



Darebin Development Contributions Plan 2019

Prepared for Darebin
City Council



September 2022

HiIPDA
CONSULTING

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1.0 INTRODUCTION

1.1 Background

The City of Darebin incorporated a Development Contributions Plan (DCP) within its Planning Scheme in 2004. The DCP covered the whole municipality (using 225 separate charge areas) and committed to deliver around \$78m in new infrastructure in the categories of roads, traffic & road safety, drains, open space and buildings. The DCP was expected to recover around 12% of committed expenditure from new development (with 88% being funded from other Council sources). The DCP levies ranged from \$42 per dwelling to \$3,987 per dwelling, with the average levy being \$852 per dwelling. The 2004 DCP has now ceased in terms of collection of levies but remains within the Planning Scheme in order to allow the expenditure of collected funds on the Darebin Multi-Sport Stadium project.

Darebin City Council seeks to develop a new 2019 DCP. The City has a significant capital works expenditure challenge, which includes keeping pace with new demands generated by a growing resident and workforce population.

As part of prudent financial management, the City seeks to recover a fair share of income from new development as a contribution towards selected infrastructure items that will be used by new development.

1.2 Purpose of the DCP

The purpose of this DCP is to list needed infrastructure items Darebin City Council will deliver over the next two decades (to the end of 2041) and nominate levies that will be applied to new development over the DCP timeframe using the state government's approved cost apportionment method.

The method is designed to ensure that the cost of providing new infrastructure is shared between developers and the wider community on a fair and reasonable basis.

This DCP has been developed in accordance with relevant legislation, directions and guidelines to:

- Identify the infrastructure and facilities needed within the City of Darebin to meet contemporary standards and community expectations of service delivery
- Apportion the cost of the required infrastructure over likely users of the infrastructure to the end of the planning horizon, being 2041 in this DCP
- Determine the levy for all development types
- Explain the method of DCP preparation and levy calculation
- Document DCP payment and administrative procedures.

The Darebin Development Contributions Plan (DCP) 2019 applies to all land and new development within the City of Darebin, unless specific exemptions apply.

1.3 DCP Area

The area to which the Darebin Development Contributions Plan (DCP) 2019 applies is shown in Figure 1 below. The DCP Area is divided into 16 separate charging areas for the purpose of this DCP.

1.4 Acknowledgement

This document has been prepared by HillPDA with the assistance of Darebin City Council officers. Council officers provided infrastructure project information and advice regarding project specifications and selection. Council officers also assisted with charge area development and project catchment selection.

1.5 DCP and Strategic Redevelopment Sites

The DCP applies to strategic redevelopment sites as it does any other land or development in the municipality (if not listed in DCP exemptions). Any site may have site-specific conditions (and / or legal agreements) for infrastructure in kind or contributions that relate specifically to the development on site, whether it be a small housing subdivision to a large strategic redevelopment site.

In addition to site-specific conditions, the Darebin municipal DCP would apply to each non-exempt site / development to help deliver community-wide infrastructure that is committed for delivery by Council, as listed in the DCP. This is the same model that has applied in Victoria since DCP legislation was enacted in 1995. No variation to this approach is proposed in this DCP.

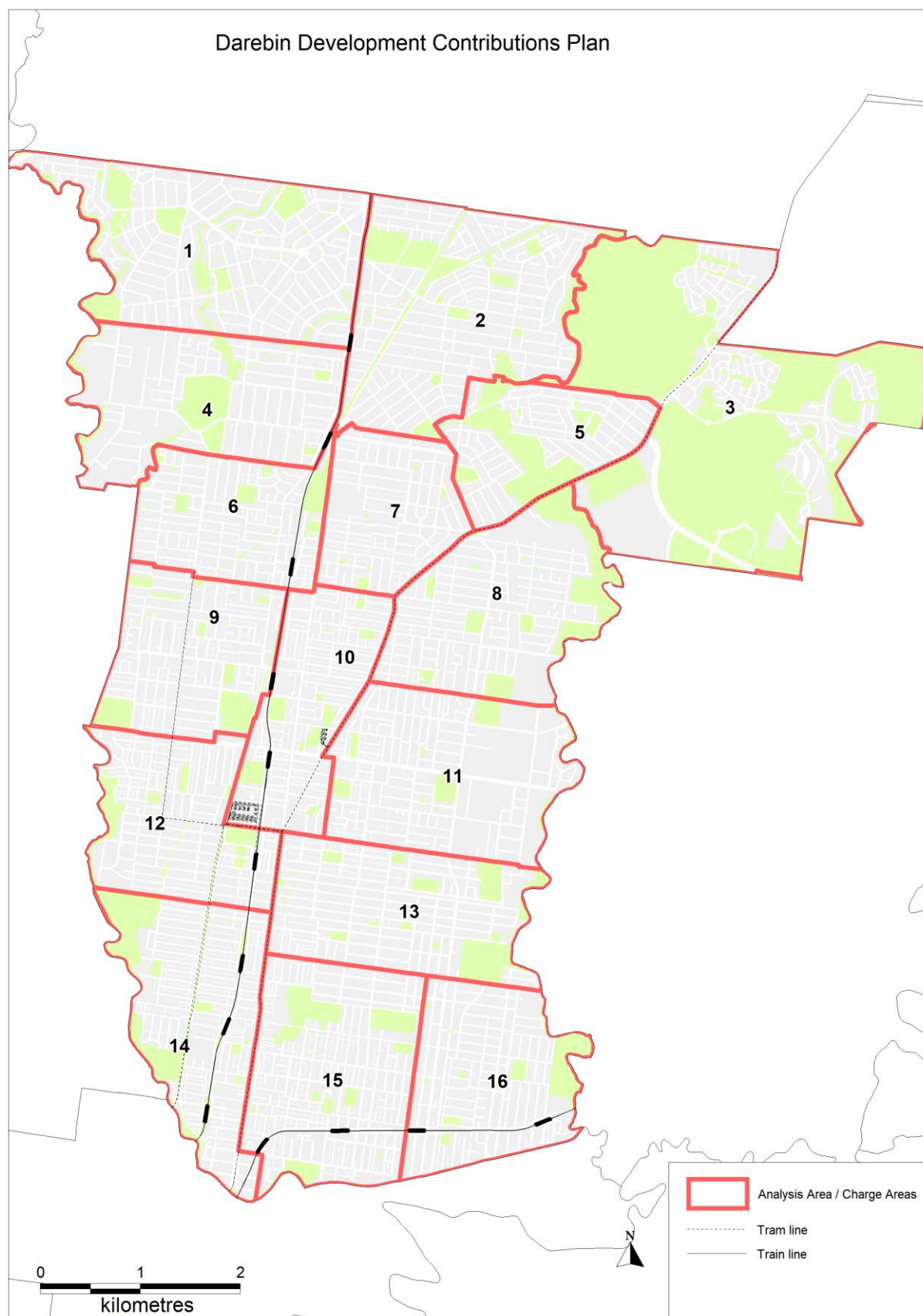
It is noted that some strategic redevelopment sites may have more than one land owner and therefore cost sharing for site-specific works may be needed. Such localised cost-sharing could be addressed by a legal agreement or in some cases a DCP cost apportionment approach could be used. If the latter is the case, the “site-specific” DCP would address site-specific infrastructure that is separate to the Darebin municipal DCP. Such land would be covered by both the site-specific DCP and Darebin Municipal DCP, or alternatively, site-specific conditions/legal agreement and Darebin Municipal DCP. The outcome is the same albeit via different mechanisms.

1.6 Interrelationship with Other DCPs and Exemptions

As outlined in section 1.5, other DCP overlay schedules can be used with this municipal DCP because it is possible for multiple DCP overlays to apply to land. This would be the case should the site-specific DCP proposed by the Victorian Planning Authority for the Preston Market precinct come into effect.

The exemptions that apply to this municipal DCP are listed in Section 7.5. These are drawn from Ministerial Directions and other exemptions and clarifications that are used in DCPs across the state. While it is not possible to detail the exemptions that will apply to potential future site-specific DCPs, consistency between DCPs is generally desirable and all DCPs must include exemptions specified by Ministerial Direction, such as social housing and non-government schools. There is no need to list any other DCP in the exemptions for this municipal DCP because it relates to a unique list of infrastructure that is not captured in any other existing or proposed DCP.

Figure 1: Darebin Development Contributions Plan 2019 Area



2.0 INFRASTRUCTURE FUNDING PRINCIPLES

2.1 Context

A Development Contribution Plan (DCP) is a mechanism used to levy new development for contributions towards planned infrastructure needed by the community.

As part of the implementation of Darebin's land use and development planning framework, Council will collect development contributions from new development through an approved DCP, which is contained within the Planning Scheme. The funds collected will be used to help deliver the nominated infrastructure projects in the DCP.

2.2 DCP System in Victoria

This DCP has been prepared in accordance with the Victorian Government's approved DCP system, which is defined by the following legislation and directions.

Planning and Environment Act 1987

The Planning and Environment Act 1987, Part 3B states the purpose of a Development Contributions Plan for 'levying contributions for the provisions of works, services and facilities'. The Act sets out the broad structure and requirements for a DCP.

According to the Act, projects are classified as either:

- Development infrastructure (DI); or
- Community infrastructure (CI).

Development infrastructure is defined as infrastructure required for basic community health, safety or wellbeing. This may involve roads, paths, drainage and basic community infrastructure items.

Community infrastructure includes construction of all other buildings or facilities used for community or social purposes. Some community facilities are defined by Ministerial Direction as Development Infrastructure for DCP purposes. This includes kindergartens, childcare centres and maternal and child health care facilities.

The Act states the Community Infrastructure Levy is capped (currently at \$1,190 per dwelling for the 2019-20 financial year).

No cap applies to the Development Infrastructure Levy.

Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, Minister for Planning, 11 October 2016

The Ministerial Direction has two parts. The first gives direction on the preparation and content of development contributions plan, with a focus on defining Development Infrastructure and Community Infrastructure. The second sets out the requirements for annual DCP reporting.

Development Contributions Guidelines 2007 (State of Victoria)

The document provides detailed guidance on the method to prepare a full cost apportionment DCP. The Guidelines provide principles, information and examples.

Building Act 1993

The Act requires Building Surveyors to ensure any Planning Scheme requirement is met before issuing a building permit. This includes enforcing the payment of a Community Infrastructure Levy and / or a Development Infrastructure Levy to Council under a DCP.

Past Practice

This DCP has been prepared with regard to similar adopted DCPs over the past two decades. This includes consideration of Planning Panel recommendations and past peer reviews of the methodology used to prepare similar municipal DCPs.

2.3 Infrastructure Subject to this DCP

In accordance with the DCP system as summarised above, the types of projects that are able to be funded through a DCP must be ‘capital works’, which can be defined as:

- A new item of infrastructure
- An upgrade to the standard of provision of an existing infrastructure asset or facility
- An extension to an existing asset or facility
- The replacement of an infrastructure item after it has reached the end of its economic life.

To determine infrastructure projects that are included in the DCP, the infrastructure must be used by a broad cross section of the community and serve a neighbourhood sized catchment area or larger area.

The types of infrastructure projects that may be included within a DCP must be either:

- Basic to health, safety or well-being of the community, or
- Consistent with the community expectations of what is required to meet its health, safety or well-being.

The infrastructure projects that are covered in this DCP are roads, paths (i.e. streetscape or urban design works) and community facilities.

2.4 Cost Apportionment Principles

The overarching objective of the DCP is to ensure that there is a reasonable nexus between development and infrastructure.

Nexus is defined as occupants of or visitors to a development site being likely users of specified infrastructure, as defined by DCP Guidelines 2007. This is assessed having regard to the 16 DCP Areas as the basis for defining the catchment area for each infrastructure project.

The cost of a project is apportioned to all total demand units within its catchment area to the end of the DCP timeframe (2041). An allowance is made for external usage of infrastructure from outside the catchment area and from beyond the time horizon of the DCP.

This means that the cost of infrastructure is allocated to:

- Existing development - the share of cost attributed to existing development is paid by Council given there is no means by which to charge such development
- External demand allowance - the share of cost that is attributed to external demand is paid by Council on behalf of such users of infrastructure
- New Development - will pay its share of the cost of infrastructure via the planning and / or building permit process.

Section 6 of this document explains in more detail how the above principles are applied to generated DCP levies.

3.0 STRATEGIC BASIS FOR THE DCP

3.1 Policy Directions

Overarching policy directions with respect to land use and development are provided by the Council Plan, Planning Scheme and the related state planning strategy (Plan Melbourne). These documents are summarised below.

3.2 Council Plan

Council has adopted the 2017-2021 Council Plan, which has the overarching vision for “A greener, bolder, more connected city”.

The Council Plan outlines goals, supported by a range of specific actions, to create a sustainable city, improve community wellbeing, facilitate high-quality sustainable development, support economic diversity, and lead on equity and community diversity.

The creation of a development contributions scheme is identified as a ‘Big Action’ in the Council Plan.

3.3 Darebin Planning Scheme (Municipal Strategic Statement)

The Strategic Vision for Darebin is set in the MSS as “Darebin, the place to live” which is to be realised through Council’s mission of “Working with our diverse community to build a sustainable and liveable city”.

More specific goals are as follows:

- A vibrant city and innovative economy, with physical infrastructure that is both well maintained and appropriately regulated.
- A physical, social and economic environment that supports and enhances community health and wellbeing.
- A safe, inclusive and equitable community where all feel socially well connected, respected and valued.
- Sustainable and resilient neighbourhoods as part of achieving rapid transition to an environmentally sustainable city.
- A thriving artistic and creative culture that supports economic prosperity and enhances social connections, sense of inclusion, pride of place, and cultural tourism.

