

**CRESWELL STREET EAST CRIB POINT
DEVELOPMENT CONTRIBUTIONS PLAN**

APRIL 2018

1 INTRODUCTION

The Creswell Street East Development Contributions Plan (the 'DCP') has been prepared by Watsons Pty Ltd in consultation with service authorities and Council. The DCP:

- Outlines the minimum infrastructure standards including access roads, drainage, water supply and public street lighting required to ensure that future residents and visitors can be provided with timely access to infrastructure and services necessary to support residential living within the Amendment C210 area.
- Establishes a framework for Council and development proponents to make a financial contribution towards the cost of the identified infrastructure projects.
- It ensures that the cost of providing new infrastructure and services is shared equitably between Council and development proponents.

The DCP provides the details of the calculation of financial contributions that must be made by future developments towards the nominated project. In this way, it provides certainty about development contributions requirements and how these will be administered.

2 STRATEGIC BASIS

The strategic basis for the DCP is established by the State and Local Planning Policy Framework set out in the Mornington Peninsula Planning Scheme that seek to ensure that housing land is appropriately serviced, and that measures are in place to fund any necessary upgrades.

3 PLANNING AND ENVIRONMENT ACT 1987

The DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Mornington Peninsula Planning Scheme.

It is consistent with the Minister for Planning's Direction on Development Contributions made under section 46M(1) of the Act and has regard to the Victorian Government's Development Contributions Guidelines (the 'DCP Guidelines').

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and facilities.

The DCP forms part of the Mornington Peninsula Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Mornington Peninsula Planning Scheme.

The Development Contributions Plan Overlay applies to the area shown in Plan 1. The area of Crib Point covered by the DCP consists of approximately 10.2

hectares of land in the Neighbourhood Residential Zone 1.

The DCP has been prepared in conjunction with Amendment C210 as it provides the rationale and justification for the DCP. Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure required by Amendment C210 and apportions the cost of this infrastructure in an equitable manner across the Amendment area.



PLAN 1: C210 AMENDMENT AREA

4 The area to which the Development Contributions Plan applies

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987 the DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 1 in the Mornington Peninsula Planning Scheme.

The DCP applies to approximately 10.2 Hectares of land and is defined as one charge area. The DCP clearly demonstrates the infrastructure required to service urban development in the Amendment C210 area.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as an agreement under Section 173 of the Act or as a condition on an existing planning permit.

5 Infrastructure Project Justification

The need for infrastructure included in the DCP has been determined according to the anticipated residential development of the Amendment C210 area.

Projects can be included in a DCP if they will be used by the future community of an area. New development does not have to trigger the need for new items in its own right. An item can be included in a development contributions plan regardless of whether it is within or outside the DCP area.

The DCP works have been assessed to ensure there is a relationship or nexus to proposed development in the DCP area. The proposed infrastructure works reflect the minimum standards adopted within other parts of Mornington Peninsula Shire and in particular the Crib Point area.

The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if its future residents are expected to make use of that item. This methodology ensures that the contributions are funding the development of appropriate infrastructure works necessary for the residential development of the DCP area.

A summary of how the project is related to proposed development within the DCP area is set out below.

The DCP project has the following characteristics:

