Forrest Hill Precinct Draft Development Contributions Plan

Development Contribution Rates and Explanatory Material

City of Stonnington

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SGS Economics & Planning

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City of Stonnington

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1 Introduction

1.1 Background

The Forrest Hill precinct[1] of South Yarra, in the City of Stonnington (see figure 1), will accommodate a mix of land uses. These include office, residential, service industry, retail, entertainment and education uses. The Precinct is adjacent to the South Yarra train station.

The Precinct includes a number of expected redevelopment sites. This opportunity has been recognised by developers who have submitted applications for apartment residential, office and retail developments.

The likely future level of redevelopment in the Precinct will necessitate infrastructure works to ensure the liveability and safe/effective functionality of the area. In particular, the identification by Council and developers for the need to upgrade streets within the Precinct including related footpath, parking and intersection works, as a direct consequence of more intensive development outcomes that are expected in the Precinct. The required infrastructure has a significant cost.

Council has prepared a structure plan and public realm/streetscape masterplan for the Forrest Hill Precinct, which details the need for an east-west pedestrian link, streetscape improvements and infrastructure works.

Council commissioned SGS Economics & Planning (SGS) in 2005 to examine the nature of the required works and apportion costs to all anticipated current and future users of the required infrastructure, using the State Government's guidelines on development contributions. SGS was re-engaged in 2009 to prepare an updated Development Contributions Plan based on revised development projections and updated infrastructure projects.

1.2 DCP Purpose

This Development Contributions Plan has been prepared:

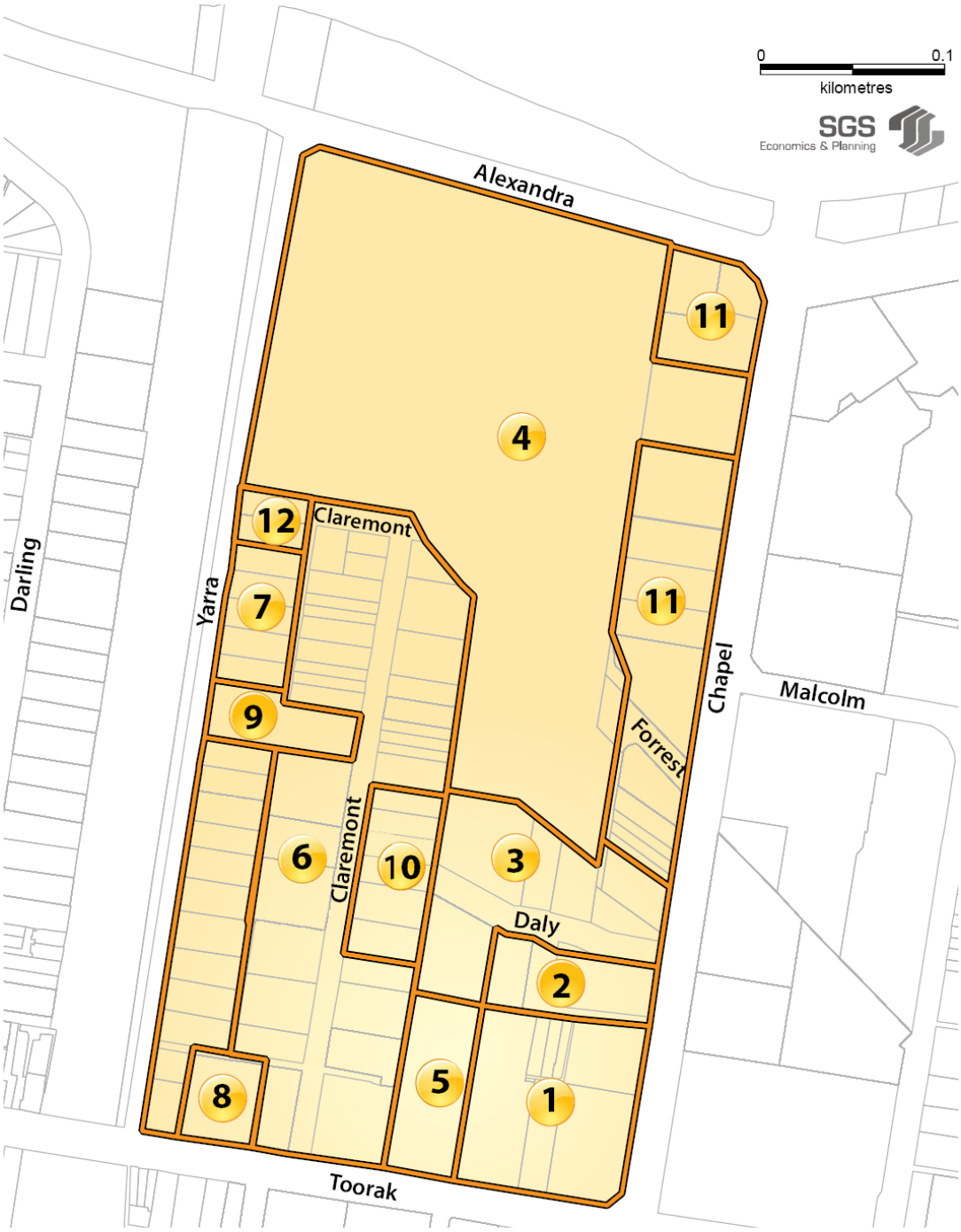
- To list road and streetscape items the City of Stonnington expects to provide over time to service the Forrest Hill Precinct.
- To calculate development contribution charges for road and streetscape development types within the Precinct based on anticipated share of usage.
- To explain and justify all information inputs and the method of calculating charges.

[1] For the purpose of this DCP, the Precinct includes all properties bounded by Yarra Street, Toorak Road, Chapel Street, and Alexandra Avenue.

1.3 Development Contributions Plan Areas

The map below details the properties in the Forrest Hill precinct. The precinct is furthermore split into 12 charge areas.

Figure 1 – Forrest Hill Precinct Development Contributions Plan Area



Source: SGS Economics and Planning, City of Stonnington

1.4 Information Inputs and Justification

For this DCP, the following demarcation of responsibilities has been adopted:

- Strategic base for the DCP – City of Stonnington.
- Development stocktake and projections – City of Stonnington with support from SGS Economics & Planning.
- Infrastructure project information and justification – City of Stonnington.
- Advice on cost apportionment principles - SGS Economics & Planning.
- Methodology and calculations – SGS Economics & Planning.

1.5 Report Structure

This report comprises the following sections:

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

Details of the equivalence ratios are presented in Appendix 1 whilst infrastructure project details are shown in Appendix 2.