A Strategic Framework Plan is provided to identify the general pattern for land use and development that reflects the Strategic Vision. This includes:

- Enhanced network of activity centres, with preferred economic and land use roles
- Distinctive and attractive strategic corridors in response to different physical contexts

- Regionally-significant land uses to support and intensify, including La Trobe University, Melbourne Polytechnic and areas within the Emerging La Trobe Employment Cluster
- Areas identified as strategic locations to maximise opportunities for 'urban intensification' through higher density building forms accommodating a range of residential and commercial uses
- Industrial zoned areas that will provide a key employment and value- added role
- Major landscape features to be protected and enhanced, including areas of biological significance, regionally significant recreational open space and key vistas
- Major transport links and future priorities for transport infrastructure investment
- Relationships and access to key destinations in adjoining municipalities to achieve mutual benefits for the community.

The Strategic Framework Plan is shown overleaf.

3.4 Plan Melbourne 2017-2050

Plan Melbourne is the metropolitan planning strategy. It identifies areas of state significance and areas of local significance.

Darebin forms part of the Northern Sub-Region of Melbourne and is noted to have activity centres, employment areas, community facilities and transport corridors. Major Activity Centres in the municipality are Northcote, Preston-High Street, Preston-Northland and Reservoir. These areas are planned to be a focus for growth and change.

Darebin - along with state government, Banyule City Council, La Trobe University and Austin Health – are also planning the delivery of the La Trobe National Employment and Innovation Cluster. The cluster has strengths in education, research, health and retail.

3.5 Capital Works Program and DCP Infrastructure Project List

The list of projects included in this DCP has been prepared based on Council's long-term capital works program and the specific principles, criteria and guidelines under the established DCP system (refer 2.2 DCP System in Victoria). Darebin's long-term capital works program is guided by Council and community priorities, the directions and outcomes outlined in Council's adopted strategies and policies, and forecast resourcing and delivery capacity.

3.6 Other Policies, Strategies and Reports

Documents that provide more specific direction or information on selected topics, many of which have development and / or infrastructure implications, are summarised below.

Documents that specifically relate to DCP projects are listed in Appendix A.

Table 1: Summary of Selected Policies, Strategies and Reports

| Document | Summary |
|---|---|
| Northcote Activity Centre Structure Plan - April 2007 | The Northcote Activity Centre Structure Plan has been prepared to guide the future development of the Northcote Activity Centre as a designated Major Activity Centre. |
| Plenty Road Integrated Land Use and Transport Study - March 2013 | The City of Darebin sees opportunities to support more efficient, accessible and reliable public transport, and provide opportunities for housing revitalisation and supporting commercial activities along Plenty Road. At present, Plenty Road has a number of distinct areas that require tailored responses. The recommendations of this report reflect these distinct areas to set a preferred future for Plenty Road. |
| Preston Central Structure Plan - September 2006 | The Preston Central Structure Plan sets out objectives and initiatives for the activity centre to strengthen its role as the main focus for community activity, independent shops and civic and business services for the northern suburbs, while supporting it to become more socially inclusive, economically prosperous and environmentally sustainable. |
| Reservoir Structure Plan - August 2012-2030 | The Reservoir Structure Plan has been prepared to guide future land use and development in the Reservoir Major Activity Area. |
| Road Management Plan 2013-2017 | The Road Management Plan is a comprehensive document that describes Darebin's policies, practices & standards for maintaining the existing road assets, the processes relating to road asset maintenance and the responsibilities of Council Managers and other authorities . |
| Libraries Strategy 2014-2019 | The Libraries Strategy proposes a new vision and mission statement for Darebin Libraries along with four overarching goals to guide and focus decision making. The Strategy also includes an action plan divided into six key result areas to ensure the goals are achieved and can be measured. |
| Community Safety Strategy 2012-2016 | The Darebin Community Safety Strategy will respond to local issues and focuses on groups that are at greater risk of actual or perceived safety concerns. Best practise strategies that address social and environmental factors will be implemented in partnership with the community and service providers to prevent crime and enhance perceptions of safety. |
| Early Years Infrastructure Plan 2011-2031 | The Early Years Infrastructure Plan provides a local area service mapping and infrastructure audit identifying opportunities and timeframes for facility development. The plan details strategic recommendations around infrastructure |

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| Document | Summary |
| | planning based on demographic research and population projections for the coming 20 years. |
| Heatwave Strategy 2013-2017 | Benefits of heatwave planning in Darebin will include information distribution, increased understanding of heat risks and preventing heat related harms, the development of partnerships to respond to Darebin's community, increasing Darebin's community's capacity to improve health and safety and the development of sustainable behaviours to reduce climate change and minimise the impacts of heatwaves. |
| Leisure Strategy 2015-2020 Action Plan - October 2015 | The Leisure Strategy 2015-2020 Action Plan is a detailed document that identifies projects and tasks which will enable Council to build upon the achievements delivered through Darebin's 2010-2014 action plan; and successfully deliver the Leisure Strategy 2010-2020 - a ten-year plan which provides a broad framework and vision for identifying and addressing the key leisure needs of the Darebin community. Council has developed this document in consultation with Darebin's key stakeholders, to ensure the document reflects the community's priorities for sport and recreation in Darebin. |
| Bundoora Park Precinct Master Plan - April 2013-2025 | The Bundoora Park Precinct Master Plan identifies a vision for the precinct and associated actions including advocacy to other levels of government. Implementation of the master plan will lead to enhanced facilities with greater usage by and engagement with the community. |
| Donath and Dole Reserves Master Plan - August 2014 | The purpose of the Master Plan project for Donath and Dole Reserves is to discuss/document existing values, opportunities, constraints and design principles, as understood through the analysis and consultation process, prepare a visual master plan showing areas for upgrade/actions and future 'blue sky' goals; and develop a series of realistic actions prioritised and laid out over 5 years. |
| Development Contributions Plan June 2003 (Revised 2015) | The Development Contribution Plan is a municipality wide charge scheme which requires developers to contribute to public infrastructure. The Renewal project aims to revise the current Development Contributions Plan in accordance with updated infrastructure projects and population forecasts, amend the Development Contributions Plan Overlay in the Darebin Planning Scheme to enable the continued collection of development contributions, and develop an effective model to efficiently manage the development contributions collected. The project will also simplify the Charge Area boundaries and include an exemption for all dwelling extensions and replacement dwellings. |
| Asset Management Strategy - May 2015-2019 | The objectives of the Asset Management Strategy are to provide a way forward for Council to meet its responsibility for the stewardship of its public assets, to ensure that all residents have equal access to all public assets and to enable the delivery of sustainable and effective services, programs and activities that contribute to Darebin's quality of life. |
| Building Asset Management Plan - August 2007-2010 | The purpose of the Building Asset Management Plan (BAMP) is to ensure Council's Building Assets fulfil their intended purpose and life expectancy at the most economical cost to the community. The plan balances financial, engineering, and technical practices with community expectations to achieve this purpose. The BAMP will be reviewed 3 years from the adoption of this version, building in improvements achieved over that time. |
| Property Asset Management Strategy - May 2014 | The Property Asset Management Strategy sets out a strategic view of Council's property management activities. This Property Asset Management Strategy provides a 'whole of Council' view of the management of property assets. It sets out a structure and guiding principles for the alignment of the Council's property |

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| Document | Summary |
| Cycling Strategy 2013-2018 | asset portfolio with service delivery objectives, through the development of service asset strategies that identify each service's property requirements. The Darebin Cycling Strategy is Darebin Council's five-year plan to create a culture of cycling by making riding in the City of Darebin enjoyable, relaxing and safe, and by making Darebin a place where using a bicycle is the best travel option for short and medium trips for most people. |
| GreenStreets Streetscape Strategy 2012-2020 | The GreenStreets Streetscape Strategy 2012-2020 sets the strategic vision for street tree planting in Darebin while considering contemporary issues such as increasing urban population, climate change, urban habitat creation, urban food production, varied species selection, water security, Melbourne @5million as well as other Council strategies and policies. This strategy also contains a revised Nature Strip Policy to guide and direct the development of nature strips by residents and developers. |
| Junction Urban Master Plan : From Pavement to Place - March 2014 | The Junction Urban Master Plan (JUMP) has been developed by Darebin Council in partnership with the community to improve the liveability and attractiveness of public space and streetscapes in the Junction. 'The Junction' refers to the area in Preston generally bound by Bell Street to the north, Plenty Road to the east, Dundas Street to the south and Railway Place to the west. The Master Plan presents a vision to transform the Junction over the next ten years into a place that is green, community focused and memorable for its street life and unique urban feel. |
| Open Space Asset Management Plan - February 2010-2014 Playspace Strategy - July 2010-2020 | The purpose of the Open Space Asset Management Plan (OSAMP) is to ensure Council's Open Space Assets fulfil their intended purpose and life expectancy at the most economical cost to the community. The Playspace Strategy is the major planning document for playspace provision across the Municipality. The Playspace Strategy is both a review of the previous Playground Strategy and establishes a move for Council to deliver playspaces rather than just play equipment into the future. This strategy is intended to inform and guide the strategic development of the more than 130 Council playspaces in public parks, children's services centres, and neighbourhood houses within the City over a 10-year period. |
| Public Toilet Strategy 2015-2025 - April 2016 | The Public Toilet Strategy outlines for the community how Darebin City Council manages Darebin's public toilets. The Strategy will guide Council staff and policy makers to prioritise, implement and upgrade the network of public toilets throughout the Municipality. This includes facilities within a sports ground, sports pavilion, playspace, public open space, public building, streetscape master plan or open space Master Plan. It should guide capital works submissions and provide a clear answer to public requests about public toilets. |
| Reservoir Streetscape Master Plan - September 2014 | The Reservoir Streetscape Master Plan will assist in making Reservoir a more attractive and accessible place to live, work, socialise, visit and invest. The Reservoir Streetscape Master Plan looks at beautifying the Reservoir Activity Centre. The study area will extend from Crompton Street / Edwardes Street in the west, to Whitelaw Street / Broadway in the east. |
| Transport Strategy October 2007-2027 | The Darebin Transport Strategy (DTS) identifies and outlines eight key objectives to guide future decisions about transport in Darebin. The objectives are: To improve local and metropolitan accessibility; To increase the role of sustainable transport modes; To build new developments that reduce transport demands; To increase social inclusion for residents; To improve health and environmental outcomes; To improve community safety; To integrate quality urban design, economic |

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| Document | Summary |
| Transport Strategy October 2007-2027 Review - Appendix 1 - December 2015 | development and access; and To engage stakeholders through effective communication. The DTS is Darebin's plan for managing transport and traffic throughout the municipality over a 20-year period. Since the release of the Darebin Transport Strategy (DTS) in 2007, a number of changes have occurred at a local and state government level. Acknowledging the changing demographics in Darebin, Council resolved to review the DTS and prepare an addendum report summarising any changes to the policies and actions. |
| Walking Strategy 2018-28 | The Darebin Walking Strategy specifically focuses on pedestrians and the pedestrian network and considers how to shift towards more sustainable travel, make walking a viable means of transport and what features streets and footpaths should have to encourage more walkers. It includes the development of a Principal Pedestrian Network (PPN) that highlight prioritised routes and footpaths in Darebin. |
| Safe Travel Strategy 2018-2028 | The Darebin Safe Travel Strategy considers the impact on safety and vulnerability of all road users, with pedestrians and cyclists identified as being the most vulnerable and having the lowest road safety impact on others. It reflects the move towards a high uptake of lower impact modes of transport (walking and cycling) in Darebin and uses an innovative approach to protect these vulnerable road users and make Darebin a safer place. |
| Breathing Space: The Darebin Open Space Strategy (2019) | The strategy provides the overarching framework and strategic direction for open space planning in the City of Darebin. The strategy reviews the municipality's existing public open space network and provides the strategic basis for Council's future open space needs. |
| Health and Wellbeing Plan 2017-2021 | Council has been and continues to work to address the social determinants of health across many of its existing policies and service delivery areas, including the recognition of the impact of the built environment's effect on people's wellbeing and health. This new Plan builds on Council's existing policies, practice and relationships with partner organisations. |
| Strategic Resource Plan 2019-2023 | The Strategic Resource Plan (SRP) 2019-2023 is a plan of the resources for at least the next four years required to achieve the strategic objectives in the Council Plan. The SRP informs the preparation of the budget which is a plan that describes the services and initiatives to be funded and how they will contribute to the achieving the strategic objectives in the Council Plan. |
| Darebin Outdoor Sports Infrastructure Framework (June 2020) | The Darebin Outdoor Sports Infrastructure Framework aims to help guide and inform future capital contributions for redevelopment. The framework makes use of previously completed audit reports, relevant policies and frameworks and findings from site visits |
| Road Asset Management Plan - June 2016 | The purpose of the Road Asset Management Plan (RAMP) is to ensure that Council's Road Assets fulfil their intended purpose and life expectancy at the most economic cost to the community. The RAMP balances engineering, technical practices, financial and community expectations to achieve this purpose. |
| Climate Emergency Plan - 2017-2022 | Darebin's Climate Emergency Plan outlines the leadership, advocacy and mobilisation directions this Council is taking to respond urgently, and at the scale required to address the climate emergency. |
| Darebin Creative and Cultural Infrastructure Framework 2017 | This report provides Council with a framework for arts and culture, with a view to providing strategic direction on the delivery of creative and cultural infrastructure, a decision-making tool for Council to use to prioritise investment and to build a network of partners for infrastructure delivery. The framework includes assessment of the following sectors (as defined by the |