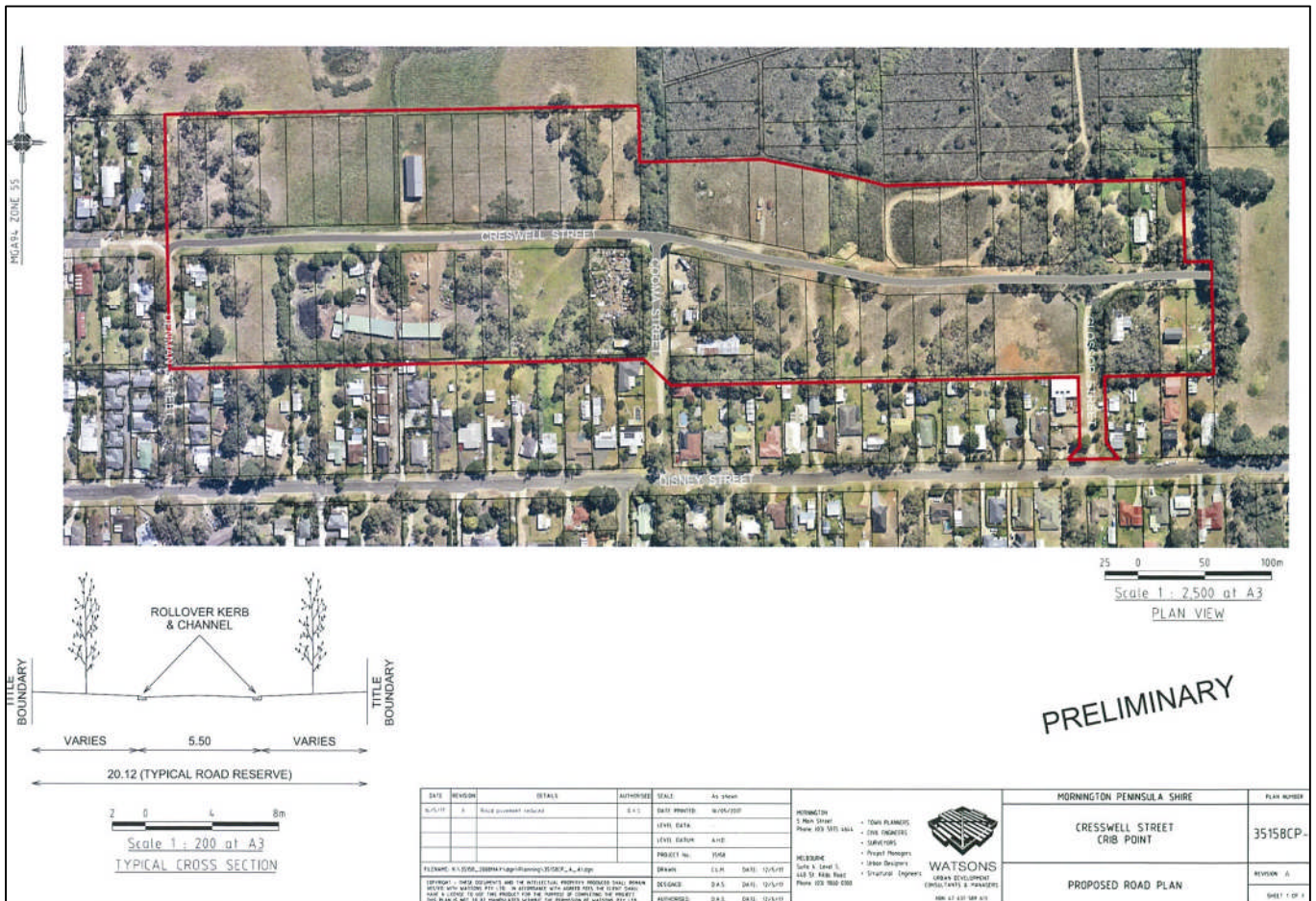
- It is essential to the health, safety and well being of the community.
- It will be used by a broad cross-section of the community.
- It reflects the purpose of Amendment C210.
- It is not a recurrent item.
- It provides for an integrated road network accessing all existing allotments
- It provides for water supply, public street lighting and optic fibre ready pit and pipe infrastructure

6 Infrastructure Projects

The project to be included in the DCP is the construction of Creswell Street/ Cooma Street, Crib Point within the C210 Amendment area (refer to Plan 2).

This project includes road, drainage, water supply, public street lighting and optic fibre ready pit and pipe infrastructure construction within the existing unmade Council road reserves. The project is fully funded by a 70% contribution by land owners and a 30% contribution by Council.

Contribution is triggered upon development of land and further subdivision within the Amendment C210 area.



PLAN 2: DCP PROJECT

7 Project Timing

The Council, as Development Agency will monitor and assess the required timing for the Project with regard to its capital works program and development within the Amendment C210 area.

The DCP project will be delivered as soon as practicable. The trigger for delivery is the first of either of the following events to occur:

- 50% of the landowner contributions necessary to deliver the project have been collected by Council; or
- Within five years from the date upon which this DCP is first incorporated in to the Mornington Peninsula Planning Scheme.

This acknowledges the Development Agency's capacity to provide the balance of funds not recovered by this DCP in the short term.

8 Calculation of Contributions

The general cost apportionment method includes the following steps:

- Calculation of the existing lots within the Amendment Area.
- Calculation of the project cost (refer to Appendix A).