2 Infrastructure Funding Principles and Policy

2.1 Infrastructure Funding Principles

As development in the Forrest Hill Precinct progresses, each developer will be required to build on-site infrastructure to service the development site to specifications approved by Council. For these developments to fit properly as an extension of the urban community, certain off-site works will also need to be constructed. These infrastructure projects include elements of road infrastructure and streetscape projects whose use will be shared by a number of developments.

The purpose of this DCP is to ensure that the cost of providing new infrastructure is shared between the various developers of the Precinct and the wider community on a fair and reasonable basis. Fairness requires that costs be apportioned according to the share of anticipated usage of the required infrastructure.

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

Costs are apportioned according to projected share of infrastructure usage. Since development contributions are levied 'up-front', an accurate measure of infrastructure usage by individual sites / users (called demand units) is not possible. Hence costs must be shared in accordance with *projected* share of usage (i.e. using best estimates).

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

The DCP in practice is used to charge new development for its share of infrastructure costs. On this basis existing development is not charged through this funding tool – but is used in the calculation of charges. The proportion of infrastructure costs attributable to past development should be funded by means other than development contributions.

2.2 Infrastructure Funding Policy

New development in the Forrest Hill Precinct is required to meet 100% of its share of the capital cost of warranted infrastructure – as measured by its projected share of usage of the infrastructure – through development contributions collected under this DCP.

The balance of the capital cost of the infrastructure projects not recovered under the DCP will be funded from alternative sources which may include general rates and State Government funding.

3 Strategic Base for the DCP

3.1 Planning Framework

The main documents that provide the strategic base for the Precinct are: State Planning Policy Framework (SPPF), Melbourne 2030, Stonnington Municipal Strategic Statement (MSS), Local Planning Policy Framework (LPPF), the Chapel Vision Structure Plan, the Forrest Hill Structure Plan, the Forrest Hill Precinct Public Realm/Streetscape Masterplan, Forrest Hill Precinct Development Contributions Plan 2006, and the City of Stonnington Public Realm Strategy.

These documents foreshadow redevelopment in the Forrest Hill Precinct, and higher density and intensive development outcomes. Redevelopment is envisaged and promoted, but within the environmental limits and built aspirations of the area.

3.2 Infrastructure Framework

Clause 11.03-04 of the SPPF states that "planning authorities are to consider the use of development contributions (levies) in the funding of infrastructure." Furthermore "Development Contributions Plans, prepared and approved under the *Planning and Environmental Acts 1987*, should be used to manage contributions towards infrastructure (Clause 18.12-2)." These clauses pave the way for this DCP report and the Development Contribution Guidelines (Department of Sustainability and Environment, June 2003).

With respect to the MSS, an objective of Infrastructure Policy is "to ensure that future use and development is consistent with infrastructure capacity in the area (Clause 22.15-2)." "If the applicant cannot satisfactorily demonstrate that a use or development will not have an adverse effect on infrastructure, it is policy to:

- Place conditions on the use of development, including limiting the density of development or allowable stormwater runoff.
- Require the applicant to undertake or contribute towards works that improve the capacity of infrastructure in the area, including where the responsible authority identifies a need in a comprehensive Development Contributions Plan (Clause 22.15-3)."

The MSS and LPPF also recognises that traffic congestion undermines amenity in parts of the City, especially around established commercial nodes. Future use and development pressures can exacerbate these problems. Furthermore, it is recognised that ageing infrastructure will be placed under increasing pressure by intensive new development.

On this basis, Council seeks to provide and maintain essential services to acceptable health, safety and engineering standards (Clause 21.14) to:

- Take into account infrastructure limitations when assessing development applications.
- Ensure that development contributes towards cumulative infrastructure needs where it impacts on existing capacities or demands.

In terms of traffic, the specific directions are to: maintain the effective functioning of roads and streets; maintain and enhance pedestrian amenity and safety; and maintain the amenity of residential and commercial areas (Clause 22.11).

It is policy that use and development demonstrates, using a traffic impact study if necessary, that traffic generated by a proposal will not materially affect uses in the surrounding area. If this cannot be satisfactorily demonstrated, the responsible authority will require the applicant to: limit the floor area of the use or the density of development or limit on-site car parking; and undertake, or contribute towards, traffic management works to minimise the traffic impacts of the use or development.

The structure plan also recognises that "Forrest Hill lacks good quality open space" and that "the Forrest Hill Precinct was in need of a publicly accessible east-west link to minimise convoluted movement in that direction." Subsequently the structure plan lists as significant key outcomes sought, 1) a mid block east-west link from Yarra Street to Daly Street (13.2), and 2) the creation of an urban square (13.3). The structure plan also lists streetscape improvements and community facilities as important outcomes of the Forrest Hill Precinct. The Structure Plan identified the need for enhancements to the public realm to accommodate this new high-density activity. Public realm improvements are an integral part of place making and liveability in the precinct.

The Forrest Hill Precinct Streetscape/Public Realm Masterplan established a "Vision" and comprehensive guide for future public realm enhancement. Key objectives of the Masterplan include:

- Reinforce the precincts role as a mixed use high density area;
- Improve pedestrian amenity and safety, street legibility/hierarchy, quality of the local streetscape and to create a pedestrian friendly and walkable environment which promotes sustainable transport;
- Provide for day and night operation of streets;
- Provide for current and future growth in the precinct with high quality urban open spaces;
- Assist the implementation of a development contribution scheme, and attract State Government funding opportunities; and
- Guide the redevelopment of the public realm and establishment of partnerships between developers and Council

Key elements of the Masterplan include:

- Widening of footpaths and new paving materials, colours/patterns;
- Landscaping treatments in Yarra, Claremont, Daly Street and Almeida Crescent;
- Feature node points in Yarra, Claremont and Daly Street to reinforce pedestrian priority along the east/west pedestrian link;
- Provide entry threshold treatments into the precinct;
- Develop pedestrian orientated spaces;
- Road resurfacing of Yarra, Claremont, Daly Street and Almeida Crescent;
- Signalising Yarra Street/Alexandra Avenue intersection;
- Undergrounding of power lines;
- Encourage the installation of public art and street furniture; and
- Graphically illustrate initiatives and opportunities for the precinct

The DCP prepared by SGS and adopted in April 2006 only provided for a basic level of improvements. A new contribution scheme was deemed necessary to guide the Masterplan developed in 2008. However, the 2006 DCP provided a sound foundation to facilitate discussions with internal and external stakeholders to establish that a higher quality public realm was necessary for the Precinct.