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| Document | <p>Summary</p> <p>Victorian Creative Industries Taskforce, 2015): museums, environmental heritage, libraries and archives, literature and print media, performing arts, design, broadcasting, electronic or digital media or film, music composition and publishing, visual arts and crafts, fashion, cultural goods, manufacturing & sales and supporting activities.</p> |
| A Joint Community Infrastructure Plan for the La Trobe National Employment and Innovation Cluster, 2017 | <p>The JCIP seeks to integrate community infrastructure planning and provision within the Darebin Creek corridor and surrounds to respond to the future growth of the La Trobe National Employment and Innovation Cluster. Short term initiatives include:</p> <ul style="list-style-type: none"> • Create better connections; • Develop Joint Community Facilities, • Undertake La Trobe University Sports Precinct projects; • Boost the role of the creek system to accommodate a number of different functions that contribute to social and economic well-being. |
| Access and Inclusion Plan 2015- 2019 - Master Document - March 2015 | <p>The Access and Inclusion Plan builds on Darebin's vision to make the Municipality a more liveable, accessible and inclusive place, and to reduce the social barriers experienced by people with a disability. During its lifetime, this Plan will support Darebin staff to provide equitable and dignified access to all parts of community life in keeping with the Disability Discrimination Act 1992.</p> |
| Access and Inclusion Plan 2015- 2019 - Action Plan - March 2015 | <p>The Access and Inclusion Action Plan will help Council make sure that Darebin's services, processes and facilities meet the needs of people with a disability. It also helps Council raise the voice of the community of Darebin. The Plan was developed through community engagement with Council Advisory Committees; disability agencies; community groups, children and young people, and people with a disability and carers.</p> |
| Active Healthy Ageing Strategy 2011-2021 | <p>The Active and Healthy Ageing Strategy describes Council's approach to start building Darebin's community over the next 10 years to be an 'Age Friendly City', one that fully embraces and celebrates older people and values their wisdom and contribution. This is in line with The World Health Organisation which describes an Age Friendly City as having policies, services, settings and structures that support and enable people to age actively and respectfully.</p> |
| Housing Strategy 2013-2033 - September 2014 | <p>The Housing Strategy 2013-2033 will guide Council's role in relation to housing issues and ensure that Darebin is well placed to respond to the range of housing issues as well as meet the needs of its diverse and changing population. The Strategy forms part of an integrated architecture of Council policies that span land use, environment, social and cultural realms to ensure that Darebin's residential neighbourhoods continue to meet the changing needs and expectations of Darebin's community.</p> |

4.0 CHARGING AREAS AND DEVELOPMENT SCENARIO

4.1 Analysis Area and Charge Area

This DCP has 16 analysis areas and charging areas, being the areas shown in Figure 1 above. DCP area definitions follow:

- DCP area - This is the total area covered by a DCP Overlay in the Planning Scheme.
- Analysis area - This area is used to define infrastructure project catchments in a DCP, separately for each project. A project catchment can be the whole DCP area or part of it. An analysis area is the smallest potential project catchment. Multiple analysis areas can be aggregated to define larger catchments for infrastructure projects that have larger catchments.
- Charge area - This is an area for which a unique DCP charge is set in the Planning Scheme. In most cases and in this DCP, charge areas are exactly the same as analysis areas.

The areas are suburb-based data areas within the municipality and include the Preston Activity Centre area. The DCP Areas are deemed small enough to represent a community of interest and avoid the prospect of serious cross-subsidisation within the context of DCP cost apportionment.

Development in the DCP Areas will be required to pay a contribution in accordance with estimated share of use of the scheduled infrastructure. The scheduled infrastructure is assessed to service users outside of the DCP Areas to some extent. As such, a nominal allowance for the cost attributable to external use is discounted from the DCP calculations to ensure development within the DCP Area is charged fairly.

4.2 Development Conditions and Projections

The development data is provided for the period 2021 to 2041, which is defined as the end state of the DCP.

The data is based on actual observed conditions for data points (i.e. 2010, 2016 and 2020) and the projections method shown in this part of the report for the 2041 period, for residential, retail, commercial and industrial land uses.

4.3 Residential Sector

Dwelling projections have been generated for a 20-year period for the purpose of the DCP, that is, 2021 to 2041.

The dwelling projections shown in Table 2 have been based on Forecast id data with trend extrapolations and checked against Victoria in Future 2019 data.

Dwelling distribution is generally channelled towards the Preston, Northcote, Northland and Reservoir structure plan areas.

Table 2: Summary of Residential Dwelling Projections

| Area No. | Area Name | 2021 | 2041 |
|--------------|---------------------------------|---------------|---------------|
| Area 01 | Reservoir (Merrilands) | 4,038 | 4,952 |
| Area 02 | Reservoir (Cheddar) | 6,567 | 8,414 |
| Area 03 | Bundoora - Macleod | 3,217 | 4,815 |
| Area 04 | Reservoir (Edwardes Lake) | 3,256 | 4,281 |
| Area 05 | Kingsbury | 2,382 | 2,990 |
| Area 06 | Reservoir (Edwardes Lake) | 3,317 | 4,265 |
| Area 07 | Reservoir (Oakhill) | 3,000 | 3,926 |
| Area 08 | Reservoir (Oakhill) | 4,769 | 6,694 |
| Area 09 | Preston (West) | 4,307 | 5,715 |
| Area 10 | Preston Activity Centre | 4,962 | 8,082 |
| Area 11 | Preston (East) | 3,033 | 4,344 |
| Area 12 | Thornbury (West)-Preston (West) | 4,915 | 7,233 |
| Area 13 | Thornbury (East) | 5,673 | 7,261 |
| Area 14 | Northcote (West) | 6,404 | 8,995 |
| Area 15 | Northcote (East) | 7,109 | 9,022 |
| Area 16 | Fairfield-Alphington | 4,042 | 5,322 |
| Total | | 70,991 | 96,311 |

Source: Population and household forecasts, .id Consulting; HillPDA

4.4 Retail Sector

The retail sector includes uses such as shops, cafes, restaurants, supermarkets, shopping complexes, convenience stores and other similar activities. The retail audit excludes industrial and commercial uses.

Council's rates databases for the years 2010, 2016 and 2020 were used to provide an audit of all retail floorspace located in each of the 16 Analysis Areas in the City of Darebin.

The total retail floorspace at each of these points in time were compared with the corresponding population in order to develop a ratio of retail floorspace per resident.

A ratio of retail floorspace per resident was adopted for the purposes of forecasting retail floorspace development in the City of Darebin over the DCP period. This was assessed against trends in past development and capacity of land to generate a future floorspace estimate.

For each DCP Analysis Area, the distribution of retail floorspace was allocated based on their share of total floorspace in the audit.

Overall, the estimated existing retail building stock of approximately 651,000 sqm in Darebin in 2021 is anticipated to expand to approximately 865,000 sqm in 2041.

Table 3: Summary of Retail Floorspace Projections

| Area No. | Area Name | 2021 | 2041 |
|--------------|---------------------------------|----------------|----------------|
| Area 01 | Reservoir (Merrilands) | 6,112 | 8,112 |
| Area 02 | Reservoir (Cheddar) | 9,970 | 13,232 |
| Area 03 | Bundoora - Macleod | 16,309 | 21,645 |
| Area 04 | Reservoir (Edwardes Lake) | 21,214 | 28,156 |
| Area 05 | Kingsbury | 5,487 | 7,282 |
| Area 06 | Reservoir (Edwardes Lake) | 11,766 | 15,616 |
| Area 07 | Reservoir (Oakhill) | 23,978 | 31,823 |
| Area 08 | Reservoir (Oakhill) | 123,858 | 164,384 |
| Area 09 | Preston (West) | 12,292 | 16,314 |
| Area 10 | Preston Activity Centre | 99,977 | 132,689 |
| Area 11 | Preston (East) | 137,346 | 182,286 |
| Area 12 | Thornbury (West)-Preston (West) | 27,560 | 36,577 |
| Area 13 | Thornbury (East) | 23,009 | 30,537 |
| Area 14 | Northcote (West) | 48,173 | 63,935 |
| Area 15 | Northcote (East) | 54,115 | 71,821 |
| Area 16 | Fairfield-Alphington | 30,175 | 40,048 |
| Total | | 651,339 | 864,458 |

Source: Darebin City Council; HillPDA

4.5 Commercial Sector

Commercial floorspace includes office, health, education, civic, places of worship, commercial accommodation, banks and recreation uses.

The commercial floorspace audit and projections adopted a method similar to that shown for retail above. Alternative ratios were used, based on number of jobs and relationship of retail to commercial floorspace.

Overall, the estimated existing commercial building stock of approximately 881,000 sqm in Darebin in 2021 is anticipated to expand to approximately 1,169,000 sqm in 2041.

Table 4: Summary of Commercial Floorspace Projections

| Area No. | Area Name | 2021 | 2041 |
|--------------|---------------------------------|----------------|------------------|
| Area 01 | Reservoir (Merrilands) | 13,516 | 17,939 |
| Area 02 | Reservoir (Cheddar) | 27,375 | 36,333 |
| Area 03 | Bundoora - Macleod | 150,015 | 199,100 |
| Area 04 | Reservoir (Edwardes Lake) | 103,040 | 136,754 |
| Area 05 | Kingsbury | 10,130 | 13,444 |
| Area 06 | Reservoir (Edwardes Lake) | 4,041 | 5,364 |
| Area 07 | Reservoir (Oakhill) | 8,538 | 11,332 |
| Area 08 | Reservoir (Oakhill) | 42,305 | 56,147 |
| Area 09 | Preston (West) | 14,103 | 18,717 |
| Area 10 | Preston Activity Centre | 130,425 | 173,100 |
| Area 11 | Preston (East) | 131,941 | 175,112 |
| Area 12 | Thornbury (West)-Preston (West) | 40,027 | 53,124 |
| Area 13 | Thornbury (East) | 53,083 | 70,452 |
| Area 14 | Northcote (West) | 55,271 | 73,355 |
| Area 15 | Northcote (East) | 52,924 | 70,240 |
| Area 16 | Fairfield-Alphington | 43,905 | 58,270 |
| Total | | 880,639 | 1,168,785 |

Source: Darebin City Council; HillPDA

4.6 Industrial Sector

Council's rates databases for the years 2010, 2016 and 2020 were used to provide an audit of all building floorspace (by use) located in Darebin's industrial zones. The audit included industrial uses such as factories, warehouses, workshops, maintenance depots and other similar activities.

The industrial floorspace figures were compared to provide indicative take-up rates for each identified DCP Analysis Area over the data period. Vacant land stock by Analysis Area was estimated through an audit of Council's rates database. The amount of vacant Commercial 2 (C2Z), Industrial 1 (IN1Z) and Industrial 3 (IN3Z) zoned land in each Analysis Area was analysed, noting that land vacancy figures do not take into consideration constraints on existing vacant parcels such as access, easements and drainage. It is further noted that Areas 4 and 11 were the only DCP Analysis Areas to have more than one hectare of vacant land stock.

Site coverage ratios (i.e. floorspace to site area) were examined to define a future potential coverage ratio for vacant industrial land. For the purposes of projections, vacant land stock is assumed to achieve a 75% site coverage ratio in order to provide estimated future building projections and this result was compared against construction rates experienced between 2010 and 2020 to provide an indication of potential development.

Overall, the existing industrial building stock of approximately 1,401,000 sqm in the City is anticipated to expand to approximately 1,542,000 sqm in 2041.

Table 5: Summary of Industrial Floorspace Projections

| Area No. | Area Name | 2021 | 2041 |
|--------------|---------------------------------|------------------|------------------|
| Area 01 | Reservoir (Merrilands) | 0 | 0 |
| Area 02 | Reservoir (Cheddar) | 293 | 293 |
| Area 03 | Bundoora - Macleod | 0 | 0 |
| Area 04 | Reservoir (Edwardes Lake) | 368,604 | 442,826 |
| Area 05 | Kingsbury | 1,450 | 1,450 |
| Area 06 | Reservoir (Edwardes Lake) | 3,727 | 3,727 |
| Area 07 | Reservoir (Oakhill) | 1,472 | 1,472 |
| Area 08 | Reservoir (Oakhill) | 274 | 928 |
| Area 09 | Preston (West) | 1,964 | 1,964 |
| Area 10 | Preston Activity Centre | 56,791 | 56,791 |
| Area 11 | Preston (East) | 542,840 | 588,250 |
| Area 12 | Thornbury (West)-Preston (West) | 36,594 | 42,250 |
| Area 13 | Thornbury (East) | 91,102 | 98,376 |
| Area 14 | Northcote (West) | 66,464 | 66,620 |
| Area 15 | Northcote (East) | 19,784 | 20,261 |
| Area 16 | Fairfield-Alphington | 209,986 | 216,747 |
| Total | | 1,401,347 | 1,541,957 |

Source: Darebin City Council; HillPDA

4.7 DCP Demand Units

The common demand unit selected for this DCP is one dwelling.

The above development data has been used for DCP levy calculations.

The calculation process involved converting the land uses into common demand units in cases where more than one land use type is deemed a user of an infrastructure category for DCP purposes. This applies to roads and paths. Community facilities are linked to only residential development in a DCP.

The equivalence ratios for road and path infrastructure categories by the four land use types are shown below. The basis for these ratios is shown in Appendix B.

Table 6: Equivalence Ratios

| | Residential | Retail | Commercial | Industrial |
|-------------------------|----------------|----------------|----------------|----------------|
| | dwelling units | sqm floorspace | sqm floorspace | sqm floorspace |
| Community Facility CFCI | 1 | - | - | - |
| Community Facility CFDI | 1 | - | - | - |
| Path PADI | 1 | 75 | 50 | 500 |
| Road RDDI | 1 | 19 | 121 | 67 |

For example, this shows that 19 sqm of retail space is deemed to generate the same demand loading on the road system as does 1 dwelling. Therefore, if a development proposes 190 sqm

of retail space it would be assessed to have the same demand loading on the road system as 10 dwellings; that is, $190 \text{ sqm} / 19 = 10$ equivalent dwellings for the purposes of road use.

4.8 Total Demand Units

The next step is to determine total demand units for each category of infrastructure. The total demand unit figure is used to calculate the levy (i.e. it is the number to apportion costs over). This is determined by dividing the development data by the equivalence ratios. The total number of demand units for each project is shown in Appendix C.

5.0 INFRASTRUCTURE PROJECTS

5.1 Projects Included in the DCP

As noted above, numerous strategic studies have been undertaken in relation to the municipality over a number of years. Many of those studies have identified infrastructure projects, improvements and upgrades, and other initiatives to accommodate anticipated levels of new development, and to improve the overall appearance and function of the municipality. Of the list of projects, Council identified, some of the projects have been selected for inclusion in this DCP.

