

RINGWOOD METROPOLITAN ACTIVITY CENTRE

Development Contributions Plan (DCP)

Prepared for Maroondah City Council

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1.0 INTRODUCTION

1.1 Background

The Ringwood Metropolitan Activity Centre (MAC) Development Contributions Plan (DCP) 2018 has been prepared by Maroondah City Council to help deliver much needed infrastructure in central Ringwood.

The DCP updates and replaces the DCP in the Maroondah Planning Scheme covering the Ringwood District Centre. That DCP was prepared in 1997 and is now out of date.

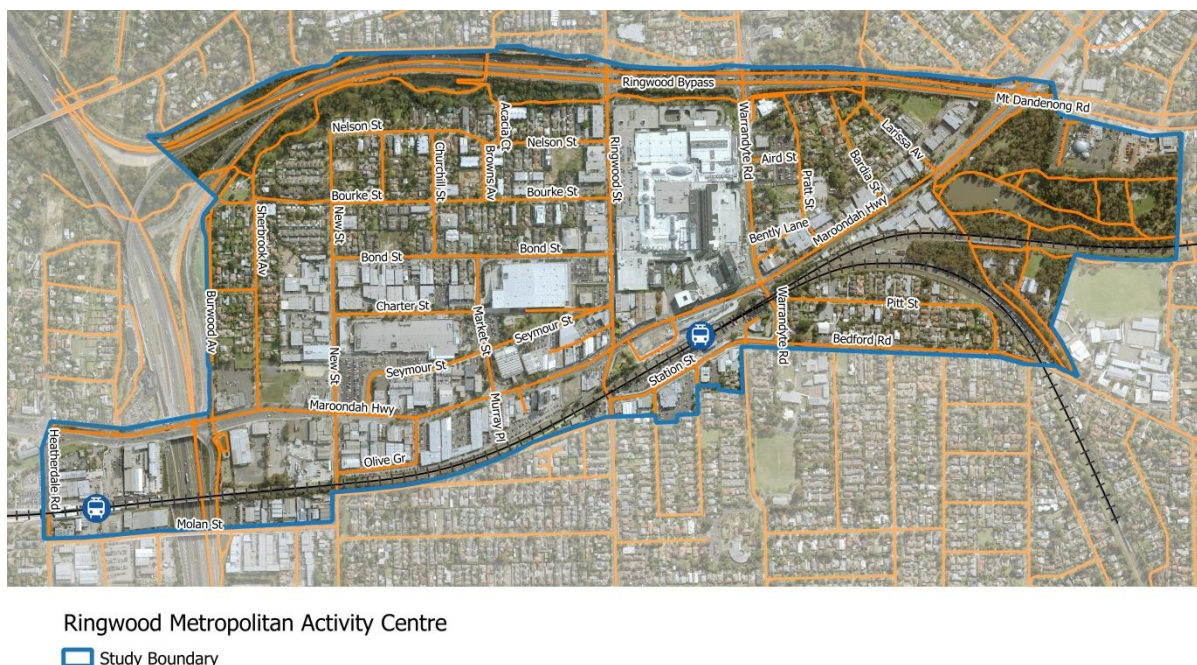
1.2 Development Contributions Plan (DCP)

A DCP is a planning instrument that is used to apportion the cost of infrastructure that is required to service an area to development in a specified DCP Area.

A DCP is a formal planning instrument that is enabled by the Planning and Environment Act 1987 and is shown in the local planning scheme.

The DCP Area is shown below. This is the Ringwood Masterplan Area as defined by Maroondah City Council.

Figure 1: Ringwood MAC DCP Area



Source: Maroondah City Council

1.3 Purpose

The purpose of this DCP is to ensure that the cost of providing new infrastructure in Ringwood MAC 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 Ringwood MAC 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 2038 in this DCP;
- Determine the DCP levy (development contribution) for various development types;
- Explain the method of DCP preparation and levy calculation; and
- Document DCP payment and administrative procedures.