The Chapel Vision Structure Plan identified the Forrest Hill Precinct as a substantial change area which will accommodate a large portion of the Prahran/South Yarra Activity Centre's residential and commercial/office growth. The Structure Plan recognises the importance of improving the quality, safety, amenity and extent of landscaping within the Precinct and to improve links through, and to and from the Precinct.

The City of Stonnington Public Realm Strategy extends the typical notion that open space includes purely green spaces and broadens the understanding that the public realm includes all external spaces, including urban streetscapes. This is particularly relevant for the City of Stonnington as an inner city municipality where opportunities to extend parkland areas are extremely limited. As the Forrest Hill Precinct is identified as a dense urban area, the streetscapes will provide for an important landscape and public space.

4 Charging Areas and Development Scenario

4.1 Charging Areas

In a DCP, contribution rates are set for areas and are known as 'charging areas'. A charging area is a land area for which a discrete development contribution rate is calculated. All development within a particular charging area will be required to pay the same contribution amount.

In setting the boundaries of a charging area, the key principle is to ensure that the potential for serious 'cross-subsidies' should be kept as low as possible. A cross-subsidy occurs when development is asked to pay for infrastructure that it will not (or rarely) use.

A DCP will often include more than one charging area thereby ensuring that development in any one area pays for infrastructure it has been deemed to make use of, and not other infrastructure. Contribution rates will often vary across different charging areas depending on the number and cost of infrastructure projects provided to service each area.

However, the avoidance of cross-subsidies ought not be taken to extremes. It is proper to allow a reasonable margin of error between the usage nexus. In some cases where there is an overriding community of interest in place, a common charge could be reasonable across many areas.

In this DCP, the study area has been broken into **12 charging areas** - see Figure 1 above. This is deemed appropriate given that some elements of the required infrastructure (see next Section of the report) have a nexus with a particular area but not necessarily with all simultaneously.

4.2 Development Stocktake and Projections

Stocktake and projections for all major anticipated development types provided by the City of Stonnington is given in the table below.

The stocktake provides an estimate of existing development in August 2009. The development projections are provided in total for the period to 2031. This information is provided for five development types:

- Residential (number of dwellings).
- Retail and entertainment (square metres of floorspace).
- Office (square metres of floorspace).
- Service Industry (square metres of floorspace).
- Education (number of students).

Table 1 – Development Stocktake and Projections

Development Type	Development Unit	Existing	Additional	Total (by 2031)
Residential	Dwelling	2,746	661	3,407
Office	Sqm	104,953	30,169	135,122
Retail/ Entertainment	Sqm	16,948	1,100	18,048
Service Industry	Sqm	-	1,000	1,000
Education	Pupils	1,365	-	1,365

4.3 Development and Infrastructure Usage Nexus

This DCP has three infrastructure categories: Landscaping and Paving, Roads, and Street Furniture. Share of usage dictates that development should only pay for infrastructure that it is deemed to make use of. For this reason, 12 charge areas have been derived based on individual project notional catchments.

It has been determined that all development types will make use of all three infrastructure categories, and will be liable to pay a contribution for provision of these items (in accordance with share of usage principles).

These nexus principles are summarised in Table 2 below.

Table 2 – Development Infrastructure Usage Nexus, Forrest Hill

	Landscaping (Development Infrastructure)	Roads (Development Infrastructure)	Street Furniture (Development Infrastructure)
Residential	Yes	Yes	Yes
Retail/ Entertainment	Yes	Yes	Yes
Office	Yes	Yes	Yes
Service Industry	Yes	Yes	Yes
Education	Yes	Yes	Yes

4.4 Equivalence Ratios and Total Demand Units

Where more than one development type is deemed a user of an infrastructure project (as is the case for Landscaping and Paving, Roads, and Street Furniture), consideration must be given to whether the different land uses place a differential demand loading on the project per unit area of development.

For this reason, it is necessary to express all development types in a consistent 'demand unit' format before Development Contributions Plan calculations are made. For the purpose of this DCP, one residential dwelling is adopted as the common demand unit. Other development forms are then converted into this demand unit based on usage / demand equivalence ratios placed on particular infrastructure items, as shown in the following table.

The table shows the accepted rates adopted for the Forrest Hill DCP area. Refer to Appendix 1 for more detail on how these ratios were derived.

Table 3 - Definition of One Demand Unit

	DI Landscaping and Paving	DI Roads	DI Street Furniture
Residential	1 Dwelling	1 Dwelling	1 Dwelling
Retail/ Entertainment	92.5 GFA	27.35 GFA	92.5 GFA
Office	92.5 GFA	12.66 GFA	92.5 GFA
Service Industry	278.2 GFA	12.66 GFA	278.2 GFA
Education	3.7 Pupils	3.7 Pupils	3.7 Pupils

The equivalence ratios shown above are used to calculate total demand units (existing and projected) for each charging area and for each infrastructure category. That is, the development stocktake is converted into common demand units for the purpose of DCP calculations.

For example, the ratios show that 27.35 of Gross Floorspace Area (GFA) of Retail/Entertainment development generates the same demand loading on a road as does 1 Residential dwelling. The equivalent Office unit for road demand loading is 12.66 GFA.

The following table provides a summary of how the ratios are used to convert the development data into demand units for each infrastructure category.

Table 4 – Summary of Maximum Demand Units, Forrest Hill DCP Area

Maximum Demand Units for Roads		
Development Type	**Units**	**Full Development Conditions**
Residential	Dwellings	3,407
	Equivalence Ratio	1
	Demand Units	3,407
Retail/Entertainment	Gross Floorspace Area (GFA)	18,048
	Equivalence Ratio	27.35
	Demand Units	660
Office	Gross Floorspace Area (GFA)	135,122
	Equivalence Ratio	12.66
	Demand Units	10,673
Service Industry	Gross Floorspace Area (GFA)	1,000
	Equivalence Ratio	12.66
	Demand Units	79
Education	Pupils	1,365
	Equivalence Ratio	13
	Demand Units	105
Maximum Demand Units		**14,924**

Maximum Demand Units for Landscaping and Paving and Street Furniture		
Development Type	**Units**	**Full Development Conditions**
Residential	Dwellings	3,407
	Equivalence Ratio	1
	Demand Units	3,407
Retail/Entertainment	Gross Floorspace Area (GFA)	18,048
	Equivalence Ratio	92.50
	Demand Units	195
Office	Gross Floorspace Area (GFA)	135,122
	Equivalence Ratio	92.50
	Demand Units	1,461
Service Industry	Gross Floorspace Area (GFA)	1,000
	Equivalence Ratio	278.20
	Demand Units	4
Education	Pupils	1,365
	Equivalence Ratio	3.7
	Demand Units	369
Maximum Demand Units		**5,435**

5 Infrastructure Projects

5.1 Works Required

The City of Stonnington has reviewed the Forrest Hill and Environs Precinct in the context of existing and likely future development proposals and has determined that the road and streetscapes must be upgraded to accommodate a more densely developed urban environment.