In total, the DCP comprises 70 projects with a value of \$115.5m as at June 2019.

Projects are coded DI or CI in this DCP. The Planning and Environment Act 1987 requires that infrastructure be classified under two categories:

- Development infrastructure (DI), or
- Community infrastructure (CI).

A summary of projects by category is shown below. Some community facility projects fall under Development Infrastructure and some under Community Infrastructure. All path and road projects are Development Infrastructure.

Table 7: Summary of Projects

| Facility Type and Code | Total Cost | No. of Projects | Average Cost |
|-------------------------|----------------------|-----------------|--------------------|
| Community Facility CFCI | \$94,630,278 | 10 | \$9,463,028 |
| Community Facility CFDI | \$712,000 | 4 | \$178,000 |
| Path PADI | \$6,481,616 | 34 | \$190,636 |
| Road RDDI | \$13,690,697 | 22 | \$622,304 |
| Total | \$115,514,591 | 70 | \$1,650,208 |

The list of projects is shown below. The location of projects included in the DCP is shown in Figure 3 below.

Table 8: List of DCP Projects

| Project Number | Project Category | Project Name | Location | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) |
|----------------|------------------|--|---------------------|--------------------|--------------|--|
| 1 | BUILDINGS | Northcote Aquatic and Recreation Centre (NARC) Redevelopment | Northcote (East) | \$63,500,000 | CFCI | Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 |
| 2 | BUILDINGS | Reservoir Leisure Centre (RLC) Redevelopment | Reservoir (Cheddar) | \$15,500,000 | CFCI | Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 |
| 3 | BUILDINGS | Bill Lawry Oval Pavilion Upgrade | Northcote (East) | \$5,910,000 | CFCI | Area 14 Area 15 Area 16 |
| 4 | BUILDINGS | KP Hardiman Reserve Hockey Pavilion Redevelopment | Kingsbury | \$3,457,000 | CFCI | Area 02 Area 03 Area 05 Area 07 Area 08 |

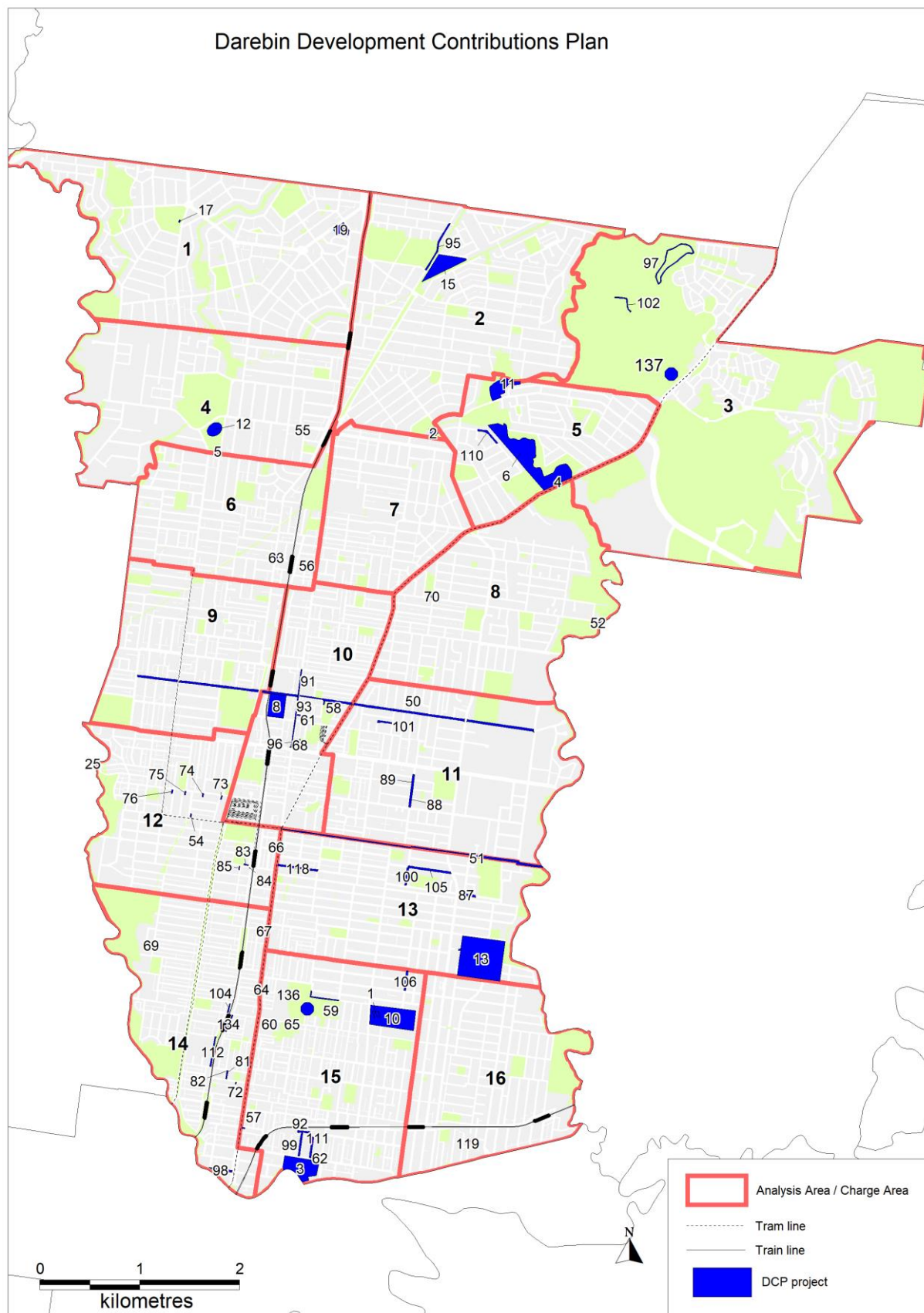
| Project Number | Project Category | Project Name | Location | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) |
|----------------|---|---|---------------------------------|--------------------|--------------|---|
| 5 | BUILDINGS | Moore Park South Pavilion Upgrade (female change) | Reservoir (Edwardes Lake) | \$1,373,000 | CFCI | Area 01 Area 04 Area 06 |
| 6 | LAND IMPROVEMENTS AND OPEN SPACE | KP Hardiman Synthetic Hockey Pitch Redevelopment and Lighting Upgrade | Kingsbury | \$1,789,278 | CFCI | Area 02 Area 03 Area 05 Area 07 Area 08 |
| 8 | OPEN SPACE (recreation, leisure & community facilities) | Preston City Oval Lighting Renewal | Preston Activity Centre | \$460,000 | CFCI | Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 |
| 10 | OPEN SPACE (recreation, leisure & community facilities) | McDonnell Reserve West Oval New Lighting | Northcote (East) | \$265,000 | CFDI | Area 13 Area 15 Area 16 |
| 11 | OPEN SPACE (recreation, leisure & community facilities) | John Hall Oval Lighting Upgrade | Kingsbury | \$397,000 | CFDI | Area 02 Area 03 Area 05 |
| 12 | OPEN SPACE (recreation, leisure & community facilities) | Moore Park North Lighting Upgrade | Reservoir (Edwardes Lake) | \$25,000 | CFDI | Area 01 Area 04 Area 06 |
| 13 | OPEN SPACE (recreation, leisure & community facilities) | John Cain Memorial West New Lighting | Thornbury (East) | \$265,000 | CFCI | Area 11 Area 13 Area 15 Area 16 |
| 15 | OPEN SPACE (recreation, leisure & community facilities) | IW Dole Reserve Lighting Upgrade | Reservoir (Cheddar) | \$25,000 | CFDI | Area 02 |
| 17 | BUILDINGS | LE Cotchin Reserve Pavilion Upgrade (female friendly) | Reservoir (Merrilands) | \$576,000 | CFCI | Area 01 Area 02 Area 04 |
| 19 | BUILDINGS | Merrilands West Neighbourhood House Redevelopment | Reservoir (Merrilands) | \$1,800,000 | CFCI | Area 01 Area 02 |
| 25 | BRIDGES | Replace Kendal-Harding Bridge | Thornbury (West)-Preston (West) | \$1,700,000 | PADI | Area 09 Area 12 |
| 50 | CYCLEWAYS | Streets for People - Preston Activity Link | Preston (East) | \$250,000 | PADI | Area 09 Area 10 Area 11 |
| 51 | CYCLEWAYS | Cycling Facilities | Thornbury (East) | \$82,246 | PADI | Area 10 Area 11 Area 12 Area 13 |
| 52 | CYCLEWAYS | Creek Corridor Shared Paths Audit (Darebin Creek) | Reservoir (Oakhill) | \$46,250 | PADI | Area 08 |
| 54 | FOOTPATHS | Pedestrian Crossings | Thornbury (West)-Preston (West) | \$350,000 | PADI | Area 12 |
| 55 | FOOTPATHS | Walking Initiatives - raised threshold | Reservoir (Edwardes Lake) | \$74,166 | PADI | Area 04 |
| 56 | FOOTPATHS | Walking Initiatives - raised intersection | Reservoir (Edwardes Lake) | \$63,125 | PADI | Area 06 |

| Project Number | Project Category | Project Name | Location | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) |
|----------------|-------------------------|---|---------------------------------|--------------------|--------------|---------------------------|
| 57 | FOOTPATHS | Walking Initiatives - pedestrian crossing | Northcote (East) | \$36,250 | PADI | Area 14 Area 15 |
| 58 | FOOTPATHS | Walking Initiatives - raised threshold | Preston Activity Centre | \$84,166 | PADI | Area 10 |
| 59 | FOOTPATHS | Walking Initiatives - footpath | Northcote (East) | \$108,333 | PADI | Area 15 |
| 60 | FOOTPATHS | Walking Initiatives - pedestrian crossing | Northcote (East) | \$223,333 | PADI | Area 15 |
| 61 | FOOTPATHS | Walking Initiatives - pedestrian crossing | Preston Activity Centre | \$39,166 | PADI | Area 10 |
| 62 | FOOTPATHS | Walking Initiatives - pedestrian crossing | Northcote (East) | \$39,166 | PADI | Area 15 |
| 63 | FOOTPATHS | Walking Initiatives - pedestrian crossing | Reservoir (Edwardes Lake) | \$39,166 | PADI | Area 06 |
| 64 | FOOTPATHS | Pedestrian Crossings | Northcote (East) | \$365,000 | PADI | Area 14 Area 15 |
| 65 | FOOTPATHS | Pedestrian Crossings | Northcote (East) | \$258,333 | PADI | Area 15 |
| 66 | FOOTPATHS | Pedestrian Crossings | Thornbury (West)-Preston (West) | \$258,333 | PADI | Area 12 Area 13 |
| 67 | FOOTPATHS | Pedestrian Crossings | Northcote (West) | \$258,333 | PADI | Area 13 Area 14 |
| 68 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Preston Activity Centre | \$100,000 | PADI | Area 10 |
| 69 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Northcote (West) | \$84,167 | PADI | Area 14 |
| 70 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Reservoir (Oakhill) | \$84,167 | PADI | Area 08 |
| 72 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Northcote (West) | \$84,167 | PADI | Area 14 |
| 73 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$154,166 | PADI | Area 12 |
| 74 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$154,166 | PADI | Area 12 |
| 75 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$154,166 | PADI | Area 12 |
| 76 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$154,166 | PADI | Area 12 |
| 81 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Northcote (West) | \$74,167 | PADI | Area 14 |
| 82 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Northcote (West) | \$84,167 | PADI | Area 14 |
| 83 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$84,167 | PADI | Area 12 |

| Project Number | Project Category | Project Name | Location | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) |
|----------------|-------------------------|--|---------------------------------|--------------------|--------------|---------------------------|
| 84 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$84,167 | PADI | Area 12 |
| 85 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | Thornbury (West)-Preston (West) | \$84,167 | PADI | Area 12 |
| 87 | ROADS | Road Rehabilitation Construction Program | Thornbury (East) | \$353,000 | RDDI | Area 13 |
| 88 | ROADS | Road Rehabilitation Construction Program | Preston (East) | \$1,000,000 | RDDI | Area 11 |
| 89 | ROADS | Road Rehabilitation Construction Program | Preston (East) | \$1,583,000 | RDDI | Area 11 |
| 91 | ROADS | Road Rehabilitation Construction Program | Preston Activity Centre | \$510,819 | RDDI | Area 10 |
| 92 | ROADS | Road Rehabilitation Construction Program | Northcote (East) | \$427,000 | RDDI | Area 15 |
| 93 | ROADS | Road Rehabilitation Construction Program | Preston Activity Centre | \$770,000 | RDDI | Area 10 |
| 95 | ROADS | Road Rehabilitation Construction Program | Reservoir (Cheddar) | \$828,439 | RDDI | Area 02 |
| 96 | ROADS | Road Rehabilitation Construction Program | Preston Activity Centre | \$1,650,000 | RDDI | Area 10 |
| 97 | ROADS | Road Rehabilitation Construction Program | Bundoora - Macleod | \$1,325,000 | RDDI | Area 03 |
| 98 | ROADS | Road Rehabilitation Construction Program | Northcote (West) | \$280,000 | RDDI | Area 14 |
| 99 | ROADS | Road Rehabilitation Construction Program | Northcote (East) | \$318,439 | RDDI | Area 15 |
| 100 | ROADS | Road Rehabilitation Construction Program | Thornbury (East) | \$335,000 | RDDI | Area 13 |
| 101 | ROADS | Road Rehabilitation Construction Program | Preston (East) | \$200,000 | RDDI | Area 11 |
| 102 | ROADS | Road Rehabilitation Construction Program | Bundoora - Macleod | \$325,000 | RDDI | Area 03 |
| 104 | ROADS | Road Rehabilitation Construction Program | Northcote (West) | \$250,000 | RDDI | Area 14 |
| 105 | Roads | Road Rehabilitation Construction Program | Thornbury (East) | \$610,000 | RDDI | Area 13 |

| Project Number | Project Category | Project Name | Location | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) |
|----------------|------------------|--|----------------------|--------------------|--------------|---------------------------|
| 106 | ROADS | Road Rehabilitation Construction Program | Northcote (East) | \$825,000 | RDDI | Area 13 Area 15 |
| 110 | ROADS | Road Rehabilitation Construction Program | Kingsbury | \$400,000 | RDDI | Area 05 |
| 111 | ROADS | Road Rehabilitation Construction Program | Northcote (East) | \$480,000 | RDDI | Area 15 |
| 112 | ROADS | Road Rehabilitation Construction Program | Northcote (West) | \$480,000 | RDDI | Area 14 |
| 118 | ROADS | Road Rehabilitation Construction Program | Thornbury (East) | \$475,000 | RDDI | Area 13 |
| 119 | ROADS | Road Rehabilitation Construction Program | Fairfield-Alphington | \$265,000 | RDDI | Area 16 |
| 134 | CYCLEWAYS | Cycling Facilities | Northcote (West) | \$26,250 | PADI | Area 14 |
| 136 | BUILDINGS | Changing Places Facilities | Northcote (East) | \$400,000 | PADI | Area 13 Area 14 Area 15 |
| 137 | BUILDINGS | Changing Places Facilities | Bundoora - Macleod | \$400,000 | PADI | Area 02 Area 03 Area 05 |

Figure 3: DCP Project Locations



5.2 Project Timing and Delivery

The infrastructure projects listed in this DCP have been selected to ensure that facilities are provided when demand thresholds are achieved and / or at the time existing assets have passed their effective operating life.

