- 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	1,000	dwelling units	0.35 per dwelling	350	1.000	1000	36.44%
Retail	2,100	m ² leasable floorspace	6.4 per 100m ²	134.4	0.384	384	13.99%
Commercial	34,000	m ² leasable floorspace	1.4 per 100m ²	476	1.360	1360	49.56%

3.2 Calculation of Contributions Charges

3.2.1 Calculation of Costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 7. Project construction cost sheets have been prepared by Cardno Consultants for intersection and road projects based on the outputs of the *Access and Movement Assessment - PMP Printing Precinct* (Cardno, July 2019), and in consultation with Monash Council, VicRoads 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 based on the predominant development outcomes:

- MCA1: residential dwellings / lots; and,
- MCA2: commercial gross leasable floorspace (m²) and retail gross leasable floorspace (m²)

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.

Table 7 Calculation of Construction and Land Costs by Project

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP
INTERSECTION PROJECTS								
IN-01	Browns Road & Cairnish Road T-intersection	Development	0.00	\$0	\$660,303.00	\$660,303.00	100%	\$660,303
Sub-total intersection projects			0.00	\$0	\$660,303.00	\$660,303.00		\$660,303
ROAD PROJECTS								
LU-01	Centre Road & Cairnish Road Linemarking Upgrades	Development	0.00	\$0	\$55,485	\$55,485	100%	\$55,485
SP-01	Browns Road Speed Hump	Development	0.00	\$0	\$18,546	\$18,546	100%	\$18,546
SP-02	Klonga Street & Moriah Street Speed Humps	Development	0.00	\$0	\$82,085	\$82,085	100%	\$82,085
PED-01	Browns Road Pedestrian Operated Crossing	Development	0.00	\$0	\$286,723	\$286,723	100%	\$286,723
Sub-total road projects			0.00	\$0	\$442,839	\$442,839		\$442,839
Total development infrastructure levy			0.00	\$0	\$471,000	\$471,000		\$471,000
COMMUNITY PROJECTS								
CB-01	Community Meeting Space	Community	0.00	\$0	\$471,000	\$471,000	100%	\$471,000
Total community infrastructure levy			0.00	\$0	\$471,000	\$471,000		\$471,000
SUMMARY								
TOTAL COST ALL PROJECTS					\$1,574,142	\$1,574,142		\$1,574,142
Total Development Infrastructure Levy (Residential)			\$	402.02			per dwelling	
Total Development Infrastructure Levy (Commercial & Retail)			\$	89.59			per sqm	
Total Community Infrastructure Levy (Residential)			\$	471.00			per dwelling	

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.

3.2.5 External Use

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

3.2.6 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	\$660,303.00
Road Projects	\$442,839.00
Total DIL	\$1,103,142.00
DIL Projects	Total Costs of DIL Contributions
Community Building Projects	\$471,000.00
Total CIL	\$471,000.00
Total DIL AND CIL	\$1,574,142.00

3.2.7 Summary of contributions

Table 9 sets our charges payable for each development outcome.

Table 9 Summary of contributions rates for development outcomes

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA	
DIL Projects	Total Costs of DIL Contributions
MCA1 (Residential)	\$402.02 per lot/dwelling
MCA2 (Retail)	\$73.51 per m ² GLFA
MCA2 (Commercial)	\$16.08 per m ² GLFA
SUMMARY - COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA	
DIL Projects	Total Costs of DIL Contributions
MCA1 (Residential)	\$471.00 per lot/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.

The Development Infrastructure Levy (DIL) for the PMP DCP applies to subdivision and/or development of land. 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/lot/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 (June quarter) 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 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 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); and
- Review of land values for land to be purchased through the plan.

4.5 Adjustment to the scope of DCP projects

While the infrastructure projects in the DCP have been costed to a 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 VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads.

4.8 Implementation mechanism

To coordinate the provision of infrastructure, Schedule 2 to the Comprehensive Development Zone (CDZ) for the PMP 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 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 PMP DCP;
- The effects of the provision of infrastructure on the land or any other land; and,
- Any other relevant matter related to the provision of infrastructure reasonably as required by the responsible authority.