- Calculation of costs payable for the infrastructure project (refer to Appendix A).
- The development infrastructure charge per existing 20.12m equivalent lot frontage within the Amendment C210 area.
- Apportionment of the infrastructure costs based on landowner contribution of 70% of the total cost and a Council contribution of 30%. This reflects the standard Council contribution rates for similar current projects being funded by Special Charge Schemes.

9 Calculation of Developable Area and Demand Units

The following section sets out how the developable area is calculated.

Developable Area

For the purposes of this DCP, the developable area is defined as the total existing lot frontage within the C210 Amendment Area to Creswell Street and part of Cooma Street that is being made available by virtue of Amendment C210 to the Mornington Peninsula Planning Scheme for the development of housing.

In total, the developable road length comprises 770m frontage to Creswell St and 90m frontage to Cooma St as set out in Appendix A to this DCP.

Demand Units

Lot frontage is the demand unit for this DCP and is based on a frontage of 20.12m per demand unit. This results in a total of 72 equivalent demand units in the DCP area. Lots with frontage greater or less than the demand unit of 20.12m will be required to contribute on a pro rata basis.

This basis for calculation ensures the levy is fairly apportioned.

The contribution per equivalent 20.12m lot frontage must not be amended to respond to minor changes to land budgets that may result from the development process. In other words, the DCP is permanently linked to the calculation of lot frontage set out in the detailed calculations at Appendix A to this DCP.

For the purposes of the DCP, the calculation of the 20.12m equivalent lot frontage will only change if the Collecting Agency agrees to a variation.

10 Calculation of Contribution Charges

Watsons Pty Ltd has prepared the estimated cost for the road project within this DCP. The scope for the road project was established collaboratively with Council.

Road construction and intersection costs were derived from the concept design which has been overlaid onto existing conditions in an AutoCAD system. This enables the provision of accurate and detailed component costing as shown in the calculations at Appendix A to this DCP.

Rates for the works have been established by using current estimation rates as of Oct 2017 for road, drainage, water supply, public street lighting and optic fibre ready pit and pipe construction. The rates are generally in accordance with similar works within the area.

The road reserve layout was agreed with Council as were the scope of works. The general assumptions underpinning the estimate are also set out in Appendix A to this DCP.

11 Concept designs and cost sheets

A Concept design and cost sheet has been prepared for the DCP project. This information is included in Appendix A to this DCP.

12 Development Contributions Plan Administration

This section sets out how this DCP will be administered and covers the timing of payment, provision of works and how funds generated by this DCP will be managed in terms of reporting, indexation and review periods.

The DCP Development Infrastructure Levy applies to subdivision and / or development of land.

Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

Payment of Contribution Levies and Payment Timing

A development infrastructure levy must be paid to the Collecting Agency prior to commencement of development on the land.

Where no planning permit is required, the land may only be used and developed subject to the following requirement being met:

- Unless otherwise agreed to by the Collecting Agency in a Section 173 agreement, a development infrastructure levy must be paid to the Collecting Agency prior to the commencement of any development in accordance with the provision of this approved Development Contributions Plan for the land.

13 Funds Administration

The administration of the contributions made under this DCP will be transparent and development contributions will be held in an account for the infrastructure to be provided under this DCP. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

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

- The amount and timing of funds collected.
- The sources of the funds collected.
- The amount and timing of expenditure.
- The project on which the expenditure was made.

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 an interest bearing account and all monies held in these accounts will be used solely for the provision of infrastructure as specified in this DCP, as required under Section 46QB(2) of the Planning and Environment Act 1987.

Should the Development Agency achieve savings on the DCP project, the funds collected will be used for alternative works in the same infrastructure class as specified by this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and / or owners of land subject to these infrastructure charges.

14 Construction Cost Indexation

Capital costs of the DCP project is in 2017 dollars and will be indexed by the Collecting Agency quarterly to take account of inflation in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.

15 Development Contributions Plan Review Period

This DCP commences on the date of incorporation into the Mornington Peninsula Planning Scheme.

The DCP is expected to be revised and updated every 5 years (or more frequently if required). This will require an amendment to the Mornington Peninsula Planning Scheme to replace this document with an alternative, revised document, or to remove the DCP from the Planning Scheme if works are completed. It is projected that works will be completed within 7 years of gazettal.