This DCP applies to all land and new development within the Ringwood MAC DCP Area, unless specific exemptions apply.

1.4 Acknowledgement

This document has been prepared by HillPDA with the assistance of Maroondah City Council officers.

Council officers provided infrastructure project information and advice regarding DCP specifications.

2.0 STRATEGIC BASIS

2.1 Legislative and Policy Basis

This DCP has been prepared in accordance with the provisions of the Planning and Environment Act 1987 Part 3B, Development Contributions Guidelines 2007 and Ministerial Directions on the Preparation and Content of Development Contributions Plans (October 2016).

In summary, a DCP is required to:

- Specify the area to which the DCP applies;
- Nominate the infrastructure projects and their cost to be funded (or part funded) through the DCP;
- Relate the need for the infrastructure projects to the proposed development in the DCP Area and apportion costs to development accordingly;
- Specify the infrastructure projects into categories of Development Infrastructure and Community Infrastructure; and
- Nominate procedures for the collection of the DCP levies and other administrative matters.

The Development Contribution Guidelines and Ministerial Directions provide additional details and guidance on DCP preparation and operation.

2.2 Plan Melbourne 2017-2050

Plan Melbourne is the State Government's metropolitan planning strategy. Maroondah forms part of the Eastern Sub-region in Plan Melbourne, and is noted to have activity centres, employment areas, community facilities and transport corridors.

The strategy defines central Ringwood as a Metropolitan Activity Centre (MAC). MACs are intended to perform a major service delivery role and provide a diverse range of jobs, activities and housing for a sub-regional catchment.

The MAC is expected to accommodate a concentration of major retail, residential, commercial, administrative, entertainment and cultural developments integrated with a range of transport options including public transport.

This policy position continues the long term direction for the centre, which was established by Council decades ago.

2.3 Maroondah Planning Scheme

Clause 22.06 of the Maroondah Planning Scheme addresses the Ringwood Activity Centre. It is policy to establish the centre as the premier activity centre within the outer east of Melbourne, with a focus on being the principal retail, commercial, community, entertainment and employment focal point of the region.

The activity centre is to contain a range of commercial, civic and residential land uses, including higher density housing, that build on the existing and planned infrastructure of the area and provide the opportunity for multi-purpose trips.

Directions include promotion of quality design and development that encourages pedestrian activity and improves the visual amenity of precincts and streetscapes.

2.4 Ringwood MAC Masterplan (Maroondah City Council, Draft 2018)

Details regarding land use and development for the Ringwood MAC are nominated in the Ringwood MAC Masterplan.

The Masterplan establishes a strategic planning and design vision for Ringwood MAC and outlines a series of objectives that relate to land use and activity, built form and scale, access and movement, and landscape and environment.

The Masterplan also nominates a list of infrastructure projects that are intended to be delivered over 20 years. This DCP incorporates the Masterplan's list of projects (refer to Section 4 of this report for details).

The Masterplan builds on and update a range of strategic planning documents including Ringwood Transit City Urban Design Masterplan (2004).

2.5 Ringwood MAC Capacity Analysis (SGS Economics and Planning for Maroondah City Council, 2018)

This document provides development information for the Ringwood MAC Masterplan (2018). The report assesses the appropriateness of draft planning controls for the MAC. That report found that Ringwood MAC has planning capacity to accommodate future development expectations based on the data shown in that report.

2.6 Infrastructure Policies and Strategies

Maroondah City Council has prepared a range of policies and strategies that inform the need for and scope of infrastructure works within the Ringwood MAC. These are summarised below.

- Ringwood Lake Park Management & Maintenance Plan;
- Flood Management Plan;
- Water Sensitive City Strategy;

- Transport & Movement Priorities Report;
- Ringwood Urban Design Manual; and
- Lighting Policy.