5.0 OTHER INFORMATION

5.1 Acronyms

'the Act'	Planning and Environment Act 1987
CDP	Comprehensive Development Plan
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DIL	Development Infrastructure Levy
GLFA	Gross Leasable Floor Area
Ha	Hectare
MCC	Monash City Council
MCA	Main Charge Area
MCH	Maternal & Child Health
NDA	Net Developable Area
PIP	Precinct Infrastructure Plan
Sqm	Square Metres
VPA	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 (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

Connector Street

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

Development 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 structure plan for public recreation or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.

Sporting Reserves

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

Town Centre

Provide the focus for 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.

Uncredited Open Space

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

- precinct boundary
- non-arterial road
- retained existing road reserve
- utilities easement
- local network park
- NDA - residential
- NDA - employment



6.0 APPENDICES

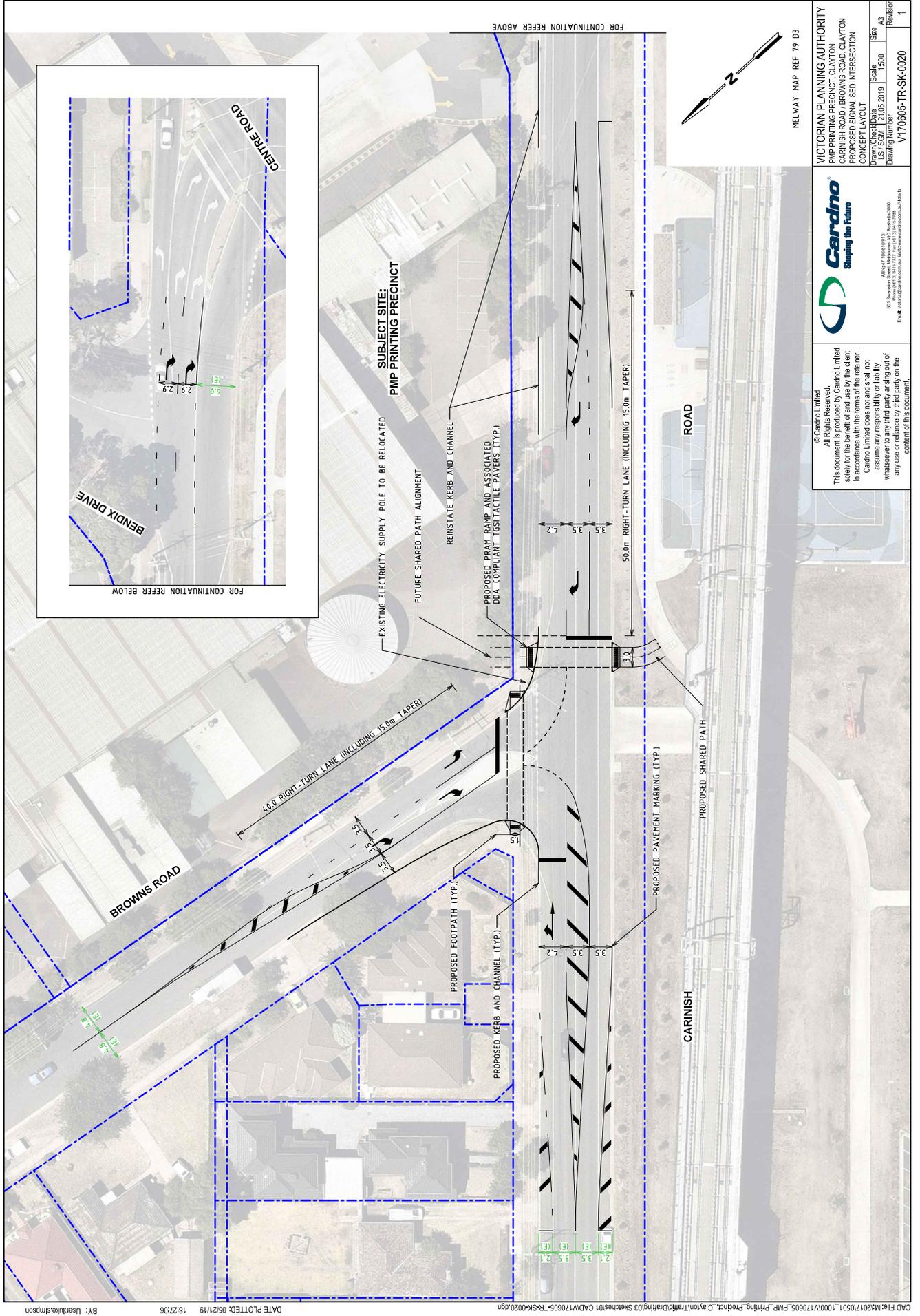
6.1 Appendix 1 – Property specific land budgets