Council commits to delivering the projects in the timeline between 2019 and 2041 (December 31).

5.3 Other Conditions and Contributions

Planning permit conditions and agreements for other infrastructure, as part of development approvals, may be applicable to development projects in addition to this DCP.

This may cover any matter that is deemed necessary and justified in order to grant a permit. This could include site specific matters that will be applied on a case by case basis to specific development projects in addition to relevant DCP charges.

6.0 DEVELOPMENT CONTRIBUTION LEVIES

6.1 Calculation Method

In accordance with DCP Guidelines 2007, the method to calculate DCP levies is as follows:

- List the infrastructure projects and costs included in the DCP
- Identify the main catchment area for each infrastructure project
- Quantify development in each main catchment area
- Where necessary, make an allowance for external demand for infrastructure by adjusting the cost attributable to the DCP down in line with external demand
- Where necessary, convert the development into common demand units to quantify the total demand for infrastructure
- Calculate the infrastructure levy payable for each infrastructure project by dividing the DCP cost of the project by the total number of demand units in the main catchment area
- Calculate the total infrastructure levies in each area by adding up levies by area (by community infrastructure and development infrastructure classifications where necessary).

Appendix C shows the calculation data and results for each project.

6.2 Nexus and Apportionment Process

The standard land development to infrastructure nexus principles are applied in this DCP, whereby (subject to being in a catchment):

- Residential development is deemed to use all of the infrastructure categories in this DCP
- Non-residential development is deemed to use two of the infrastructure categories in this DCP: Path PADI and Road RDDI.

6.3 Project Catchments

The catchment for each scheduled DCP Project is shown in Table 8 and Appendix C (showing levy calculations). Appendix C provides technical information on the method of apportionment and levy calculation and includes data on:

- Main Catchment Area (MCA)
- Demand Units
- External Demand or Use Allowance
- Levy per Demand Unit by Project.

Each scheduled DCP Project has either one or more charge areas comprising the main catchment area. For some projects the main catchment is a single charge area while other projects have a broader catchment from a few charge areas to the whole municipality. The identification of the main catchment area for scheduled DCP infrastructure involved:

- Assessing catchment information in relevant policies and strategies
- Undertaking radius assessment from project locations
- Capturing catchment information from infrastructure-category experts
- Comparing catchment size to those in other approved DCPs.

Road and footpath projects not located on a charge area boundary or passing through multiple charge areas are assessed to have a catchment made up of the charge area in which they project is located. For other projects, a catchment radius was estimated based on the type of project and nature of the infrastructure. For example, local facilities were assigned a catchment radius of 500 metres based on a maximum 10 minute walk and larger facilities a two kilometre radius based on a five minute drive time. The initial catchment for each project was plotted using GIS and a visual assessment of the catchment was made. Catchment radii which included similar infrastructure were adjusted to exclude that facility and its catchment. This process identified the charge areas that make up the main catchment area of a project, as described in the DCP Guidelines.

This was an iterative process the results of which were compared to the relevant strategies or policies and validated by Council staff. This process required a best estimate judgement for the purpose of DCP cost apportionment. The following text box provides a summary of the main type of catchment that applies in this DCP.

| Catchment Size | Description |
|-----------------------|---|
| Local | Projects that service one area are contained in the area. Examples: local roads. |
| Local (at boundaries) | Projects that service a local area but are not fully contained in the area. These projects cross-over, connect with or run-along a boundary. The project's catchment includes the abutting area(s). Example: local road at a boundary. |
| Sub-Area | Projects that are designed to service a sub-area of the municipality and therefore multiple but not all DCP Areas form the main catchment area. Example: Northcote Aquatic and Recreation Centre (NARC) Redevelopment in south of municipality. |
| Municipal | Individual projects that are designed to service the municipality. These projects include large facilities or major works. Example: Works to Preston City Oval. |

6.4 DCP Levies

The DCP levies are shown in Table 9 below. This shows the charges summed for each project to levy categories and areas.

Table 9: DCP Levies (30 June 2019\$)

Residential

| AREA | | LEVIES PAYABLE BY RESIDENTIAL DEVELOPMENT | | |
|---------|---------------------------------|---|--------------------------|--------------------|
| No. | Name | Development Infrastructure | Community Infrastructure | All Infrastructure |
| | | Per Dwelling | Per Dwelling | Per Dwelling |
| Area 01 | Reservoir (Merrilands) | \$2 | \$625 | \$627 |
| Area 02 | Reservoir (Cheddar) | \$127 | \$714 | \$841 |
| Area 03 | Bundoora - Macleod | \$247 | \$555 | \$802 |
| Area 04 | Reservoir (Edwardes Lake) | \$10 | \$497 | \$507 |
| Area 05 | Kingsbury | \$149 | \$555 | \$704 |
| Area 06 | Reservoir (Edwardes Lake) | \$23 | \$466 | \$489 |
| Area 07 | Reservoir (Oakhill) | \$0 | \$555 | \$555 |
| Area 08 | Reservoir (Oakhill) | \$12 | \$555 | \$568 |
| Area 09 | Preston (West) | \$114 | \$1,082 | \$1,196 |
| Area 10 | Preston Activity Centre | \$186 | \$1,082 | \$1,268 |
| Area 11 | Preston (East) | \$119 | \$1,092 | \$1,211 |
| Area 12 | Thornbury (West)-Preston (West) | \$252 | \$1,082 | \$1,335 |
| Area 13 | Thornbury (East) | \$237 | \$1,092 | \$1,329 |
| Area 14 | Northcote (West) | \$138 | \$1,190 | \$1,328 |
| Area 15 | Northcote (East) | \$209 | \$1,190 | \$1,399 |
| Area 16 | Fairfield-Alphington | \$34 | \$1,190 | \$1,224 |

Non-Residential

| AREA | | LEVIES PAYABLE BY NON-RESIDENTIAL DEVELOPMENT | | |
|---------|---------------------------------|---|--------------------------------------|--------------------------------------|
| No. | Name | Retail | Commercial | Industrial |
| | | Per Square Metre (SQM) of Floorspace | Per Square Metre (SQM) of Floorspace | Per Square Metre (SQM) of Floorspace |
| Area 01 | Reservoir (Merrilands) | \$0.00 | \$0.00 | \$0.00 |
| Area 02 | Reservoir (Cheddar) | \$4.63 | \$1.04 | \$1.28 |
| Area 03 | Bundoora - Macleod | \$11.09 | \$2.05 | \$3.11 |
| Area 04 | Reservoir (Edwardes Lake) | \$0.11 | \$0.17 | \$0.02 |
| Area 05 | Kingsbury | \$5.94 | \$1.24 | \$1.65 |
| Area 06 | Reservoir (Edwardes Lake) | \$0.28 | \$0.42 | \$0.04 |
| Area 07 | Reservoir (Oakhill) | \$0.00 | \$0.00 | \$0.00 |
| Area 08 | Reservoir (Oakhill) | \$0.17 | \$0.25 | \$0.02 |
| Area 09 | Preston (West) | \$1.52 | \$2.28 | \$0.23 |
| Area 10 | Preston Activity Centre | \$8.79 | \$1.83 | \$2.45 |
| Area 11 | Preston (East) | \$5.88 | \$1.09 | \$1.65 |
| Area 12 | Thornbury (West)-Preston (West) | \$3.36 | \$5.05 | \$0.50 |
| Area 13 | Thornbury (East) | \$10.32 | \$2.32 | \$2.86 |
| Area 14 | Northcote (West) | \$4.55 | \$1.96 | \$1.17 |
| Area 15 | Northcote (East) | \$7.23 | \$2.58 | \$1.91 |
| Area 16 | Fairfield-Alphington | \$1.19 | \$0.19 | \$0.34 |

6.5 Indexation of DCP Levies

Where the DCP provides for a Community Infrastructure Levy of \$1,190, Council will charge the maximum amount which will be determined in accordance with the Planning and Environment Act 1987 ('the Act'). Where the DCP provides for a Community Infrastructure Levy of less than \$1,190, that amount will be adjusted on July 1 using the Producer Price Index for Non-Residential Building Construction in Victoria as published by the Australian Bureau of Statistics in accordance with Part 3B of the Act.

The Development Infrastructure Levy will be adjusted annually on July 1 each year to cover inflation, by applying the Consumer Price Index for Melbourne (All Groups) as published by the Australian Bureau of Statistics. All adjustments will occur and take effect from the date of index publication.

6.6 Summary of DCP

The following table provides a summary of likely DCP performance over a nominal 2019 to 2041 period. This is based on development estimates used in this DCP and suggests a collection rate of approximately 24% is expected. The majority of DCP project cost (76%) will need to be funded by Council rates and other funding sources.

Table 10: DCP Summary

| Facility Type and Code | Total Cost | Time of Provision | Actual Cost Contribution Attributed to New Development | Proportion of Cost Attributed to New Development |
|-------------------------|----------------------|-------------------|--|--|
| Community Facility CFCI | \$94,630,278 | 2019-2041 | \$23,107,394 | 24.4% |
| Community Facility CFDI | \$712,000 | 2019-2041 | \$160,265 | 22.5% |
| Path PADI | \$6,481,616 | 2019-2041 | \$1,668,313 | 25.7% |
| Road RDDI | \$13,690,697 | 2019-2041 | \$3,132,133 | 22.9% |
| Total | \$115,514,591 | | \$28,068,105 | 24.3% |

7.0 PROCEDURAL MATTERS

7.1 Collecting Agency and Development Agency

Darebin City Council is Collecting Agency for this DCP and all its projects.

Darebin City Council is Development Agency for this DCP and all its projects.

7.2 Liability for Development Contributions

The main land use types identified in the DCP are Residential, Retail, Commercial and Industrial land use developments. Commercial refers to Office or Other Commercial uses.

Additional information on demand unit and land use definitions is provided in Appendix D.

For land uses not included within the Planning Scheme definition of the above uses, the development contribution that applies to 'Commercial' will be used unless the Collection Agency agrees to vary that rate based on a submission by a permit applicant.

7.3 Payment of Development Contributions

Method of Payment

Payment of development contributions is to be made in cash subject to the exceptions below.

Council may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable.

In respect of any of the land comprising La Trobe University, Council may enter into an agreement with La Trobe University to accept a substituted project as "works in kind" in part or full satisfaction of the liability to pay the Development Infrastructure Levy that is payable where the development type which triggers the liability to pay is residential, retail, commercial or industrial.

The value of the credit for the substituted project (works in kind) is to be determined by the Collecting Agency but must not exceed the combined value of the infrastructure projects in respect of which a Development Infrastructure levy was otherwise payable.

The substituted project is to be agreed by Development Agency.

Basis for Payment

Each net additional demand unit shall be liable to pay the DCP levy (unless exemptions apply). This includes a new dwelling or building or an extension to an existing non-residential building.

Payment of the Development Infrastructure Levy

Payment of the Development Infrastructure Levy may be required at either Subdivision stage or Planning Permit stage or Building Permit stage or as otherwise agreed by the Collecting Agency as follows:

- Development Infrastructure Levy at Subdivision stage: Payment of the levy is to be made prior to the issue of a statement of compliance for the approved subdivision; or
- Development Infrastructure Levy at Planning Permit stage: Payment of the levy is to be made prior to issue of a building permit; or
- Development Infrastructure Levy at Building Permit stage where no planning permit is required: Payment of the levy is to be made prior to issue of a building permit under the Building Act 1993.

Payment of the Community Infrastructure Levy

Payment of the Community Infrastructure Levy is to be made prior to issue of a building permit under the Building Act 1993.

Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of a levy to be deferred to a later date, subject to the applicant entering into an agreement under section 173 of the Planning and Environment Act 1987 to pay the levy at an alternative date.

7.4 Charge Areas

The Charge Areas for this DCP are the 16 areas of the municipality as shown in Figure 1 of this document.

7.5 Exemptions

No land or development is exempt from this Development Contributions Plan unless exempt by Legislation or Ministerial Direction or Legal Agreement with Darebin City Council or stated below. The following development is exempt from the development contribution:

- Land developed for a non-government school, as defined in Ministerial Direction on the Preparation and Content of Development Contributions Plans of 11 October 2016.
- Housing provided by or on behalf of the Department of Health and Human Services, as defined in the Ministerial Direction on the Preparation and Content of Development Contributions Plans dated 11 October 2016.
- Social housing delivered by or for registered agencies as defined under the Housing Act 1983.
- Alterations and additions to an existing dwelling.
- Outbuildings normal to an existing dwelling and fences.
- Demolition of a dwelling followed by construction of a replacement dwelling on the same land. The exemption applies to the number of dwellings demolished and does not apply to any additional dwelling(s).
- Reinstatement of a dwelling which has been unintentionally damaged or destroyed.
- Servicing infrastructure constructed by a utility authority.