Specifically, the Masterplan identified the possibility of:

- Widening of footpaths (Yarra Street and Claremont Street)
- Implementation of new paving
- Landscaping treatments in Yarra, Claremont, Daly Street and Almeida Crescent
- Feature node points in Yarra, Claremont and Daly Street to reinforce pedestrian priority along the east/west pedestrian link
- Entry threshold treatments into the precinct
- A move towards more pedestrian orientated spaces as there is a lack of open space
- Road resurfacing of Yarra, Claremont, Daly Street and Almeida Crescent
- Signalising Yarra Street/Alexandra Avenue intersection
- Under grounding of power lines
- Encourage the installation of public art and street furniture
- Graphically illustrate initiatives and opportunities for the precinct

On this basis, the required works can be broken into a number of projects[2]:

- Yarra Street landscaping and paving works, including the widening of the eastern side of Yarra Street;
- Claremont Street landscaping and paving works, including the potential of creating a pedestrian promenade;
- Claremont Street nodal point landscaping and paving works
- Daly Street landscaping and paving works
- Almeida Crescent landscaping and paving works
- Yarra Street infrastructure and road works
- Claremont Street infrastructure and road works
- Claremont Street nodal point infrastructure and road works
- Daly Street infrastructure and road works
- Almeida Crescent infrastructure and road works
- Yarra Street and Alexandra Avenue intersection signalisation and associated works
- Yarra Street furniture
- Claremont Street furniture
- Daly Street furniture
- Almeida Crescent furniture

Note: Undergrounding of powerlines is proposed as part of infrastructure and road works

[2] The cost of preparing the DCP has also been factored into the calculations at a cost of $40,000 exclusive of GST.

More detail on the required works is provided in the information boxes below. This information was provided by the City of Stonnington.

Table 5 – Infrastructure Project Details

Project Number	Project Name	Demand External	Estimated Cost	MCA
RD01	Yarra Street Infrastructure and Road Works	0.20	1,215,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
RD02	Claremont Street Infrastructure and Road Works	0.20	1,240,220	Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012
RD03	Claremont Street Nodal Point Infrastructure and Road Works	0.20	128,109	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
RD04	Daly Street Infrastructure and Road Works	0.20	900,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
RD05	Almeida Crescent Infrastructure and Road Works	0.20	500,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
RD06	Yarra Street/Alexandra Avenue Intersection Signalisation	0.20	500,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
LP01	Yarra Street Landscaping and Paving Works	0.20	710,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
LP02	Claremont Street Landscaping and Paving Works	0.20	1,412,615	Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012
LP03	Claremont Street Nodal Point Landscaping and Paving Works	0.20	57,536	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
LP04	Daly Street Landscaping and Paving Works	0.20	500,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
LP05	Almeida Crescent Landscaping and Paving Works	0.20	335,000	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012
SF01	Yarra Street Furniture	0.20	315,000	Area 007,Area 009,Area 012
SF02	Claremont Street Furniture	0.20	450,000	Area 006,Area 009,Area 010
SF03	Daly Street Furniture	0.20	195,000	Area 002,Area 003,Area 010
SF04	Almeida Crescent Furniture	0.20	85,000	Area 001,Area 002

5.2 The Distinction between Development Infrastructure and Community Infrastructure

The *Planning & Environment Act 1987* requires that infrastructure in a DCP be classified in one of two categories: Development Infrastructure and Community Infrastructure. The distinction is made because the collection of contributions for Community Infrastructure is limited to the building permit stage.

Presently there is a State Government $900 per dwelling cap on Community Infrastructure contributions. Development Infrastructure may be charged at the planning permit stage and there is no cap on contribution amounts, or development types from which it can be charged.

In this DCP, all works are deemed Development Infrastructure in accordance with State Government Development Contribution Guidelines.

5.3 Project Timing and Delivery

This DCP adopts a 21-year outlook for development and infrastructure delivery. A horizon of 2031 has been adopted based on the strategic development and infrastructure delivery framework for the Precinct.

The infrastructure projects listed in this DCP should have notional delivery dates shown, based on best estimates at the time of DCP preparation.

In terms of actual project delivery dates, flexibility is required. For the purpose of this DCP, the projects shall be delivered in accordance with the timing shown for each project or within a three-year margin around the date shown.

6 Development Contribution Charging Rates

6.1 Method of Calculating Charges

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

The general cost apportionment method is:

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

Appendix 1 of this DCP provides the calculation sheets for each of the 6 infrastructure projects. This provides the charge rate for each project, and all information inputs used for each project.

As a principle, it needs to be noted that the DCP levy is calculated on the basis that all users pay for the cost of the infrastructure. However as only new developments are charged, a DCP will rarely cover the full cost of providing the infrastructure.

6.2 Development Contribution Rates By Demand Unit

The development contributions that apply to each charging area are shown overleaf, for one demand unit. These development contribution rates are current at July 2009 and shall be adjusted annually by applying the Building Price Index June Quarter for Melbourne in Rawlinsons Australian Construction Handbook.

Rates vary according to the level of infrastructure provided for development in each of the charge areas.

Table 6 – Development Contribution Rates for One Demand Unit

Area	DI Landscaping and Paving	DI Roads	DI Street Furniture	Total
	Per Demand Unit	Per Demand Unit	Per Demand Unit	Per Demand Unit
Area 001	$236.97	$174.66	$81.43	**$493.06**
Area 002	$236.97	$174.66	$224.78	**$636.41**
Area 003	$236.97	$174.66	$143.35	**$554.98**
Area 004	$587.16	$279.13	$0.00	**$866.30**
Area 005	$236.97	$174.66	$0.00	**$411.63**
Area 006	$587.16	$279.13	$212.52	**$1,078.82**
Area 007	$587.16	$279.13	$198.85	**$1,065.14**
Area 008	$587.16	$279.13	$0.00	**$866.30**
Area 009	$587.16	$279.13	$411.37	**$1,277.67**
Area 010	$587.16	$279.13	$355.87	**$1,222.17**
Area 011	$236.97	$174.66	$0.00	**$411.63**
Area 012	$587.16	$279.13	$198.85	**$1,065.14**

6.3 Development Contribution Rates By Development Type

The tables that follow show the charge for each area by main development type. This is the above demand unit table converted into development types to assist in usability (using, where necessary, equivalence ratios).