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

Table 10 Parcel Specific Land Use Budget

CDP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT	UNCREDITED OPEN SPACE	OPEN SPACE	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		NON-ARTERIAL ROAD - EXISTING ROAD RESERVE BENDIX DRIVE	UTILITIES EASEMENT	LOCAL OPEN 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%
SUB-TOTAL	9.70	0.00	0.21	0.87	8.63	88.92%
ROAD RESERVE						
R1 (Bendix Drive)	0.47	0.47	-	-	0.00	0.00%
SUB-TOTAL	0.47	0.47	0.00	0.00	0.00	0.00%
TOTALS	10.17	0.47	0.21	0.87	8.63	84.79%

6.2 Appendix 2 – Project Cost Sheets for Road and Intersection projects



BY: User:Juke.simpson

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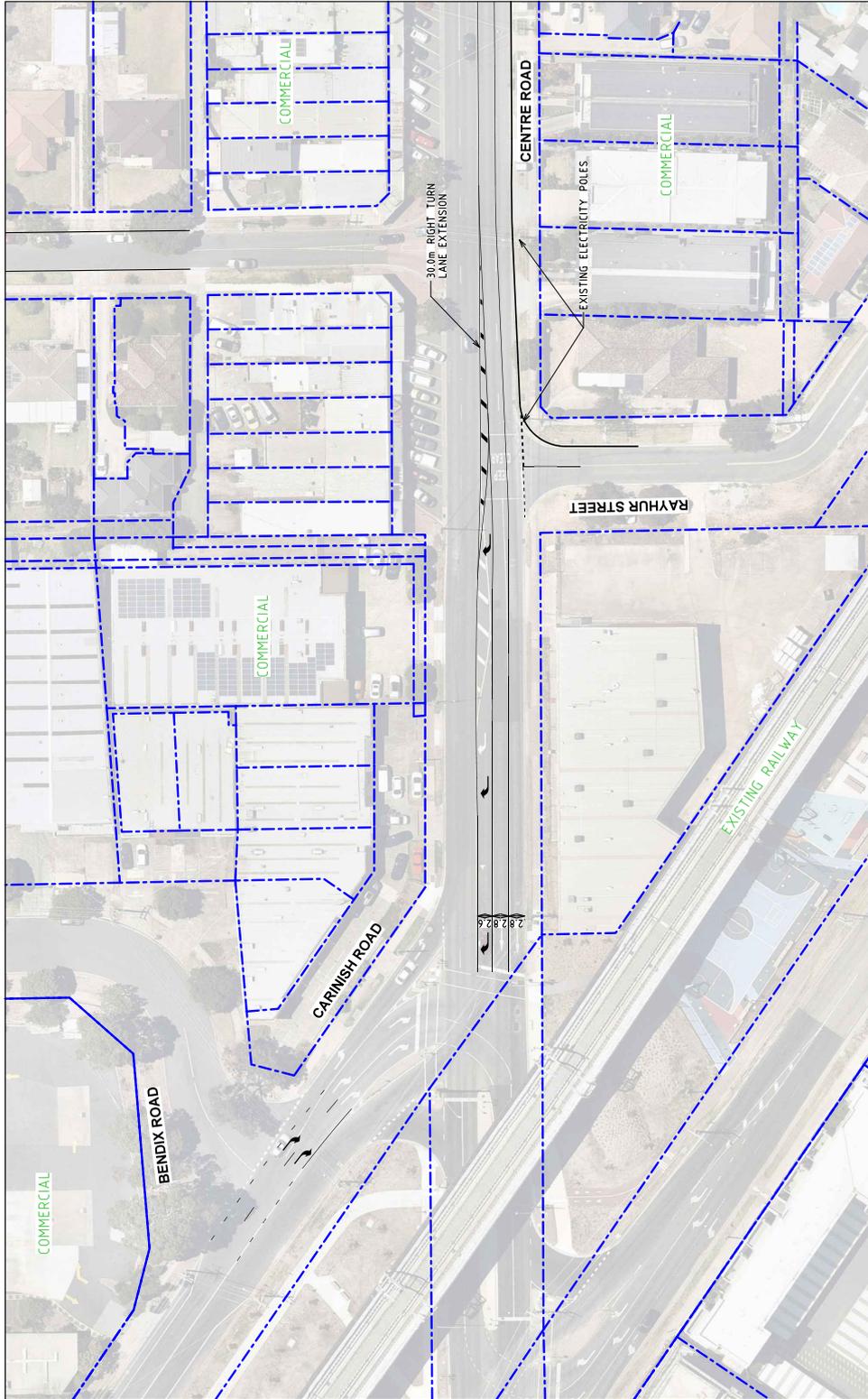
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PROPOSED SIGNALISED INTERSECTION	
CONCEPT LAYOUT	
DATE: 21/05/2019	Scale: A3
DRAWING NUMBER: 170805-TR-SK-0020	Sheet: 1
Revision:	