2.7 Ringwood Lake Park Management & Maintenance Plan (Parks and Recreation Consulting for Maroondah City Council, 2013)

This plan guides decision making for infrastructure replacement and development and targeted service delivery at Ringwood Lake Park. The Plan includes a list of proposed works and cost estimates for the park.

2.8 Flood Management Plan

The two documents that inform Council's flood management plan are: Framework to Identify Flood Risk Areas and Prioritise Mitigation Measures: Stormwater Drainage Strategy (Hyder Consulting for Maroondah City Council, 2009); and Flood Management Plan for Maroondah City Council and Melbourne Water (Maroondah City Council, 2016).

The former document provides a stormwater drainage strategy for the municipality. It identifies water management and flood risk in relation to urban expansion and consolidation in the context of changes in flood behaviour in catchments as well as the influence of climate change on flood producing rainfall events. The document nominates works and mitigation programs for future management of drainage.

The latter document identifies current and future flood risks and outlines key activities, roles and responsibilities for Melbourne Water and Council to manage risk of flooding related to waterways and the drainage system.

2.9 Water Sensitive City Strategy (Maroondah City Council)

This document sets a vision for Maroondah to be a vibrant and diverse city with a healthy and active community, living in green leafy neighbourhoods which are connected to thriving and accessible activity centres contributing to a prosperous economy within a safe, inclusive and sustainable environment. The document nominates directions and initiatives to deliver water systems that contribute to this vision.

2.10 Transport & Movement Priorities Report (O'Brien Traffic for Maroondah City Council, 2018)

This report provides a detailed assessment of traffic and transport conditions and future works priorities to support the ongoing development of the Ringwood MAC. The report assesses policy directions and likely future land use and development change to inform modelling of trip generation by mode, access and movement within and external to the MAC and car parking.

A series of transport and movement recommendations are nominated for the MAC including recommendations for roads and traffic, public realm, travel improvement priorities by mode, property access and roadway and railway crossing improvement projects.

2.11 Ringwood, Urban Design Manual (Urban Initiatives and Andrew Gibbs Furniture Design for Maroondah City Council, 2014)

The manual provides strategic direction for the installation of a new and distinctive suite of street furniture and urban infrastructure within the Ringwood MAC. The manual sets standards that respond to the future visions of the MAC regarding core streetscape treatments, furnishings and materials used for works within the public and private realm.

2.12 Lighting Policy

The policy is based on Public Lighting Position Paper (Ironbark Sustainability for Maroondah City Council, 2017) and Public Lighting Guidelines Paper (Ironbark Sustainability for Maroondah City Council, 2018).

These documents inform the development of Council's Public Lighting Guidelines and Policy. They provide a framework to guide new public lighting installation, replacement and upgrade for different parts of the municipality. The documents reflect the role of Ringwood MAC as a vibrant and pedestrian-oriented activity centre.

3.0 DEVELOPMENT CONDITIONS AND PROJECTIONS

3.1 Analysis Area and Charging Area

This DCP has one (1) analysis area and charging area, being the Ringwood MAC DCP Area as shown in Figure 1 above.

3.2 Development Expectations

Ringwood MAC has a number of nominal development precincts.

The Town Square Precinct is planned for intense development of civic, commercial and retail uses associate with the Ringwood Bus Interchange and Railway station.

The Commercial Precinct is a transitional area between the Town Square precinct and the residential areas of the MAC. This includes the Maroondah Highway Boulevard and other streetscapes that are planned to offer a high quality public and private realm and pedestrian oriented environment.

The Residential Precinct is nominated to become ‘Ringwood’s leafy, city living’ precinct. Aspirations for the area include high density residential uses that showcase sustainable development principles and high quality building design and streetscapes that integrate with open space.

3.3 Development Categories

The development for this DCP has been summarised into four main land use types: Residential, Retail, Commercial and Industrial.

Residential refers to a dwelling unit, irrespective of type, such as apartment unit or townhouse.