Table 7 lists contributions for Residential Development (for 1 dwelling), Table 8 for Retail and Entertainment development (for 1 sqm leaseable space), Table 9 for Office development (for 1 sqm leaseable space) and Table 10 for Service Industry (for 1 sqm leaseable space).

Table 7 – Development Contribution Rates for Residential Development – Forrest Hill

	Residential Development Infrastructure			
	DI Landscaping and Paving	DI Roads	DI Street Furniture	Total Development Infrastructure Charge
	Per Dwelling	Per Dwelling	Per Dwelling	**Per Dwelling**
Area 001	$236.97	$174.66	$81.43	**$493.06**
Area 002	$236.97	$174.66	$224.78	**$636.41**
Area 003	$236.97	$174.66	$143.35	**$554.98**
Area 004	$587.16	$279.13	$0.00	**$866.30**
Area 005	$236.97	$174.66	$0.00	**$411.63**
Area 006	$587.16	$279.13	$212.52	**$1,078.82**
Area 007	$587.16	$279.13	$198.85	**$1,065.14**
Area 008	$587.16	$279.13	$0.00	**$866.30**
Area 009	$587.16	$279.13	$411.37	**$1,277.67**
Area 010	$587.16	$279.13	$355.87	**$1,222.17**
Area 011	$236.97	$174.66	$0.00	**$411.63**
Area 012	$587.16	$279.13	$198.85	**$1,065.14**

Table 8 – Development Contribution Rates for Retail and Entertainment Development – Forrest Hill

	Retail & Entertainment Development Infrastructure			
	DI Landscaping and Paving	DI Roads	DI Street Furniture	Total Development Infrastructure Charge
Area	Per Sqm	Per Sqm	Per Sqm	**Per Sqm**
Area 001	$2.56	$6.39	$0.88	**$9.83**
Area 002	$2.56	$6.39	$2.43	**$11.38**
Area 003	$2.56	$6.39	$1.55	**$10.50**
Area 004	$6.35	$10.21	$0.00	**$16.55**
Area 005	$2.56	$6.39	$0.00	**$8.95**
Area 006	$6.35	$10.21	$2.30	**$18.85**
Area 007	$6.35	$10.21	$2.15	**$18.70**
Area 008	$6.35	$10.21	$0.00	**$16.55**
Area 009	$6.35	$10.21	$4.45	**$21.00**
Area 010	$6.35	$10.21	$3.85	**$20.40**
Area 011	$2.56	$6.39	$0.00	**$8.95**
Area 012	$6.35	$10.21	$2.15	**$18.70**

Table 9 – Development Contribution Rates for Office Development – Forrest Hill

	Office Development Infrastructure			
	DI Landscaping and Paving	DI Roads	DI Street Furniture	Total Development Infrastructure Charge
Area	Per Sqm	Per Sqm	Per Sqm	Per Sqm
Area 001	$2.56	$13.80	$0.88	**$17.24**
Area 002	$2.56	$13.80	$2.43	**$18.79**
Area 003	$2.56	$13.80	$1.55	**$17.91**
Area 004	$6.35	$22.05	$0.00	**$28.40**
Area 005	$2.56	$13.80	$0.00	**$16.36**
Area 006	$6.35	$22.05	$2.30	**$30.69**
Area 007	$6.35	$22.05	$2.15	**$30.55**
Area 008	$6.35	$22.05	$0.00	**$28.40**
Area 009	$6.35	$22.05	$4.45	**$32.84**
Area 010	$6.35	$22.05	$3.85	**$32.24**
Area 011	$2.56	$13.80	$0.00	**$16.36**
Area 012	$6.35	$22.05	$2.15	**$30.55**

Table 10 – Development Contribution Rates for Service Industry Development – Forrest Hill

	Service Industry Development Infrastructure			
	DI Landscaping and Paving	DI Roads	DI Street Furniture	Total Development Infrastructure Charge
Area	Per Sqm	Per Sqm	Per Sqm	Per Sqm
Area 001	$0.85	$13.80	$0.29	**$14.94**
Area 002	$0.85	$13.80	$0.81	**$15.46**
Area 003	$0.85	$13.80	$0.52	**$15.16**
Area 004	$2.11	$22.05	$0.00	**$24.16**
Area 005	$0.85	$13.80	$0.00	**$14.65**
Area 006	$2.11	$22.05	$0.76	**$24.92**
Area 007	$2.11	$22.05	$0.71	**$24.87**
Area 008	$2.11	$22.05	$0.00	**$24.16**
Area 009	$2.11	$22.05	$1.48	**$25.64**
Area 010	$2.11	$22.05	$1.28	**$25.44**
Area 011	$0.85	$13.80	$0.00	**$14.65**
Area 012	$2.11	$22.05	$0.71	**$24.87**

7 Procedural Matters

7.1 Liability for Development Contributions

Proponents of new development types anywhere in the DCP Areas shall be liable for development contributions, regardless of whether a planning permit is required.

Should a development proposal technically fall outside of the land use classifications used in this DCP, Council shall determine the most appropriate development charge to be used for the development. Such developments may require a case-by-case assessment of the number of demand units that they represent. This assessment may occur at the time a planning permit is applied for, or at the time a building permit is registered with the Council.

Certain types of new development are not subject to the requirements of planning schemes and are therefore not subject to the requirements of a DCP[3]:

- Development on Commonwealth land
- Development that is being undertaken by the Commonwealth Government
- Development that is being undertaken by or on behalf of the Ministers for Conservation, Forests and Lands, Health and Education or their current equivalents.

This means that public schools and hospitals are exempt.

7.2 Method of Payment

Payment of development contributions is to be made in cash.

Council, at its discretion, may consider accepting works or land in lieu of cash contributions, provided the independently assessed value of the works / land in question does not exceed the cash liability of the proponent under this DCP.

Unless otherwise agreed by the Council, payment is to be made prior to the commencement of any buildings and works on the site.

Council may request that contributions be made at either the planning or building permit stage.

[3] Extracted from DPCD. (2003), Development Contribution Guidelines - Version 5.9, *DPCD*, Melbourne.

7.3 Funds Administration

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

City of Stonnington will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP through a separate set of audited financial statements on an annual basis. Timing is to be determined by Council and could occur with Council's other financial reporting requirements.