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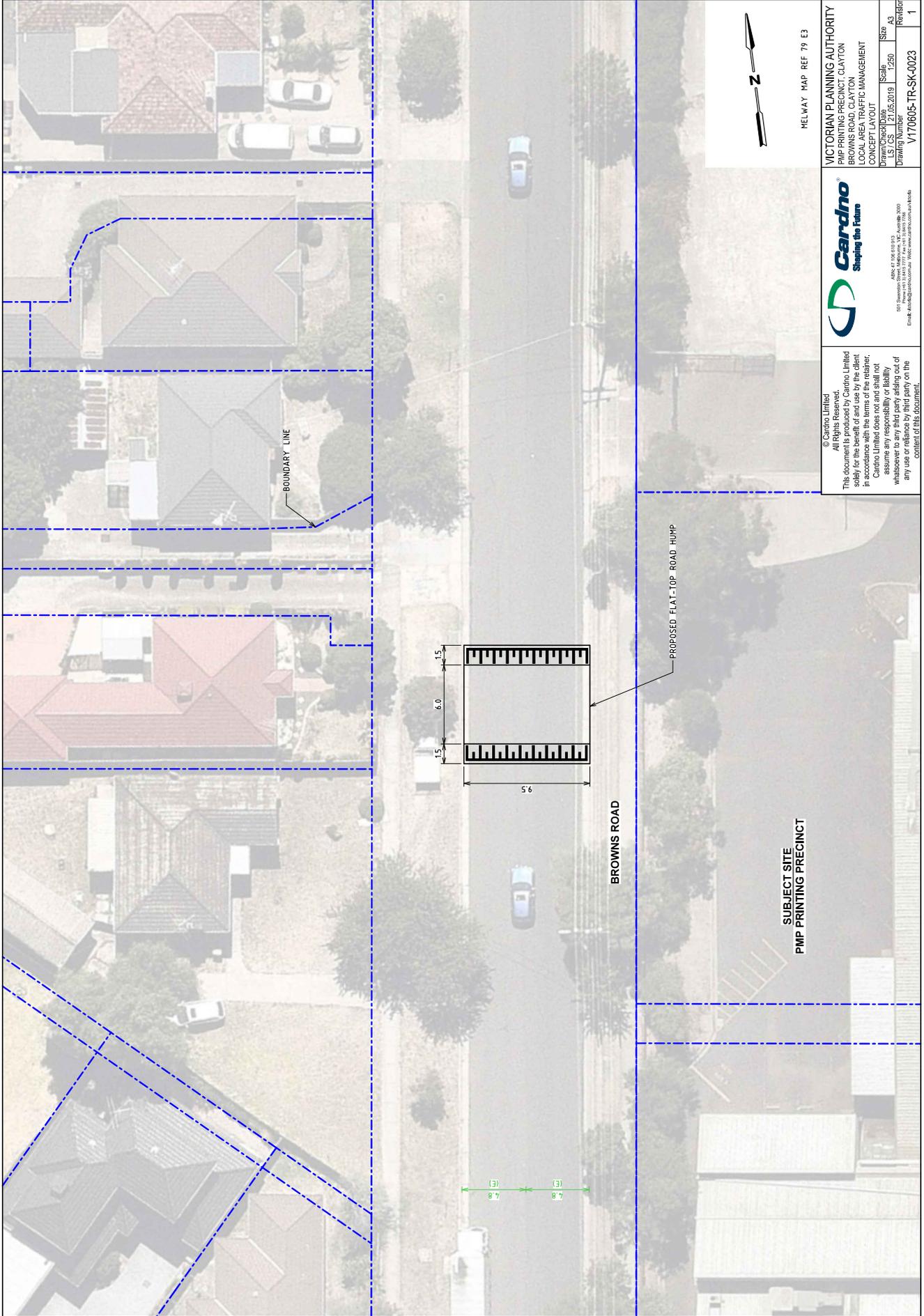
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12.04.2019				
Drawing Number	V170605-TR-SK-0015			