- Land with an agreement executed under section 173 of the Planning and Environment Act or other deed of agreement that requires either:
 - The payment of a development contribution levy; or
 - The provision of specified works services or facilities beyond those necessary on or to the land or other land as a result of the grant of any permit; or
 - The payment of any development contributions or the provision of specified works services or facilities required to be provided for public and/or community infrastructure by any other provision of this scheme; or
 - The provision of land for works services or facilities (other than land required to be provided as public open space pursuant to clause 53.01 or section 18 of the Subdivision Act 1988);

and explicitly excludes further development contributions to be made.

- The construction of a building or carrying out of works or a subdivision that does not generate a net increase in demand units, including:
 - Replacement of a building;
 - Renovations or alterations to an existing building;
 - Construction of a fence; and
 - Outbuildings normal to an existing dwelling.

7.6 Funds Administration

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

7.7 Funding the Gap

The funds received from contributions will fund part of the infrastructure projects identified in the DCP. Council will source funds to cover the balance of the costs required to construct the items of infrastructure through other mechanisms such as Council rates.

7.8 Annual Reporting

Darebin City Council will provide for regular monitoring and reporting of the DCP in accordance with Ministerial Direction on the Reporting Requirements for Development Contributions Plans of 11 October 2016.

Appendix E shows the template reporting tables in relation to the following directions:

- “A report must be prepared each financial year and given to the Minister for Planning within 3 months after the end of the financial year reported on

- If the collecting agency or development agency is a municipal council, the report must be included in the report of operations contained in the council's annual report prepared under the Local Government Act 1989
- A collecting agency must report on: a) any infrastructure levy paid to it under Part 3B of the Act in a financial year in accordance with Table 1 in the Annexure; b) any land, works, services or facilities accepted by it in a financial year in accordance with Table 2 in the Annexure
- If a development contributions plan is approved on or after 1 June 2016, a collecting agency must report on the total amount of infrastructure levies paid to it, the total amount of land, works, services or facilities accepted by it, and the total amount of infrastructure levies expended by it under Part 3B of the Act in accordance with Table 3 in the Annexure
- A development agency must report on: a) its use of any land, works, services or facilities accepted as works-in-kind under section 46P of the Act; and b) the expenditure of any infrastructure levy paid to it under Part 3B of the Act; in accordance with Table 4 in the Annexure."

7.9 DCP Review

The DCP will be reviewed on a regular basis to ensure the general nature of the document is reasonably consistent with estimates of future development and project needs and costs, but accepting that future conditions will invariably depart from the future estimates generated for the DCP to some extent.

Should the DCP significantly depart from the future estimates shown in this document, as defined by Darebin City Council, Council will consider options to revise the DCP in full or part as deemed necessary.

7.10 DCP Projects Deemed Not Required

Should Council not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be either:

- Used for the provision of other infrastructure as approved by the Minister responsible for the Planning and Environment Act, or
- Refunded to owners of land subject to these DCP charges.

APPENDICES

APPENDIX A: INFRASTRUCTURE PROJECT DETAILS

The table below provides details of the reference document for the DCP projects and source of the costing estimates shown in this DCP.

An enhanced description of major and large projects included in this DCP follows the table below.

Table 11: Strategic Basis of Projects and Cost Estimate Source

| Project Number | Project Name | Strategy Program | Linked Strategy | Project Description | Costing Method |
|----------------|---|--|--|--|--|
| 1 | Northcote Aquatic and Recreation Centre (NARC) Redevelopment | Major New Facility Development Northcote Aquatic and Recreation Centre | Leisure Strategy 2010-2020, Council Plan 2017-2021 Big Action (Goal 2.2) | Northcote Aquatic and Recreation Centre (NARC) Redevelopment - design and construction for full redevelopment of the Northcote Aquatic and Recreation Centre, consisting of demolition of the existing outdated building and infrastructure and the development of a new indoor aquatic and leisure centre. The redevelopment will provide modern facilities with additional capacity and improved leisure and health and wellbeing opportunities for the community. | Base on Quantity Surveyor estimate |
| 2 | Reservoir Leisure Centre (RLC) Redevelopment | RLC Renewal | Leisure Strategy 2010-2020 | Reservoir Leisure Centre (RLC) Redevelopment - multi- year project: significant refurbishment of the RLC to ensure facilities meet the needs of the community over the next 20 years. | Cost estimate based on feasibility study |
| 3 | Bill Lawry Oval Pavilion Upgrade | Pavilion Redevelopment Projects | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Multi-year project; Includes renewal of most aspects of existing facilities, including social space, viewing room, community room, kitchen, change rooms, new female friendly change rooms, a community room, medical room and store. | Based on Quantity Surveyor estimate |
| 4 | KP Hardiman Reserve Hockey Pavilion Redevelopment | Pavilion Redevelopment Projects | Darebin Outdoor Sports Infrastructure Framework (June 2020) | KP Hardiman Reserve Hockey Pavilion Upgrade - new pavilion, including amenities, kitchen kiosk, storage, social room. | Cost based on building assessment undertaken during the Outdoor Sports Infrastructure Framework audit process. 10% Contingency and 8% PM fees included in price. |
| 5 | Moore Park South Pavilion Upgrade (female change) | Pavilion Redevelopment Projects | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Moore Park South Pavilion Upgrade (female friendly upgrade to include unisex, accessible changerooms) | Cost based on building assessment undertaken during the Outdoor Sports Infrastructure Framework audit process. 10% Contingency and 8% PM fees included in price. |
| 6 | KP Hardiman Synthetic Hockey Pitch Redevelopment and Lighting Upgrade | Synthetic Playing Surfaces and Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Full replacement of synthetic pitch to industry standard; surrounding fencing and construction of a technical bench. KP Hardiman Reserve Hockey Field Lighting Upgrade- install 300 lux LED lighting for training and competition to coincide with pitch upgrade. | Based on Quantity Surveyor estimate; Lighting Design Consultant Opinion of Cost |
| 8 | Preston City Oval Lighting Renewal | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Preston City Oval Lighting Renewal | Lighting Design Consultant Opinion of Cost |
| 10 | McDonnell Reserve West Oval New Lighting | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Install new LED lighting which meets 100 lux level for training and competition | Estimates made in-house by officers using consultants opinion of cost based on previous similar projects |
| 11 | John Hall Oval Lighting Upgrade | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Install new LED lighting which meets 100 lux level for training and competition | Lighting Design Consultant Opinion of Cost |

| Project Number | Project Name | Strategy Program | Linked Strategy | Project Description | Costing Method |
|----------------|---|--|--|--|--|
| 12 | Moore Park North Lighting Upgrade | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Install new LED lighting which meets 100 lux level for training and competition | Estimates made in-house by officers using consultants opinion of cost based on previous similar projects |
| 13 | John Cain Memorial West New Lighting | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Install new LED lighting which meets 100 lux level for training and competition | Estimates made in-house by officers using consultants opinion of cost based on previous similar projects |
| 15 | IW Dole Reserve Lighting Upgrade | Sport Field Lighting | Darebin Outdoor Sports Infrastructure Framework (June 2020) | Install new LED lighting which meets 100 lux level for training and competition | Estimates made in-house by officers using consultants opinion of cost based on previous similar projects |
| 17 | LE Cotchin Reserve Pavilion Upgrade (female friendly) | Pavilion Redevelopment Projects | Darebin Outdoor Sports Infrastructure Framework (June 2020) | LE Cotchin Reserve Pavilion upgrade and extension, including change room and amenities upgrade, additional storage, umpires change upgrade (female friendly), accessibility & access to premises improvements, covered viewing area extension, external public toilet upgrade. | Cost based on building assessment undertaken during the audit process for the Outdoor Sports Infrastructure Framework. 10% Contingency and 8% PM fees included in price. |
| 19 | Merrilands West Neighbourhood House Redevelopment | Neighbourhood House Redevelopment Projects | Council Plan Action Plan 2018-19 (Goal 2.2) | Merrilands West Neighbourhood House refurbishment | Quantity surveyor estimate based on concept design |
| 25 | Replace Kendal-Harding Bridge | Council Plan (Goals 1.2 and 3.3) | Road Asset Management Plan | Replace Kendall-Harding Bridge. Council Contribution only (Total cost \$3,500,000. Project managed by Moreland) | Estimate based on known cost of Beavers St Bridge |
| 50 | Streets for People - Preston Activity Link | Cycling | Darebin Safe Travel Strategy 2018-2028 | Preston Activity Link - construction of treatments on and to Cramer St to improve safety for cyclists | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 51 | Cycling Facilities | Cycling | Darebin Cycling Strategy 2013-2018 | Construct Dundas St line marking | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 52 | Creek Corridor Shared Paths Audit (Darebin Creek) | Cycling | Darebin Cycling Strategy 2013-2018, Darebin Safe Travel Strategy 2018-2028 | Improving safety of Tyler Street connections to Darebin Creek Trail. | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 54 | Pedestrian Crossings | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct Miller Street / Bracken Ave Signalised Pedestrian Crossing | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 55 | Walking Initiatives - raised threshold | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct Raised threshold at Olive St/ Edwards St, Reservoir | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 56 | Walking Initiatives - raised intersection | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct raised intersection, Robinson Rd at Bus exit from Regent Station | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 57 | Walking Initiatives - pedestrian crossing | Walking Initiative | Darebin Walking Strategy 2018-2028 | Design and construct zebra crossing across union street east side at High Street | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 58 | Walking Initiatives - raised threshold | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct raised threshold Gower / Cooma Streets Preston | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |

| Project Number | Project Name | Strategy Program | Linked Strategy | Project Description | Costing Method |
|----------------|---|----------------------|--|---|---|
| 59 | Walking Initiatives - footpath | Walking Initiative | Darebin Walking Strategy 2018-2028 | Design and construct Brickworks Lane footpath | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 60 | Walking Initiatives - pedestrian crossing | Walking Initiative | Darebin Walking Strategy 2018-2028 | Design and construct Separation Street / Plaza Entrance removal of Zebra crossings | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 61 | Walking Initiatives - pedestrian crossing | Walking Initiative | Darebin Walking Strategy 2018-2028 | Puffin Installation at High / Dalgety Street | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 62 | Walking Initiatives - pedestrian crossing | Walking Initiative | Darebin Walking Strategy 2018-2028 | Puffin Installation at Westgarth St at Bill Lawry Oval, between Simpson and Green | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 63 | Walking Initiatives - pedestrian crossing | Walking Initiative | Darebin Walking Strategy 2018-2028 | Puffin Installation at Spring / Verdun Grove | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 64 | Pedestrian Crossings | Walking Initiative | Darebin Walking Strategy 2018-2028 | Design and construct signalised pedestrian crossing at High Street / Langwells Parade | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 65 | Pedestrian Crossings | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct Separation St and Breavington Way pedestrian crossing | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 66 | Pedestrian Crossings | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct High / Pender / Blyth pedestrian crossing | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 67 | Pedestrian Crossings | Walking Initiative | Darebin Walking Strategy 2018-2028 | Construct High / Woolton pedestrian crossing | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 68 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold/wombat at Clifton Grove (Sacred Heart – existing crossing) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 69 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold/wombat at Emmaline/Leinster Streets (Croxtan) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 70 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold/wombat at McColl/Steane (Holy Name) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 72 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct crossing point opposite James Street school gates (St Joseph's) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 73 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Design and construct pedestrian crossing at Oakover - Newman | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 74 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Design and construct pedestrian crossing at Oakover - Austral Ave | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |

| Project Number | Project Name | Strategy Program | Linked Strategy | Project Description | Costing Method |
|----------------|--|----------------------|--|---|---|
| 75 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Design and construct pedestrian crossing at Oakover - Scotia St | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 76 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Design and construct pedestrian crossing at Oakover - Mitchell St | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 81 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct McIntosh Street raised threshold at Westbourne Grove (St Joseph's PS) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 82 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct McIntosh at James Street (St Joseph's PS) | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 83 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold Clapham Street (north) at Hutton Street | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 84 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold Clapham Street (south) at Hutton Street | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 85 | School Safety Audits (treatment) | Safe Travel Strategy | Darebin Safe Travel Strategy 2018-2028 | Construct raised threshold Rayment Street at Hutton Street | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 87 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Flinders St - Station to Walsh: construction of new kerb and channel, footpath and road pavement | In house engineers estimate |
| 88 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Victoria St - 130m from Bell St to 230m from Bell St: pavement reconstruction | In house engineers estimate |
| 89 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Victoria St - 230m from Bell St to Raglan St: pavement reconstruction | In house engineers estimate |
| 91 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | High St, Preston - Murray Rd to Gower St: reconstruction of existing kerb and channel and footpath; new traffic control and pedestrian safety enhancements, drainage upgrading, landscaping and pavement resurfacing. | In house engineers estimate |
| 92 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Farnan St - full length: reconstruction of existing kerb and channel, drainage upgrade and pavement resurfacing | In house engineers estimate |
| 93 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | High St, Preston - Gower St to David St: reconstruction of existing kerb and channel and footpath; new traffic control and pedestrian safety enhancements, drainage upgrading, landscaping and pavement resurfacing. | In house engineers estimate |
| 95 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Cheddar Road, Reservoir - Harmer St to Lloyd Ave: pavement reconstruction. | In house engineers estimate |
| 96 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | High St, Preston - David St to Bell St: reconstruction of existing kerb and channel and footpath; new traffic control and pedestrian safety enhancements, drainage upgrading , landscaping and pavement resurfacing. | In house engineers estimate |
| 97 | Road Rehabilitation | Road Rehabilitation | Road Asset Management Plan | Mt Cooper Scenic Drive: complete reconstruction of existing road | In house engineers estimate |