Should Council resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of other works, services and facilities as approved by the Minister responsible for the *Planning and Environment Act 1987*, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

Appendix 1 – Demand Equivalence Ratios

In this DCP, equivalence ratios are required for Landscaping and Paving, Roads, and Street Furniture (Development Infrastructure) because more than one development type is deemed a user of these projects.

In this DCP, the City of Stonnington has adopted the State Government Guidelines on equivalence ratios for roads as a generic starting point, and where necessary adjusted these to suit local circumstances. These are shown below.

Equivalence Ratios for Landscaping and Paving, Roads, Street Furniture (Works)

1 . ERs in DCP Guidelines for Roads						
	units		car spaces	trip generation per space	trips generated per use	units / sqm that generate 8 trips*
Residential	1	dwelling	2.00	4.00	8.00	1.00
Retail	100	sqm	7.00	6.00	42.00	19.05
Office	100	sqm	3.00	2.20	6.60	121.21
Light Industry	100	sqm	3.00	2.20	6.60	121.21

2 . Amended ERs						
	units		car spaces	trip generation per space	trips generated per use	units / sqm that generate 2.68 trips*
Residential	1	dwelling	0.67	4.00	2.68	1.00
Retail/and or Entertainment	100	sqm	1.40	7.00	9.80	27.35
Office	100	sqm	1.96	10.80	21.17	12.66
Service Industry	100	sqm	1.96	10.80	21.17	12.66
Education		Students				13.00

Because there are no equivalence ratios in the guidelines for streetscape works such as Landscaping and Paving or Street Furniture, SGS and the City of Stonnington have prepared a new equivalence ratio.

It assesses the number of people per unit and then takes into account the likely demand per person for each of the different uses. It is estimated that a resident will generate twice as much demand for landscaping and paving and street furniture than an employee.

Equivalence Ratios for Landscaping and Paving, Street Furniture (Works).

1 . ERs in DCP Guidelines for Roads						
	units		People per unit*	Demand per person	Demand generated per use	units / sqm that generate 1.5 units of demand*
Residential	1	dwelling	1.85	1.00	1.85	1.00
Retail/and or Entertainment	100	sqm	4.00	0.50	2.00	92.50
Office	100	sqm	4.00	0.50	2.00	92.50
Service Industry	100	sqm	1.33	0.50	0.67	278.20
Education	1	Student	1	0.5	0.50	3.70

* Occupancy and floorspace to worker ratios derived from City of Stonnington (population forecast and social impact assessment report for Forrest Hill).

Appendix 2 – Infrastructure Project Details

The following spreadsheet lists all infrastructure project details.

Forrest Hill DCP - Project List 15 January 2010

Project No.	Project Type	Project Category	Project Name	DCP Item No.	Description	Standard of Construction	Justification	Total Cost	External Demand	Delivery Year	Charging Area	Collecting Agency	Development Agency
RD01	DI	DI Roads	Yarra Street Infrastructure and Road Works	RD01	Excavation, road resurfacing, nodal pavements, thresholed entires, kerbs, provision for future surfaces, upgrades to water services, drains and sewer, stormwater replacemetn drainage, demolition, undergrounding of power	To Council's satisfaction.	To improve the liveability and functionality of the Precinct. Noted in the Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 1,215,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
RD02	DI	DI Roads	Claremont Street Infrastructure and Road Works	RD02	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 1,240,220	20.0%		Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012	City of Stonnington	City of Stonnington
RD03	DI	DI Roads	Claremont Street Nodal Point Infrastructure and Road Works	RD03	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 128,109	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
RD04	DI	DI Roads	Daly Street Infrastructure and Road Works	RD04	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 900,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
RD05	DI	DI Roads	Almeida Crescent Infrastructure and Road Works	RD05	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 500,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
RD06	DI	DI Roads	Yarra Street/Alexandra Avenue Intersection Signalisation	RD06	Signalised interscton at the Yarra Street and Alexandra Avenue intersection.	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 500,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
LP01	DI	DI Landscaping and Paving	Yarra Street Landscaping and Paving Works	LP01	Pavements, infill pavements, garden edge treatement, trees, garden/plantings areas, irrigation and drainage.	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 710,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
LP02	DI	DI Landscaping and Paving	Claremont Street Landscaping and Paving Works	LP02	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 1,412,615	20.0%		Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012	City of Stonnington	City of Stonnington
LP03	DI	DI Landscaping and Paving	Claremont Street Nodal Point Landscaping and Paving Works	LP03	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 57,536	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
LP04	DI	DI Landscaping and Paving	Daly Street Landscaping and Paving Works	LP04	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 500,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
LP05	DI	DI Landscaping and Paving	Almeida Crescent Landscaping and Paving Works	LP05	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 335,000	20.0%		Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012	City of Stonnington	City of Stonnington
SF01	DI	DI Street Furniture	Yarra Street Furniture	SF01	Feature seats, bench seats, bins, signage, bollards, drinking fountains, feature light poles, street light poles	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 315,000	20.0%		Area 007,Area 009,Area 012	City of Stonnington	City of Stonnington
SF02	DI	DI Street Furniture	Claremont Street Furniture	SF02	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 450,000	20.0%		Area 006,Area 009,Area 010	City of Stonnington	City of Stonnington
SF03	DI	DI Street Furniture	Daly Street Furniture	SF03	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 195,000	20.0%		Area 002,Area 003,Area 010	City of Stonnington	City of Stonnington
SF04	DI	DI Street Furniture	Almeida Crescent Furniture	SF04	"	To Council's satisfaction.	Forrest Hill Precinct Streetscape/Public Realm Masterplan	$ 85,000	20.0%		Area 001,Area 002	City of Stonnington	City of Stonnington
							Total Cost	$ 8,543,480					

Appendix 3 – Infrastructure Project Calculations

Appendix 3

Works Schedule

Project	**SF04**	**Almeida Crescent Furniture**
Estimated Total Capital Cost	$85,000.00	
Consultancy Fee	$397.96	
Substantive Cost	$85,397.96	
External Funding	$0.00	
Net Substantive Cost	$85,397.96	
Total Cost (no GST)	$85,397.96	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$68,318.37	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**839**	781	57	**839**
Expenditure Attributable to MCA	**$68,318**	$0.00	$68,318.37	**$68,318**
Total Expenditure	**$85,398**	$0.00	$85,397.96	**$85,398**
Cash Inflow	**$4,680**	$0.00	$4,679.89	**$4,680**
Net Cash Flow	**-$80,718**	$0.00	-$80,718.08	**-$80,718**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**839**
Total Attributable Expenditure	**$68,318**
Infrastructure Charge Per Demand Unit	**$81.43**