Retail floorspace includes uses like shops, cafes, restaurants, supermarkets, shopping complexes, convenience stores and large format or bulky goods retailing.

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

Industrial floorspace includes uses like warehouses, workshops, maintenance depots and other similar activities.

3.4 Development Data

The development data for the Ringwood MAC DCP is shown below. Appendix A documents the source of the data.

As shown in the table below, residential and commercial development is expected to be the main driver of growth in the future. Retail development has experienced recent significant growth and is expected to increase marginally in net terms in the outlook period according to this data.

The average size of residential units in the area is expected to decline as separate houses are replaced with apartments.

Table 1: Development Projections in Ringwood MAC DCP Area, 2018-2038

	2018 Conditions		2038 Projections	
	Floorspace (SQM)	Units	Floorspace (SQM)	Units
Residential	103,299	1,142	181,547	2,671
Retail	166,555	-	192,290	-
Commercial	69,099	-	132,058	-
Industrial	36,872	-	36,872	-
Total	375,825	1,142	542,767	2,671

Source: Maroondah City Council Property Data 2018; HillPDA

3.5 Development and Infrastructure Nexus Principles

As shown in the next section of this report, the infrastructure projects identified for this DCP are summarised into four broad types, these being: community facility, path (i.e. streetscape and open space), road and drainage projects.

It is deemed that Residential development is deemed the primary user of the DCP's community facility project.

It is deemed that all four development types (Residential, Retail, Commercial and Industrial) are deemed uses of path (i.e. streetscape and open space), road and drainage projects in this DCP.

3.6 Common Demand Unit and Equivalence Ratios

In accordance with Development Contribution Guidelines 2007, where more than one land use is deemed to make use of an infrastructure category, it is necessary to convert the land use types into a common demand unit before development contribution calculations are made. This is done by using equivalence ratios.

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

The adopted ratios to convert land uses into common demand units are shown in the table below. Appendix B documents the source of the data.

Table 2: Equivalence Ratios

Infrastructure Type / Development Type	Residential	Retail	Commercial	Industrial
	dwelling units	sqm floorspace	sqm floorspace	sqm floorspace
Community Facility	1.0	-	-	-
Path	1.0	75.0	50.0	500.0
Road	1.0	19.0	121.0	67.0
Drainage	1.0	100.0	100.0	200.0

Source: Development Contribution Guidelines 2007; HillPDA

Figure 2 - For example, this shows that 19 sqm of retail space generates 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.

3.7 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 DCP 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 category is shown below.

Table 3: Total Demand Units by Infrastructure Category

Infrastructure Type / Development Type	Residential	Retail	Commercial	Industrial	Total
Community Facility	2,671	-	-	-	2,671
Path	2,671	2,564	2,641	74	7,950
Road	2,671	10,121	1,091	550	14,433
Drainage	2,671	1,923	1,321	184	6,099

4.0 INFRASTRUCTURE NEEDS

4.1 Infrastructure Subject to DCP Funding

This DCP is a mechanism used to levy new development for contributions towards planned infrastructure needed by the DCP Area.

In accordance with the Planning and Environment Act 1987, the State Government's Development Contributions Guidelines 2007 and associated Ministerial Directions, the types of projects that are able to be funded through a DCP may include the following:

- 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; and
- 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.

4.2 Projects for Ringwood MAC

Planning and infrastructure strategies have identified a need to deliver new infrastructure in Ringwood MAC to help support significant new residential apartment, commercial and other development that is expected to occur in the area over the next two decades.

The DCP has a total infrastructure cost of approximately \$61.9m over 16 projects. The projects are summarised in the table and figure below. This identifies the strategic basis for the projects (which links to Section 2 of this report).