| Project Number | Project Name | Strategy Program | Linked Strategy | Project Description | Costing Method |
|----------------|--|-------------------------|--|--|---|
| | Construction Program | | | | |
| 98 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Walker St - McLachlan St to High St: rehabilitation of kerb and channel and pavement damage by street trees and pavement resurfacing. | In house engineers estimate |
| 99 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Jessie St - Westgarth St to Farnan St: kerb and channel reconstruction, stormwater drainage upgrading and pavement resurfacing | In house engineers estimate |
| 100 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Harry St - Flinders St to Collins St: kerb and channel reconstruction and pavement resurfacing | In house engineers estimate |
| 101 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Sinnott St - rear 13 Avondale Rd to Nicoll St: kerb and channel construction and pavement resurfacing | In house engineers estimate |
| 102 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | George Circuit, Bundoora Park - golf course entrance to rear of club house carpark: pavement upgrade | In house engineers estimate |
| 104 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Scott St Right of Way - Arthurton Rd to Elm St: construction of unmade ROW | In house engineers estimate |
| 105 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Collins St - Harry St to Station St: kerb and channel reconstruction, drainage upgrade and pavement resurfacing. | In house engineers estimate |
| 106 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Wilmoth St - Christmas St to Darebin Rd: kerb and channel reconstruction, pavement strengthening and pavement resurfacing. | In house engineers estimate |
| 110 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Winter Cres - Arcadia Ave to Kyneton Ave: kerb and channel reconstruction, stormwater drainage and pavement resurfacing | In house engineers estimate |
| 111 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Green St - Westgarth St to end: kerb and channel reconstruction on reduced road width, drainage upgrade, and pavement resurfacing | In house engineers estimate |
| 112 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Hartington St - Hawthorn Ave to Westbourne Grove: kerb and channel construction, pavement construction and pavement resurfacing | In house engineers estimate |
| 118 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Flinders St , Thornbury - St David St to High St: construction of new and footpath to remove excessive crossfall and pavement resurfacing. | In house engineers estimate |
| 119 | Road Rehabilitation Construction Program | Road Rehabilitation | Road Asset Management Plan | Perry St - Tuckett St to dead end: full construction including kerb and channel, drainage, pavement and surfacing. | In house engineers estimate |
| 134 | Cycling Facilities | Cycling | Darebin Cycling Strategy 2013-2018 | Herbert Street bike ramp near Croxton Station - pram ramp | Costing estimates for walking and cycling projects prepared in-house by officers/transport engineers based on recent experience delivering similar projects |
| 136 | Changing Places Facilities | Darebin Toilet Strategy | Darebin Toilet Strategy & Council Plan 2017-2021 | New Changing Places Facility | Officer estimates based on previous similar projects |
| 137 | Changing Places Facilities | Darebin Toilet Strategy | Darebin Toilet Strategy & Council Plan 2017-2021 | New Changing Places Facility | Officer estimates based on previous similar projects |

Major Projects

Northcote Aquatic and Recreation Centre Redevelopment

This project consists of a full redevelopment of the Northcote Aquatic and Recreation Centre, consisting of demolition of the existing outdated building and infrastructure and the development of a new indoor aquatic and leisure centre. The redevelopment will provide modern facilities with additional capacity and improved leisure and health and wellbeing opportunities for the community. Facilities will include:

- Outdoor 10 lane 50m pool with ramp entry and an outdoor nature play splash deck
- Indoor 8 lane 25m pool with ramp entry, learn to swim pool with ramp entry, aqua play and toddler pool
- Warm water pool with integrated spa and ramp entry, steam and sauna rooms
- Larger Gymnasium
- Three multipurpose Health and Wellness rooms including for group exercise and Pilates
- Long day care / occasional care room
- Café
- Change rooms, including
- Dedicated school drop off and change rooms
- Reception / retail / administration
- Private consult rooms

The redevelopment will incorporate Environmentally Sustainable Design outcomes and universal design initiatives and is aiming for a 6-star green star ranking. The estimated cost is based on the Quantity Surveyors cost plan.

Reservoir Leisure Centre

This project includes significant refurbishment of the Reservoir Leisure Centre to ensure the facilities meet the needs of the community over the next 20 years. Facilities include a gym, social spaces (including café), group fitness rooms, indoor and outdoor pools (including warm water pool) servicing learn to swim, lap swimming, recreational swimming and rehabilitation.

Large Projects

Bill Lawry Pavilion Upgrade

Includes renewal of most aspects of existing facilities, including social space, viewing room, community room, kitchen, change rooms, new female friendly change rooms, a community room, medical room and store.

KP Hardiman Hockey Pitch Redevelopment

This project will bring the pitch to industry standard through a full replacement of the synthetic pitch and surrounding fencing and construction of a technical bench.

KP Hardiman Pavilion Upgrade

Provision of a new pavilion including:

- Social room
- Kitchen kiosk
- Four Change rooms
- Public amenities
- Accessible amenities
- Storage

Moore Park South Pavilion Upgrade (Female Change)

Pavilion upgrade and extension. The project will include change room and amenities upgrade, new social room with unisex public toilet provision and kitchen / kiosk, new storage, accessibility & access to premises improvements (accessible toilet, disabled parking, paths of travel), replace / repair terracing, extend veranda.

LE Cotchin Reserve Pavilion Upgrade

Pavilion upgrade and extension. The project will include change room and amenities upgrade, additional storage, umpires change upgrade (female friendly), accessibility & access to premises improvements (accessible toilet, paths of travel and ramp to pavilion), covered viewing area extension, external public toilet upgrade.

Merrilands West Neighbourhood House Redevelopment

Internal refurbishment, including upgrades to bathrooms, kitchen, reception and building security, extension of computer room and new prayer room.

APPENDIX B: EQUIVALENCE RATIOS

The following sources of information were used for the equivalence ratios in this DCP.

Common Demand Unit

- The common demand unit selected for the DCP is one dwelling. A dwelling unit is used in most if not all DCPs prepared in respect of established areas.

Community Facilities and Open Space

- No ratios are used for community facility and open space projects because only residential development is deemed a user of such facilities, and as such, only dwelling units are used in the cost apportionment process. This is consistent with the direction provided by the DCP Guidelines (2007, p45).

Paths

- The ratios adopted for path use in this DCP is measured by residents in dwellings and workers in non-residential floorspace. These people are deemed to user paths in their area. The adopted ratios are as follows.
 - One dwelling has on average 2.5 residents.
 - Retail: 30 sqm of floorspace per one retail worker; therefore 75 sqm of retail floorspace achieves 2.5 workers.
 - Office: 20 sqm of floorspace per one office worker; therefore 50 sqm of office floorspace achieves 2.5 workers.
 - Industry: 200 sqm of floorspace per one industrial worker; therefore 500 sqm of industrial floorspace achieves 2.5 workers.

Roads

- The ratios adopted for road use in this DCP correspond with the standard equivalence ratios specified in the DCP Guidelines (2007, p45):
 - Residential 1 dwelling.
 - Retail premises 19 sqm floorspace.
 - Office / service industry 121 sqm floorspace.
 - Industry (other than service industry) 67 sqm floorspace.

APPENDIX C: INFRASTRUCTURE PROJECT CALCULATIONS

The information shown in the table is as follows:

- Project Number
- Project Name
- Delivery Horizon
- Estimated Cost
- Project Type
- Main Catchment Area (MCA)
- Demand Units
- External Demand Allowance
- Share of Use to MCA
- Cost Apportioned to MCA
- Cost Per Demand Unit.

The cost per demand unit for each project is summed for each project category (i.e. CFCI, CFDI, PADI and RDDI) to derive a total charge by category as shown in the body of this DCP document.

Table 12: DCP Project Calculations

| Project Number | Project Category | Project Name | Delivery Horizon | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) | Demand Units | External Demand | Share of Use to MCA | Cost Apportioned to MCA | Cost Per Demand Unit |
|----------------|----------------------------------|--|------------------|--------------------|--------------|--|--------------|-----------------|---------------------|-------------------------|----------------------|
| 1 | BUILDINGS | Northcote Aquatic and Recreation Centre (NARC) Redevelopment | 2019-2041 | \$63,500,000 | CFCI | Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 | 55,973 | 5% | 95% | \$60,325,000 | \$1,078 |
| 2 | BUILDINGS | Reservoir Leisure Centre (RLC) Redevelopment | 2019-2041 | \$15,500,000 | CFCI | Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 | 40,338 | 5% | 95% | \$14,725,000 | \$365 |
| 3 | BUILDINGS | Bill Lawry Oval Pavilion Upgrade | 2019-2041 | \$5,910,000 | CFCI | Area 14 Area 15 Area 16 | 23,339 | 5% | 95% | \$5,614,500 | \$241 |
| 4 | BUILDINGS | KP Hardiman Reserve Hockey Pavilion Redevelopment | 2019-2041 | \$3,457,000 | CFCI | Area 02 Area 03 Area 05 Area 07 Area 08 | 26,839 | 5% | 95% | \$3,284,150 | \$122 |
| 5 | BUILDINGS | Moore Park South Pavilion Upgrade (female change) | 2019-2041 | \$1,373,000 | CFCI | Area 01 Area 04 Area 06 | 13,498 | 5% | 95% | \$1,304,350 | \$97 |
| 6 | LAND IMPROVEMENTS AND OPEN SPACE | KP Hardiman Synthetic Hockey Pitch Redevelopment | 2019-2041 | \$1,789,278 | CFCI | Area 02 Area 03 Area 05 Area 07 Area 08 | 26,839 | 5.0% | 95.0% | \$1,699,814 | \$63 |

| Project Number | Project Category | Project Name | Delivery Horizon | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) | Demand Units | External Demand | Share of Use to MCA | Cost Apportioned to MCA | Cost Per Demand Unit |
|----------------|---|---|------------------|--------------------|--------------|--|--------------|-----------------|---------------------|-------------------------|----------------------|
| | | and Lighting Upgrade | | | | | | | | | |
| 8 | OPEN SPACE (recreation, leisure & community facilities) | Preston City Oval Lighting Renewal | 2019-2041 | \$460,000 | CFCI | Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 | 96,311 | 5.0% | 95.0% | \$437,000 | \$5 |
| 10 | OPEN SPACE (recreation, leisure & community facilities) | McDonnell Reserve West Oval New Lighting | 2019-2041 | \$265,000 | CFDI | Area 13 Area 15 Area 16 | 21,604 | 5.0% | 95.0% | \$251,750 | \$12 |
| 11 | OPEN SPACE (recreation, leisure & community facilities) | John Hall Oval Lighting Upgrade | 2019-2041 | \$397,000 | CFDI | Area 02 Area 03 Area 05 | 16,219 | 5.0% | 95.0% | \$377,150 | \$23 |
| 12 | OPEN SPACE (recreation, leisure & community facilities) | Moore Park North Lighting Upgrade | 2019-2041 | \$25,000 | CFDI | Area 01 Area 04 Area 06 | 13,498 | 5% | 95% | \$23,750 | \$2 |
| 13 | OPEN SPACE (recreation, leisure & community facilities) | John Cain Memorial West New Lighting | 2019-2041 | \$265,000 | CFCI | Area 11 Area 13 Area 15 Area 16 | 25,948 | 5.0% | 95.0% | \$251,750 | \$10 |
| 15 | OPEN SPACE (recreation, leisure & community facilities) | IW Dole Reserve Lighting Upgrade | 2019-2041 | \$25,000 | CFDI | Area 02 | 8,414 | 5.0% | 95.0% | \$23,750 | \$3 |
| 17 | BUILDINGS | LE Cotchin Reserve Pavilion Upgrade (female friendly) | 2019-2041 | \$576,000 | CFCI | Area 01 Area 02 Area 04 | 17,647 | 5% | 95% | \$547,200 | \$31 |
| 19 | BUILDINGS | Merrilands West Neighbourhood House Redevelopment | 2019-2041 | \$1,800,000 | CFCI | Area 01 Area 02 | 13,366 | 5.0% | 95.0% | \$1,710,000 | \$128 |
| 25 | BRIDGES | Replace Kendal-Harding Bridge | 2019-2041 | \$1,700,000 | PADI | Area 09 Area 12 | 15,178 | 5.0% | 95.0% | \$1,615,000 | \$106 |
| 50 | CYCLEWAYS | Streets for People - Preston Activity Link | 2019-2041 | \$250,000 | PADI | Area 09 Area 10 Area 11 | 31,190 | 5.0% | 95.0% | \$237,500 | \$8 |
| 51 | CYCLEWAYS | Cycling Facilities | 2019-2041 | \$82,246 | PADI | Area 10 Area 11 Area 12 Area 13 | 43,022 | 5% | 95% | \$78,134 | \$2 |
| 52 | CYCLEWAYS | Creek Corridor Shared Paths Audit (Darebin Creek) | 2019-2041 | \$46,250 | PADI | Area 08 | 10,011 | 5% | 95% | \$43,938 | \$4 |
| 54 | FOOTPATHS | Pedestrian Crossings | 2019-2041 | \$350,000 | PADI | Area 12 | 8,868 | 5% | 95% | \$332,500 | \$37 |
| 55 | FOOTPATHS | Walking Initiatives - raised threshold | 2019-2041 | \$74,166 | PADI | Area 04 | 8,277 | 5% | 95% | \$70,458 | \$9 |