Project	**RD05**	**Almeida Crescent Infrastructure and Road Works**
Estimated Total Capital Cost	$500,000.00	
Consultancy Fee	$2,340.97	
Substantive Cost	$502,340.97	
External Funding	$0.00	
Net Substantive Cost	$502,340.97	
Total Cost (no GST)	$502,340.97	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$401,872.77	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**14,924**	11,761	3,163	**14,924**
Expenditure Attributable to MCA	**$401,873**	$0.00	$401,872.77	**$401,873**
Total Expenditure	**$502,341**	$0.00	$502,340.97	**$502,341**
Cash Inflow	**$85,179**	$0.00	$85,179.06	**$85,179**
Net Cash Flow	**-$417,162**	$0.00	-$417,161.90	**-$417,162**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**14,924**
Total Attributable Expenditure	**$401,873**
Infrastructure Charge Per Demand Unit	**$26.93**

Project	**LP05**	**Almeida Crescent Landscaping and Paving Works**
Estimated Total Capital Cost	$335,000.00	
Consultancy Fee	$1,568.45	
Substantive Cost	$336,568.45	
External Funding	$0.00	
Net Substantive Cost	$336,568.45	
Total Cost (no GST)	$336,568.45	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$269,254.76	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**5,435**	4,433	1,003	**5,435**
Expenditure Attributable to MCA	**$269,255**	$0.00	$269,254.76	**$269,255**
Total Expenditure	**$336,568**	$0.00	$336,568.45	**$336,568**
Cash Inflow	**$49,668**	$0.00	$49,667.87	**$49,668**
Net Cash Flow	**-$286,901**	$0.00	-$286,900.58	**-$286,901**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**5,435**
Total Attributable Expenditure	**$269,255**
Infrastructure Charge Per Demand Unit	**$49.54**

Project	**SF02**	**Claremont Street Furniture**
Estimated Total Capital Cost	$450,000.00	
Consultancy Fee	$2,106.87	
Substantive Cost	$452,106.87	
External Funding	$0.00	
Net Substantive Cost	$452,106.87	
Total Cost (no GST)	$452,106.87	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 006,Area 009,Area 010,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$361,685.50	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**1,702**	1,354	348	**1,702**
Expenditure Attributable to MCA	**$361,685**	$0.00	$361,685.50	**$361,685**
Total Expenditure	**$452,107**	$0.00	$452,106.87	**$452,107**
Cash Inflow	**$73,984**	$0.00	$73,984.45	**$73,984**
Net Cash Flow	**-$378,122**	$0.00	-$378,122.42	**-$378,122**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**1,702**
Total Attributable Expenditure	**$361,685**
Infrastructure Charge Per Demand Unit	**$212.52**

Project	**RD02**	**Claremont Street Infrastructure and Road Works**
Estimated Total Capital Cost	$1,240,220.00	
Consultancy Fee	$5,806.63	
Substantive Cost	$1,246,026.63	
External Funding	$0.00	
Net Substantive Cost	$1,246,026.63	
Total Cost (no GST)	$1,246,026.63	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$996,821.30	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**9,541**	7,331	2,210	**9,541**
Expenditure Attributable to MCA	**$996,821**	$0.00	$996,821.30	**$996,821**
Total Expenditure	**$1,246,027**	$0.00	$1,246,026.63	**$1,246,027**
Cash Inflow	**$230,903**	$0.00	$230,903.50	**$230,903**
Net Cash Flow	**-$1,015,123**	$0.00	-$1,015,123.13	**-$1,015,123**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**9,541**
Total Attributable Expenditure	**$996,821**
Infrastructure Charge Per Demand Unit	**$104.47**

Project	**LP02**	**Claremont Street Landscaping and Paving Works**
Estimated Total Capital Cost	$1,412,615.00	
Consultancy Fee	$6,613.77	
Substantive Cost	$1,419,228.77	
External Funding	$0.00	
Net Substantive Cost	$1,419,228.77	
Total Cost (no GST)	$1,419,228.77	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 004,Area 006,Area 007,Area 008,Area 009,Area 010,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$1,135,383.01	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**3,242**	2,506	736	**3,242**
Expenditure Attributable to MCA	**$1,135,383**	$0.00	$1,135,383.01	**$1,135,383**
Total Expenditure	**$1,419,229**	$0.00	$1,419,228.77	**$1,419,229**
Cash Inflow	**$257,870**	$0.00	$257,870.01	**$257,870**
Net Cash Flow	**-$1,161,359**	$0.00	-$1,161,358.76	**-$1,161,359**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**3,242**
Total Attributable Expenditure	**$1,135,383**
Infrastructure Charge Per Demand Unit	**$350.19**

Project	**RD03**	**Claremont Street Nodal Point Infrastructure and Road Works**
Estimated Total Capital Cost	$128,109.00	
Consultancy Fee	$599.80	
Substantive Cost	$128,708.80	
External Funding	$0.00	
Net Substantive Cost	$128,708.80	
Total Cost (no GST)	$128,708.80	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$102,967.04	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**14,924**	11,761	3,163	**14,924**
Expenditure Attributable to MCA	**$102,967**	$0.00	$102,967.04	**$102,967**
Total Expenditure	**$128,709**	$0.00	$128,708.80	**$128,709**
Cash Inflow	**$21,824**	$0.00	$21,824.41	**$21,824**
Net Cash Flow	**-$106,884**	$0.00	-$106,884.39	**-$106,884**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**14,924**
Total Attributable Expenditure	**$102,967**
Infrastructure Charge Per Demand Unit	**$6.90**

Project	**LP03**	**Claremont Street Nodal Point Landscaping and Paving Works**
Estimated Total Capital Cost	$57,536.00	
Consultancy Fee	$269.38	
Substantive Cost	$57,805.38	
External Funding	$0.00	
Net Substantive Cost	$57,805.38	
Total Cost (no GST)	$57,805.38	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$46,244.30	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**5,435**	4,433	1,003	**5,435**
Expenditure Attributable to MCA	**$46,244**	$0.00	$46,244.30	**$46,244**
Total Expenditure	**$57,805**	$0.00	$57,805.38	**$57,805**
Cash Inflow	**$8,530**	$0.00	$8,530.42	**$8,530**
Net Cash Flow	**-$49,275**	$0.00	-$49,274.96	**-$49,275**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**5,435**
Total Attributable Expenditure	**$46,244**
Infrastructure Charge Per Demand Unit	**$8.51**