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VICTORIAN PLANNING AUTHORITY
 PMP PRINTING PRECINCT, CLAYTON
 BROWNS ROAD, CLAYTON
 LOCAL AREA TRAFFIC MANAGEMENT
 CONCEPT LAYOUT

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 Scale: 1:250
 Site: []
 Roadset: []

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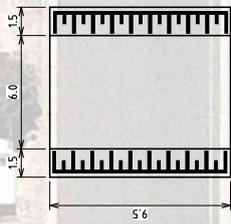
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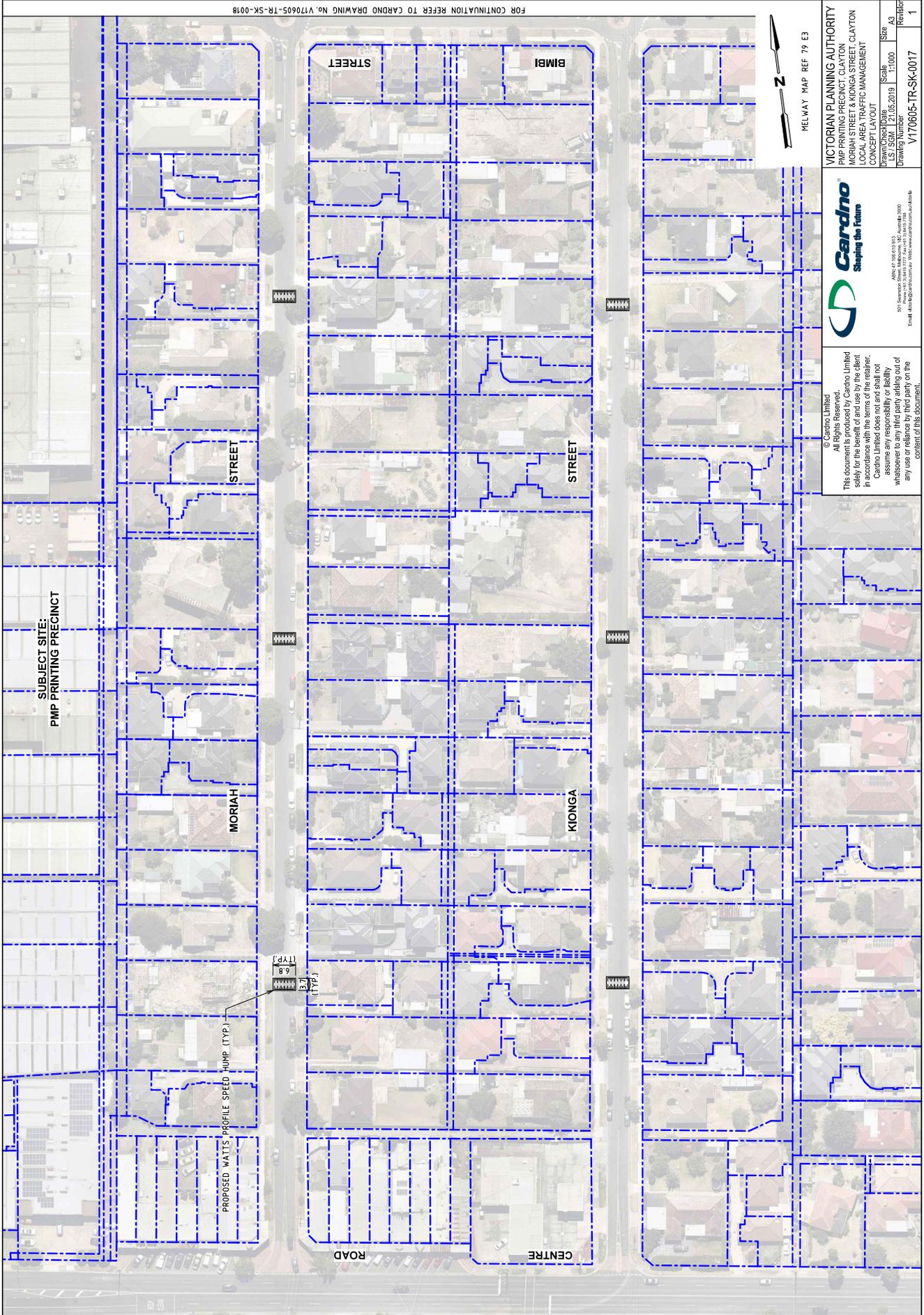
SUBJECT SITE
 PMP PRINTING PRECINCT