16 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

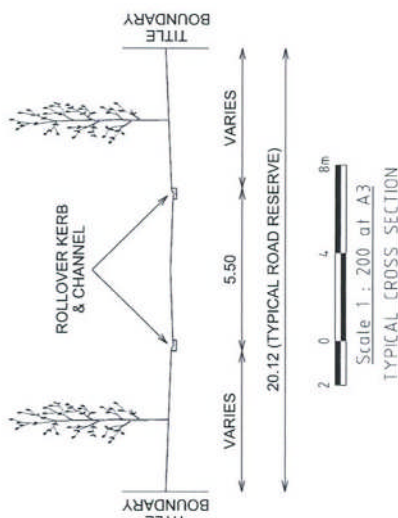
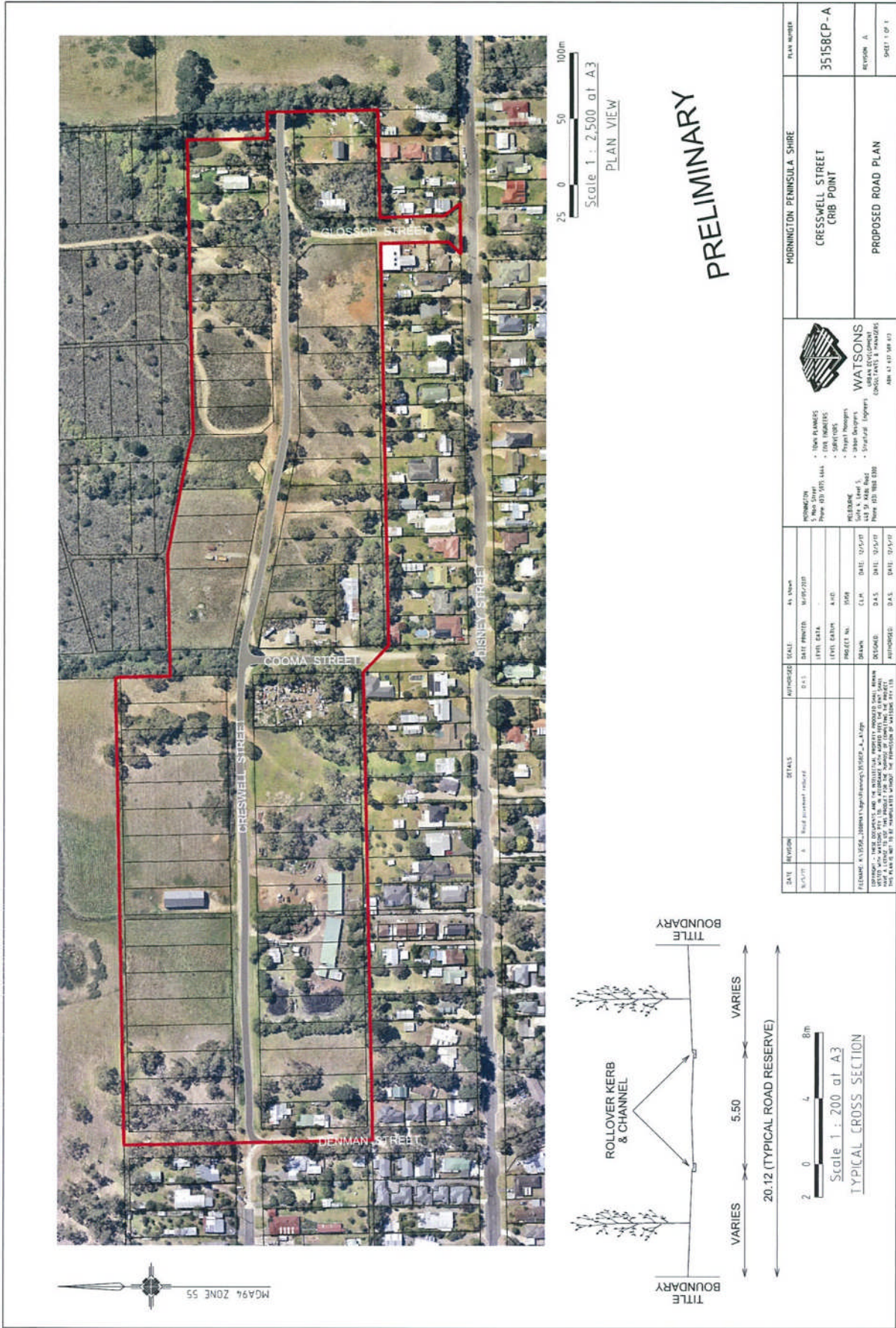
The Mornington Peninsula Shire Council is the Collecting Agency pursuant to section 46K(1)(fa) of the Planning and Environment Act 1987 which means that it is the public authority to whom all levies are payable.