Project	**SF03**	**Daly Street Furniture**
Estimated Total Capital Cost	$195,000.00	
Consultancy Fee	$912.98	
Substantive Cost	$195,912.98	
External Funding	$0.00	
Net Substantive Cost	$195,912.98	
Total Cost (no GST)	$195,912.98	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 002,Area 003,Area 010,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$156,730.38	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**1,093**	1,036	57	**1,093**
Expenditure Attributable to MCA	**$156,730**	$0.00	$156,730.38	**$156,730**
Total Expenditure	**$195,913**	$0.00	$195,912.98	**$195,913**
Cash Inflow	**$8,238**	$0.00	$8,238.28	**$8,238**
Net Cash Flow	**-$187,675**	$0.00	-$187,674.69	**-$187,675**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**1,093**
Total Attributable Expenditure	**$156,730**
Infrastructure Charge Per Demand Unit	**$143.35**

Project	**RD04**	**Daly Street Infrastructure and Road Works**
Estimated Total Capital Cost	$900,000.00	
Consultancy Fee	$4,213.74	
Substantive Cost	$904,213.74	
External Funding	$0.00	
Net Substantive Cost	$904,213.74	
Total Cost (no GST)	$904,213.74	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$723,370.99	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**14,924**	11,761	3,163	**14,924**
Expenditure Attributable to MCA	**$723,371**	$0.00	$723,370.99	**$723,371**
Total Expenditure	**$904,214**	$0.00	$904,213.74	**$904,214**
Cash Inflow	**$153,322**	$0.00	$153,322.31	**$153,322**
Net Cash Flow	**-$750,891**	$0.00	-$750,891.43	**-$750,891**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**14,924**
Total Attributable Expenditure	**$723,371**
Infrastructure Charge Per Demand Unit	**$48.47**

Project	**LP04**	**Daly Street Landscaping and Paving Works**
Estimated Total Capital Cost	$500,000.00	
Consultancy Fee	$2,340.97	
Substantive Cost	$502,340.97	
External Funding	$0.00	
Net Substantive Cost	$502,340.97	
Total Cost (no GST)	$502,340.97	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$401,872.77	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**5,435**	4,433	1,003	**5,435**
Expenditure Attributable to MCA	**$401,873**	$0.00	$401,872.77	**$401,873**
Total Expenditure	**$502,341**	$0.00	$502,340.97	**$502,341**
Cash Inflow	**$74,131**	$0.00	$74,131.15	**$74,131**
Net Cash Flow	**-$428,210**	$0.00	-$428,209.82	**-$428,210**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**5,435**
Total Attributable Expenditure	**$401,873**
Infrastructure Charge Per Demand Unit	**$73.94**

Project	**SF01**	**Yarra Street Furniture**
Estimated Total Capital Cost	$315,000.00	
Consultancy Fee	$1,474.81	
Substantive Cost	$316,474.81	
External Funding	$0.00	
Net Substantive Cost	$316,474.81	
Total Cost (no GST)	$316,474.81	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 007,Area 009,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$253,179.85	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**1,273**	885	388	**1,273**
Expenditure Attributable to MCA	**$253,180**	$0.00	$253,179.85	**$253,180**
Total Expenditure	**$316,475**	$0.00	$316,474.81	**$316,475**
Cash Inflow	**$77,201**	$0.00	$77,201.47	**$77,201**
Net Cash Flow	**-$239,273**	$0.00	-$239,273.34	**-$239,273**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**1,273**
Total Attributable Expenditure	**$253,180**
Infrastructure Charge Per Demand Unit	**$198.85**

Project	**RD01**	**Yarra Street Infrastructure and Road Works**
Estimated Total Capital Cost	$1,215,000.00	
Consultancy Fee	$5,688.55	
Substantive Cost	$1,220,688.55	
External Funding	$0.00	
Net Substantive Cost	$1,220,688.55	
Total Cost (no GST)	$1,220,688.55	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$976,550.84	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**14,924**	11,761	3,163	**14,924**
Expenditure Attributable to MCA	**$976,551**	$0.00	$976,550.84	**$976,551**
Total Expenditure	**$1,220,689**	$0.00	$1,220,688.55	**$1,220,689**
Cash Inflow	**$206,985**	$0.00	$206,985.12	**$206,985**
Net Cash Flow	**-$1,013,703**	$0.00	-$1,013,703.43	**-$1,013,703**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**14,924**
Total Attributable Expenditure	**$976,551**
Infrastructure Charge Per Demand Unit	**$65.43**

Project	**LP01**	**Yarra Street Landscaping and Paving Works**
Estimated Total Capital Cost	$710,000.00	
Consultancy Fee	$3,324.17	
Substantive Cost	$713,324.17	
External Funding	$0.00	
Net Substantive Cost	$713,324.17	
Total Cost (no GST)	$713,324.17	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$570,659.34	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**5,435**	4,433	1,003	**5,435**
Expenditure Attributable to MCA	**$570,659**	$0.00	$570,659.34	**$570,659**
Total Expenditure	**$713,324**	$0.00	$713,324.17	**$713,324**
Cash Inflow	**$105,266**	$0.00	$105,266.23	**$105,266**
Net Cash Flow	**-$608,058**	$0.00	-$608,057.95	**-$608,058**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**5,435**
Total Attributable Expenditure	**$570,659**
Infrastructure Charge Per Demand Unit	**$104.99**

Project	**RD06**	**Yarra Street/Alexandra Avenue Intersection Signalisation**
Estimated Total Capital Cost	$500,000.00	
Consultancy Fee	$2,340.97	
Substantive Cost	$502,340.97	
External Funding	$0.00	
Net Substantive Cost	$502,340.97	
Total Cost (no GST)	$502,340.97	
Timing	2011 To 2011	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,	
Discount for Usage from Outside MCA	20.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$401,872.77	

	Present Value	**2010**	**2011**	**Total**
Demand Units	**14,924**	11,761	3,163	**14,924**
Expenditure Attributable to MCA	**$401,873**	$0.00	$401,872.77	**$401,873**
Total Expenditure	**$502,341**	$0.00	$502,340.97	**$502,341**
Cash Inflow	**$85,179**	$0.00	$85,179.06	**$85,179**
Net Cash Flow	**-$417,162**	$0.00	-$417,161.90	**-$417,162**
Discount Rate	**0.0%**			

Infrastructure Charge Without Application of Present Value Discounting

Total Demand Units	**14,924**
Total Attributable Expenditure	**$401,873**
Infrastructure Charge Per Demand Unit	**$26.93**