BROWNS ROAD

PROPOSED FLAT-TOP ROAD HUMPH

4.8
 4.8
 (E)





SUBJECT SITE:
PMP PRINTING PRECINCT

PROPOSED WATTLE PROFILE SPEED HUMPS (TYP.)

3.7 (TYP.)

ROAD

CENTRE

KIONGA

STREET

STREET

STREET

BIMBI



MELWAY MAP REF 79 E3

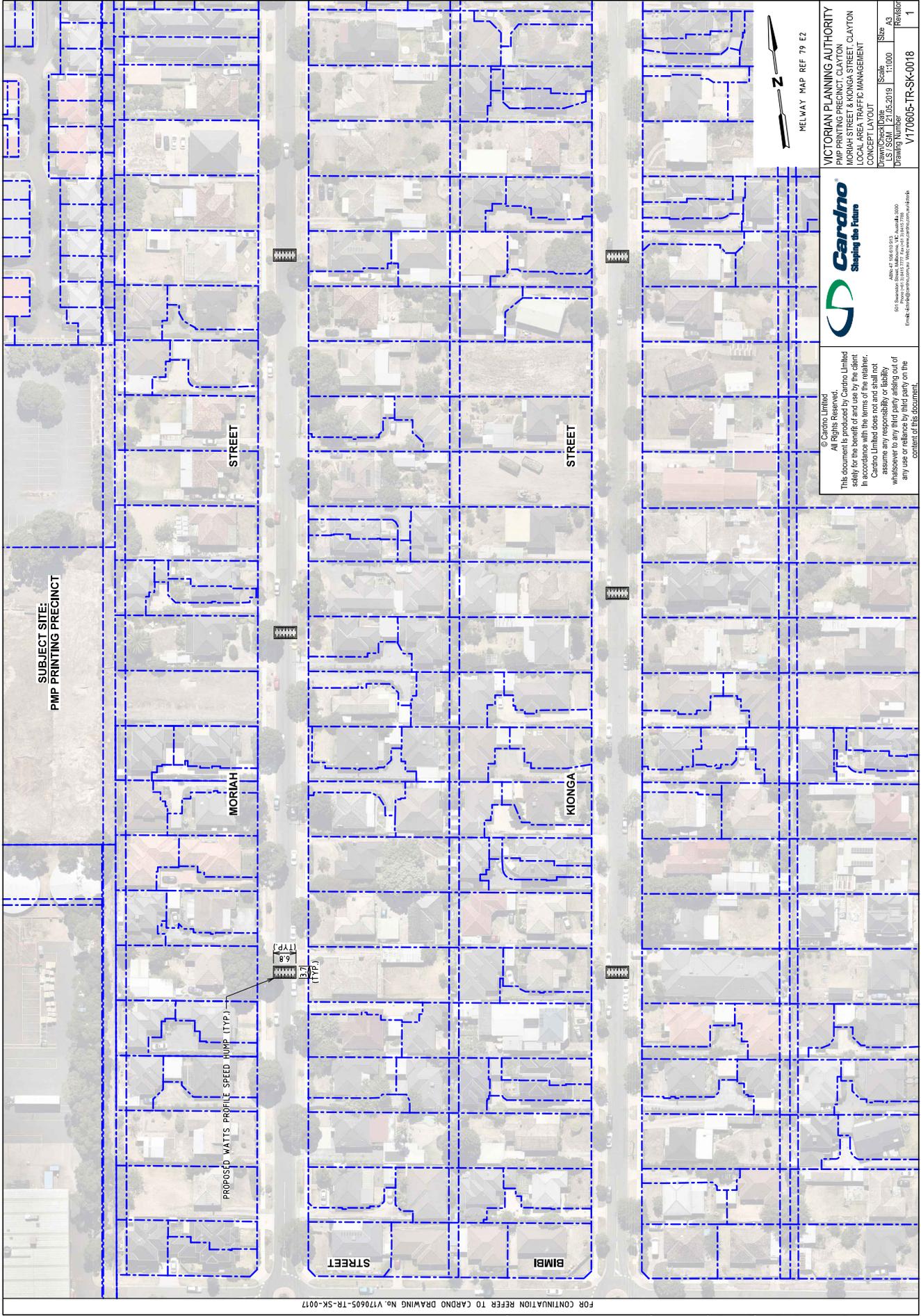
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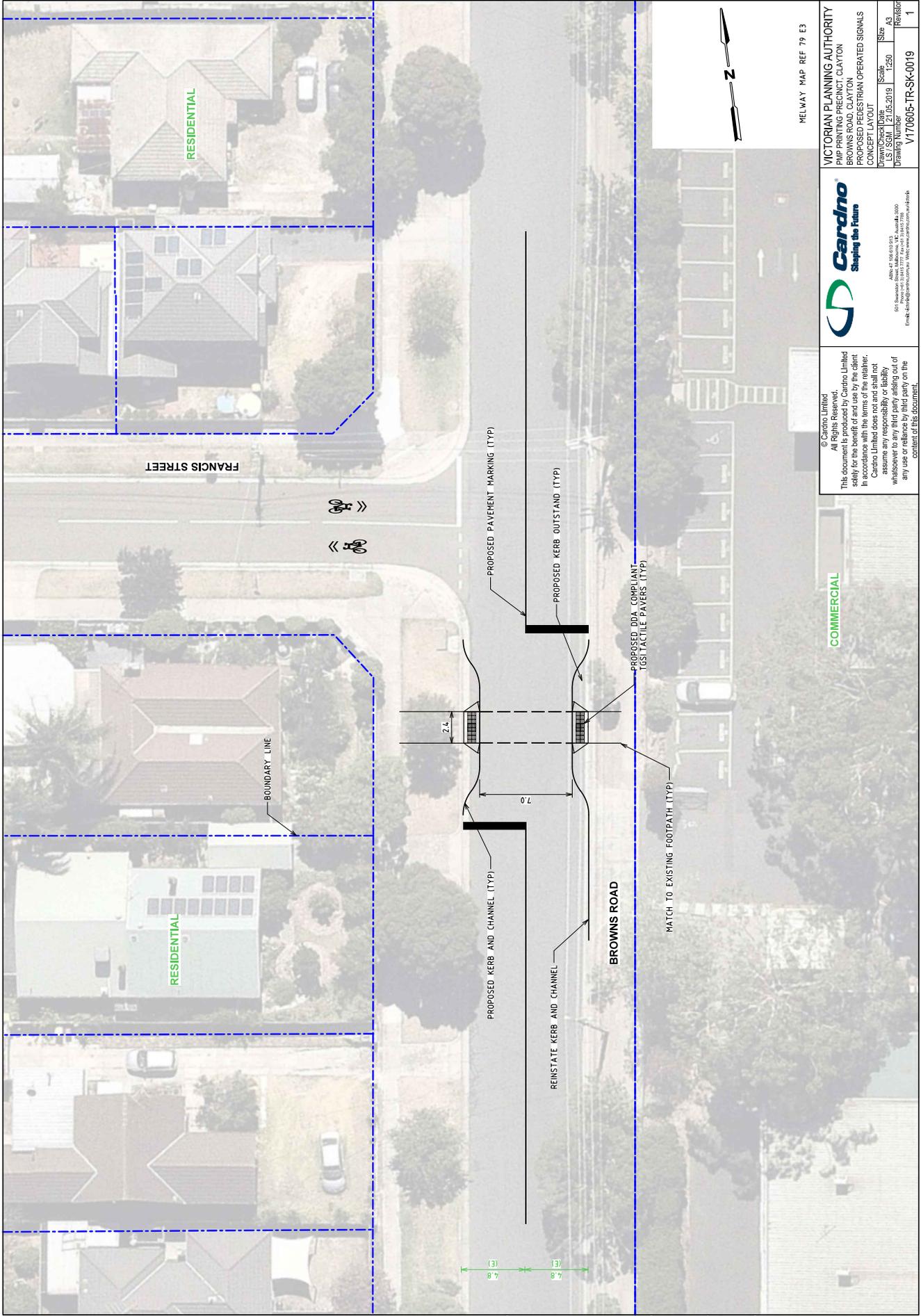
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COMMERCIAL