As the Collecting Agency, Mornington Peninsula Shire is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Act.

17 Development Agency (Agency Responsible for Works)

Mornington Peninsula Shire Council is the Development Agency and is responsible for the provision of all the DCP Project identified in this DCP.

APPENDIX A



PRELIMINARY

DATE	REVISION	DETAILS	APPROVED	SCALE	AS SHOWN
	1	Roller kerb & channel	D.A.S.	AS SHOWN	1:100/200
				LEVEL DATA	
				LEVEL DATA	A.140
				PROJECT NO.	1009
				ISSUED	04/11
				DATE	02/04/11
				DESIGNED	D.A.S.
				DATE	02/04/11
				AUTHORISED	D.A.S.
<p>PREPARED BY: WATSONS URBAN DEVELOPMENT CONSULTANTS & PLANNERS</p> <p>PROJECT NO.: 1009</p> <p>ISSUED: 04/11</p> <p>DATE: 02/04/11</p> <p>DESIGNED: D.A.S.</p> <p>DATE: 02/04/11</p> <p>AUTHORISED: D.A.S.</p> <p>DATE: 02/04/11</p>					
<p>FOR MORE DETAILS, REFER TO THE PROJECT INFORMATION SHEET (PIS) AT THE END OF THIS DRAWING. THE PIS IS AVAILABLE ON THE PROJECT WEBSITE AT: www.watsonscorp.com.au</p> <p>THIS PLAN IS NOT TO BE CONSIDERED VALID FOR PURPOSES OF A STATE DEVELOPMENT APPLICATION (SDA) WITHOUT THE NECESSARY APPROVALS FROM THE LOCAL GOVERNMENT.</p>					
<p>PROVISION</p> <p>Plan No: 35158CP-A</p> <p>Scale: 1:2,500</p>			<p>35158CP-A</p> <p>REVISION - A</p> <p>SHEET 1 OF 1</p>		
<p>MORNINGTON PENINSULA SHIRE</p> <p>CRESSWELL STREET CRIB POINT</p>			<p>WATSONS URBAN DEVELOPMENT CONSULTANTS & PLANNERS</p> <p>145 ST. ANNE'S ROAD</p> <p>PO BOX 1038 BIRRELL</p> <p>446 13 617 561 61</p>		
<p>PROPOSED ROAD PLAN</p>					

April 2018 (Amended October 2017)

CRESWELL STREET EAST / COOMA STREET - PROJECT COSTINGS, CRIB POINT					
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION					
SUMMARY SHEET					
PROJECT No. 35158					
OCTOBER 2017 (AMENDED)					
ITEM No.	ITEM DESCRIPTION	QUANTITY	UNIT	RATE	COST
1	Creswell Street - 5.5m wide back of kerb to back of kerb, asphalt pavement, stormwater drainage, (no footpath)	770	m	1,700	1,309,000
2	Cooma Street - 5.5m wide back of kerb to back of kerb, asphalt pavement, stormwater drainage, (no footpath)	90	m	1,700	153,000
3	Site clearing and vegetation removal (allow)	1	item	25,000	25,000
4	Local Area Traffic Management (LATM) traffic control devices	4	no	10,000	40,000
5	Localised WSUD drainage treatment facilities	9	no	10,000	90,000
6	Public Street Lighting (Intersections & 40m spacing allowed)	15	no	3,800	57,000
7	Service relocation (water, sewerage, overhead power) (allowance)	1	item	70,000	70,000
8	Council Plan Checking & Supervision Fee (3.25% of Items 1 to 5)	1	no		52,553
9	Electrical Authority project fees (allow)	1	no	8,000	8,000
10	South East Water Development deed application fee, (allow)	1	no	1,000	1,000
11	Engineering Design & Project Management (allow 10.0% of Items 1 to 8)	1	no		174,400
12	Engineering Supervision & Contract Admin. (allow 2.5% of Items 1 to 8)	1	no		43,600
13	Engineering feature and level survey (allow)	1	no	15,000	15,000
14	Street lighting and cabling design (allow)	1	no	12,500	12,500
15	Geotechnical assessment for roads and drainage (allow)	1	no	20,000	20,000
16	Vegetation assessment report (allow)	1	no	10,000	10,000
17	WSUD drainage assessment (allow)	1	no	10,000	10,000
TOTAL COST (excluding GST)					2,091,053
Total Lots in Amendment C210 area					64
Total Equivalent Lots in Amendment C210 area based on approximate 20.12m frontage					72
Landowner Contribution to total cost at 70%					1,463,737
Residual Cost based on Council Contribution to total cost at 30%					627,316
Land Owner Contribution per equivalent Lot frontage (based on approximate 20.12m frontage)					20,330