| Project Number | Project Category | Project Name | Delivery Horizon | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) | Demand Units | External Demand | Share of Use to MCA | Cost Apportioned to MCA | Cost Per Demand Unit |
|----------------|-------------------------|---|------------------|--------------------|--------------|---------------------------|--------------|-----------------|---------------------|-------------------------|----------------------|
| 56 | FOOTPATHS | Walking Initiatives - raised intersection | 2019-2041 | \$63,125 | PADI | Area 06 | 4,588 | 5% | 95% | \$59,969 | \$13 |
| 57 | FOOTPATHS | Walking Initiatives - pedestrian crossing | 2019-2041 | \$36,250 | PADI | Area 14 Area 15 | 22,873 | 5% | 95% | \$34,438 | \$2 |
| 58 | FOOTPATHS | Walking Initiatives - raised threshold | 2019-2041 | \$84,166 | PADI | Area 10 | 13,427 | 5% | 95% | \$79,958 | \$6 |
| 59 | FOOTPATHS | Walking Initiatives - footpath | 2019-2041 | \$108,333 | PADI | Area 15 | 11,425 | 5% | 95% | \$102,916 | \$9 |
| 60 | FOOTPATHS | Walking Initiatives - pedestrian crossing | 2019-2041 | \$223,333 | PADI | Area 15 | 11,425 | 5% | 95% | \$212,166 | \$19 |
| 61 | FOOTPATHS | Walking Initiatives - pedestrian crossing | 2019-2041 | \$39,166 | PADI | Area 10 | 13,427 | 5% | 95% | \$37,208 | \$3 |
| 62 | FOOTPATHS | Walking Initiatives - pedestrian crossing | 2019-2041 | \$39,166 | PADI | Area 15 | 11,425 | 5% | 95% | \$37,208 | \$3 |
| 63 | FOOTPATHS | Walking Initiatives - pedestrian crossing | 2019-2041 | \$39,166 | PADI | Area 06 | 4,588 | 5% | 95% | \$37,208 | \$8 |
| 64 | FOOTPATHS | Pedestrian Crossings | 2019-2041 | \$365,000 | PADI | Area 14 Area 15 | 22,873 | 5% | 95% | \$346,750 | \$15 |
| 65 | FOOTPATHS | Pedestrian Crossings | 2019-2041 | \$258,333 | PADI | Area 15 | 11,425 | 5% | 95% | \$245,416 | \$21 |
| 66 | FOOTPATHS | Pedestrian Crossings | 2019-2041 | \$258,333 | PADI | Area 12 Area 13 | 18,142 | 5% | 95% | \$245,416 | \$14 |
| 67 | FOOTPATHS | Pedestrian Crossings | 2019-2041 | \$258,333 | PADI | Area 13 Area 14 | 20,722 | 5% | 95% | \$245,416 | \$12 |
| 68 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$100,000 | PADI | Area 10 | 13,427 | 5% | 95% | \$95,000 | \$7 |
| 69 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 14 | 11,448 | 5% | 95% | \$79,959 | \$7 |
| 70 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 08 | 10,011 | 5% | 95% | \$79,959 | \$8 |
| 72 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 14 | 11,448 | 5% | 95% | \$79,959 | \$7 |
| 73 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$154,166 | PADI | Area 12 | 8,868 | 5% | 95% | \$146,458 | \$17 |

| Project Number | Project Category | Project Name | Delivery Horizon | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) | Demand Units | External Demand | Share of Use to MCA | Cost Apportioned to MCA | Cost Per Demand Unit |
|----------------|-------------------------|--|------------------|--------------------|--------------|---------------------------|--------------|-----------------|---------------------|-------------------------|----------------------|
| 74 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$154,166 | PADI | Area 12 | 8,868 | 5% | 95% | \$146,458 | \$17 |
| 75 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$154,166 | PADI | Area 12 | 8,868 | 5% | 95% | \$146,458 | \$17 |
| 76 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$154,166 | PADI | Area 12 | 8,868 | 5% | 95% | \$146,458 | \$17 |
| 81 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$74,167 | PADI | Area 14 | 11,448 | 5% | 95% | \$70,459 | \$6 |
| 82 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 14 | 11,448 | 5% | 95% | \$79,959 | \$7 |
| 83 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 12 | 8,868 | 5% | 95% | \$79,959 | \$9 |
| 84 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 12 | 8,868 | 5% | 95% | \$79,959 | \$9 |
| 85 | TRANSPORT & ROAD SAFETY | School Safety Audits (treatment) | 2019-2041 | \$84,167 | PADI | Area 12 | 8,868 | 5% | 95% | \$79,959 | \$9 |
| 87 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$353,000 | RDDI | Area 13 | 10,919 | 5% | 95% | \$335,350 | \$31 |
| 88 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$1,000,000 | RDDI | Area 11 | 24,165 | 5% | 95% | \$950,000 | \$39 |
| 89 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$1,583,000 | RDDI | Area 11 | 24,165 | 5% | 95% | \$1,503,850 | \$62 |
| 91 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$510,819 | RDDI | Area 10 | 17,344 | 5% | 95% | \$485,278 | \$28 |
| 92 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$427,000 | RDDI | Area 15 | 13,685 | 5% | 95% | \$405,650 | \$30 |
| 93 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$770,000 | RDDI | Area 10 | 17,344 | 5% | 95% | \$731,500 | \$42 |
| 95 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$828,439 | RDDI | Area 02 | 9,415 | 5% | 95% | \$787,017 | \$84 |
| 96 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$1,650,000 | RDDI | Area 10 | 17,344 | 5% | 95% | \$1,567,500 | \$90 |
| 97 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$1,325,000 | RDDI | Area 03 | 7,600 | 5% | 95% | \$1,258,750 | \$166 |

| Project Number | Project Category | Project Name | Delivery Horizon | Estimated DCP Cost | Project Type | Main Catchment Area (MCA) | Demand Units | External Demand | Share of Use to MCA | Cost Apportioned to MCA | Cost Per Demand Unit |
|----------------|------------------|--|------------------|--------------------|--------------|-------------------------------|--------------|-----------------|---------------------|-------------------------|----------------------|
| 98 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$280,000 | RDDI | Area 14 | 13,961 | 5% | 95% | \$266,000 | \$19 |
| 99 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$318,439 | RDDI | Area 15 | 13,685 | 5% | 95% | \$302,517 | \$22 |
| 100 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$335,000 | RDDI | Area 13 | 10,919 | 5% | 95% | \$318,250 | \$29 |
| 101 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$200,000 | RDDI | Area 11 | 24,165 | 5% | 95% | \$190,000 | \$8 |
| 102 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$325,000 | RDDI | Area 03 | 7,600 | 5% | 95% | \$308,750 | \$41 |
| 104 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$250,000 | RDDI | Area 14 | 13,961 | 5% | 95% | \$237,500 | \$17 |
| 105 | Roads | Road Rehabilitation Construction Program | 2019-2041 | \$610,000 | RDDI | Area 13 | 10,919 | 5% | 95% | \$579,500 | \$53 |
| 106 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$825,000 | RDDI | Area 13 Area 15 | 24,604 | 5% | 95% | \$783,750 | \$32 |
| 110 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$400,000 | RDDI | Area 05 | 3,506 | 5% | 95% | \$380,000 | \$108 |
| 111 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$480,000 | RDDI | Area 15 | 13,685 | 5% | 95% | \$456,000 | \$33 |
| 112 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$480,000 | RDDI | Area 14 | 13,961 | 5% | 95% | \$456,000 | \$33 |
| 118 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$475,000 | RDDI | Area 13 | 10,919 | 5% | 95% | \$451,250 | \$41 |
| 119 | ROADS | Road Rehabilitation Construction Program | 2019-2041 | \$265,000 | RDDI | Area 16 | 11,146 | 5% | 95% | \$251,750 | \$23 |
| 134 | CYCLEWAYS | Cycling Facilities | 2019-2041 | \$26,250 | PADI | Area 14 | 11,448 | 5% | 95% | \$24,938 | \$2 |
| 136 | BUILDINGS | Changing Places Facilities | 2019-2041 | \$400,000 | PADI | Area 13 Area 14 Area 15 | 32,147 | 5% | 95% | \$380,000 | \$12 |
| 137 | BUILDINGS | Changing Places Facilities | 2019-2041 | \$400,000 | PADI | Area 02 Area 03 Area 05 | 21,762 | 5% | 95% | \$380,000 | \$17 |

APPENDIX D: DEMAND UNIT AND LAND USE DEFINITIONS

Dwelling Unit

A dwelling unit is defined by Section 46H of the *Planning and Environment Act 1987* as follows:

"dwelling" means a building that is used, or is intended, adapted or designed for use, as a separate residence, (including kitchen, bathroom and sanitary facilities) for an occupier who has a right to the exclusive use of it but does not include

(a) a building that is attached to a shop, office, warehouse or factory and is used, or is intended, adapted or designed for use, as a residence for an occupier or caretaker of the shop, office, warehouse or factory; or

(b) any part of a motel, residential club or residential hotel or residential part of licensed premises under the Liquor Control Reform Act 1998.

Gross Floor Area

Gross floor area (or gross floorspace) is defined using the Darebin Planning Scheme definition as:

The total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.

Residential

Residential development is defined in accordance with the definition of Dwelling Unit, as described above, and also defined by the Darebin Planning Scheme nesting diagram definitions as follows:

- Dependent person's unit (within Accommodation Group)
- Dwelling (within Accommodation Group)
- Caretaker's house (within Accommodation Group)
- Boarding house (within Accommodation Group)
- Residential building (within Accommodation Group)
- Nurses' home (within Accommodation Group)
- Residential village (within Accommodation Group)
- Retirement village (within Accommodation Group)
- Display home (within Land Use Terms That Are Not Nested)
- Home based business (within Land Use Terms That Are Not Nested).

Retail

Retail development is defined to include the Darebin Planning Scheme nesting diagram definitions as follows:

- Retail Premises Group (all definitions within)
- Retail Premises Group (Sub-Group of Shop) (all definitions within).

Commercial

Commercial development is defined to include (but is not necessarily limited to) the Darebin Planning Scheme nesting diagram definitions as follows:

- Camping and caravan park (within Accommodation Group)
- Corrective institution (within Accommodation Group)
- Bed and breakfast (within Accommodation Group)
- Group accommodation (within Accommodation Group)
- Host farm (within Accommodation Group)
- Backpackers' lodge (within Accommodation Group)
- Hostel (within Accommodation Group)
- Residential aged care facility (within Accommodation Group)
- Nursing home (within Accommodation Group)
- Residential college (within Accommodation Group)
- Residential hotel (within Accommodation Group)
- Motel (within Accommodation Group)
- Office Group (all definitions within)
- Place of Assembly Group (all definitions within)
- Education Centre Group (all definitions within)
- Leisure and Recreation Group (all definitions within)
- Child Care Centre Group (all definitions within)
- Marina (within Recreational Boat Facility Group)
- Land Use Terms That Are Not Nested (all definitions within apart from Display home- and Home-based business)

Industrial.

Industrial development is defined to include the Darebin Planning Scheme nesting diagram definitions as follows:

- Industry Group (all definitions within)
- Transport Terminal Group (all definitions within)

- Warehouse Group (all definitions within)
- Renewable Energy Group (all definitions within)
- Agriculture Group (all definitions within)
- Earth And Energy Resources Group (all definitions within)
- Utility Installation Group (all definitions within)
- Recreational Boat Facility Group (all definitions within apart from Marina).

Non-residential development

Non-residential development (i.e. retail, commercial and industrial development) will be levied (unless exempt) on the basis of gross floorspace.

Works and development that do not deliver gross floorspace will not be levied. For example, infrastructure assets like power poles, sub-stations, telecommunications facility, retaining basin, energy facility and other installations will not be subject to DCP levies.

APPENDIX E: ANNUAL REPORTING REQUIREMENTS

Ministerial Reporting Requirements as at 11 October 2016 are shown below.

Annexure MINISTERIAL REPORTING REQUIREMENTS

Table 1 – Total DCP levies received in *[Insert Financial Year]*

| DCP name and year approved | Levies received in <i>[Insert Year]</i> financial year (\$) |
|----------------------------|---|
| | |
| | |
| Total | |

Table 2 – DCP land, works, services or facilities accepted as works-in-kind in *[Insert Financial Year]*

| DCP name and year approved | Project ID | Project description | Item purpose | Project value (\$) |
|----------------------------|------------|---------------------|--------------|--------------------|
| | | | | |
| | | | | |
| Total | | | | |

Table 3 – Total DCP contributions received and expended to date *(for DCPs approved after 1 June 2016)*

| DCP name and year approved | Total levies received (\$) | Total levies expended (\$) | Total works-in-kind accepted (\$) | Total DCP contributions received (levies and works-in-kind) (\$) |
|----------------------------|----------------------------|----------------------------|-----------------------------------|--|
| | | | | |
| | | | | |
| Total | | | | |

Table 4 – Land, works, services or facilities delivered in *[Insert Financial Year]* from DCP levies collected

| Project description | Project ID | DCP name and year approved | DCP fund expended (\$) | Works-in-kind accepted (\$) | Council's contribution (\$) | Other contributions (\$) | Total project expenditure (\$) | Percentage of item delivered |
|---------------------|------------|----------------------------|------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------------|------------------------------|
| | | | | | | | | |
| | | | | | | | | |
| Total | | | | | | | | |

Disclaimer

1. This report is for the confidential use only of the party to whom it is addressed ("Client") for the specific purposes to which it refers and has been based on, and takes into account, the Client's specific instructions. It is not intended to be relied on by any third party who, subject to paragraph 3, must make their own enquiries in relation to the issues with which this report deals.
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4. This report and its attached appendices are based on estimates, assumptions and information provided by the Client or sourced and referenced from external sources by HillPDA. While we endeavour to check these estimates, assumptions and information, no warranty is given in relation to their reliability, feasibility, accuracy or reasonableness. HillPDA presents these estimates and assumptions as a basis for the Client's interpretation and analysis. With respect to forecasts, HillPDA does not present them as results that will actually be achieved. HillPDA relies upon the interpretation of the Client to judge for itself the likelihood of whether these projections can be achieved or not.
5. Due care has been taken to prepare the attached financial models from available information at the time of writing, however no responsibility can be or is accepted for errors or inaccuracies that may have occurred either with the programming or the resultant financial projections and their assumptions.
6. This report does not constitute a valuation of any property or interest in property. In preparing this report HillPDA has relied upon information concerning the subject property and/or proposed development provided by the Client and HillPDA has not independently verified this information except where noted in this report.
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