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
A	ROADWORKS					\$ 47,900
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	DELIVERY					\$ 34,185
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	
C	PROJECT BUDGET					
	Total Estimate					\$ 82,085

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
A	ROADWORKS					\$ 188,000
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	CONCRETE WORKS					\$ 7,990
2.1	Pedestrian footpaths	24	m ²	\$ 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	
C	DELINEATION					\$ 7,000
3.1	Signing	1	item	\$ 5,000.00	\$ 5,000.00	
3.2	Linemarking	1	item	\$ 2,000.00	\$ 2,000.00	
D	DELIVERY					\$ 83,733
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	
E	PROJECT BUDGET					
	Total Estimate					\$ 286,723

PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
V170605
PMP PRINTING PRECINCT, CLAYTON
BROWNS ROAD - ROAD HUMP
ESTIMATE FOR PROJECT IMPLEMENTATION COSTS DETAIL
1(No.) ROAD HUMP - ITEM 2.3

ITEM	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
A	ROADWORKS					\$ 10,040
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	DELIVERY					\$ 8,506
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	
C	PROJECT BUDGET					
	Total Estimate					\$ 18,546

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
A	ROADWORKS					\$ 32,744
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 ²	\$ 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	DELIVERY					\$ 22,741
2.1	Council Fees	1	%	3.25%	\$ 1,064.18	
2.2	VicRoads Fees	1	%	0.00%	\$ -	
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	
C	PROJECT BUDGET					
	Total Estimate					\$ 55,485

**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
A	ROADWORKS					\$ 438,000
1.1	Traffic signals (all inclusive)	1	item	\$ 386,400.00	\$ 386,400.00	
1.2	New pavement	80	m ²	\$ 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	CONCRETE & ROAD WORKS					\$ 13,071
2.1	Pedestrian footpaths	27	m ²	\$ 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	
C	DELINEATION					\$ 16,400
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	
C	DELIVERY					\$ 192,832
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	
F	PROJECT BUDGET					
	Total Estimate					\$ 660,303

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
Building Works					
	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			-
Site Works					
	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
External Services					
	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)					