CRESWELL STREET EAST / COOMA STREET - PROJECT COSTINGS, CRIB POINT	
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION	
EXPLANATORY NOTES	
PROJECT No. 35158	
OCTOBER 2017 (AMENDED)	
1	This estimate is based on Preliminary Road Concept Plan No. 35158CP-A (Rev.A) prepared by Watsons Pty Ltd.
2	This Schedule is based on preliminary information received from the Authorities and all items are subject to confirmation and review on receipt of Permits, agreements, formal conditions for development from service authorities, site inspections, surveys, geotechnical investigations, detailed designs and Tender prices for construction of works following finalisation of detailed engineering design.
3	Estimated costs of construction are based on other similar recent works and the rates and are expressed in October 2017 dollars. This schedule makes no allowance for inflation or indexation.
4	This cost estimate allows for the construction of a typical asphalt pavement with concrete kerb & channel to Council specifications. Pavement design will be subject to geotechnical investigation & design.
5	This schedule makes no allowance for unusual geotechnical conditions or groundwater issues or any associated costs including consultants, sub-consultants and specialist Contractors.
6	No allowance has been made for provision of Gas reticulation works.
7	No allowance has been made for fibre optic cabling within or external to the site.
8	No allowance has been made for the installation of electrical supply works other than supply for standard street lighting purposes.
9	Cost estimates do not allow for any streetscaping or specific landscaping costs.
10	GST amounts that may apply to construction works, fees, services or other costs have <u>NOT</u> been included.
11	This document is prepared solely for the use of Mornington Peninsula Shire Council. No responsibility to any other party is contemplated or accepted and any such parties relying on its contents do so entirely at their own risk.

CRESWELL STREET / COOMA STREET - PROJECT COSTINGS, CRIB POINT
SCHEDULE OF PRELIMINARY ESTIMATED COSTS OF CONSTRUCTION
EXPLANATORY NOTES
PROJECT No. 35158
MAY 2017

- 1 This estimate is based on Preliminary Road Concept Plan No. 35158CP-A (Rev.A) prepared by Watsons Pty Ltd.
- 2 This Schedule is based on preliminary information received from the Authorities and all items are subject to confirmation and review on receipt of Permits, agreements, formal conditions for development from service authorities, site inspections, surveys, geotechnical investigations, detailed designs and Tender prices for construction of works following finalisation of detailed engineering design.
- 3 Estimated costs of construction are based on other similar recent works and the rates used make no allowance for inflation and revision of material and labour charges beyond the date of this report.
- 4 This cost estimate allows for the construction of a typical asphalt pavement with concrete kerb & channel to Council specifications. Pavement design will be subject to geotechnical investigation & design.
- 5 This schedule makes no allowance for unusual geotechnical conditions or groundwater issues or any associated costs including consultants, sub-consultants and specialist Contractors.
- 6 No allowance has been made for provision of Gas reticulation works.
- 7 Fibre optic (Item 1.9) allows for the provision of fibre optic ready Pit & Pipe as per NBN Co. requirements only. No allowance has been made for fibre optic cabling within or external to the site.
- 8 No allowance has been made for the installation of electrical supply works other than supply for standard street lighting purposes.
- 9 Cost estimates do not allow for any streetscaping or specific landscaping costs.
- 10 GST amounts that may apply to construction works, fees, services or other costs have NOT been included.
- 11 This document is prepared solely for the use of Mornington Peninsula Shire Council. No responsibility to any other party is contemplated or accepted and any such parties relying on its contents do so entirely at their own risk.