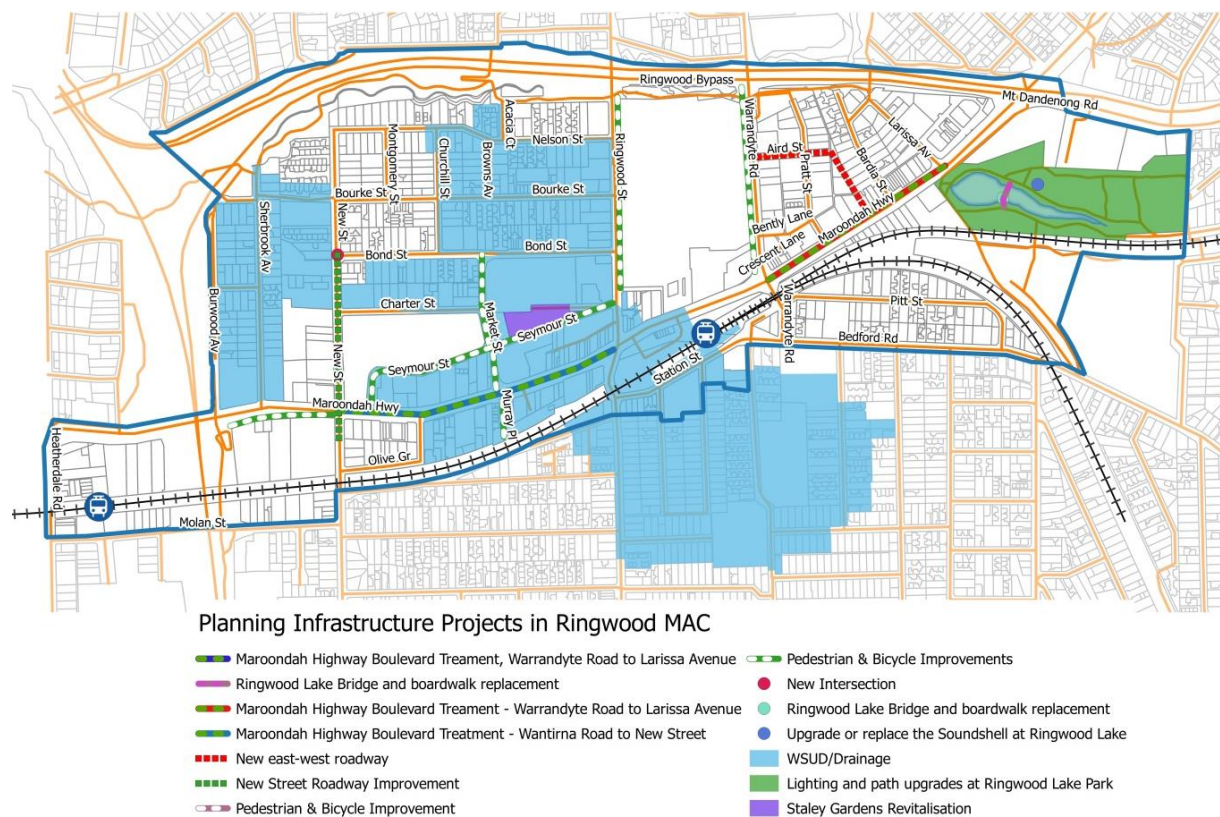
Appendix C provides additional details on each project and includes a summary of the method to estimate the cost of projects.

Table 4: Planned Infrastructure Projects in Ringwood MAC DCP Area

Project Number	Project Category	Project Name	Reference Document	Delivery Horizon	Estimated Cost
1	Streetscape	Ringwood Lake Bridge and boardwalk replacement	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.1.9, 5.2.13, 5.3.9, 5.8.13.	2036	\$1,200,000
2	Streetscape	Lighting at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.6.4 and 5.6.8	2036	\$480,000
3	Community Facility	Upgrade or replace the Soundshell at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.2.13, 5.3.9, 5.8.13	2036	\$600,000
4	Streetscape	Path upgrades and realignments at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan	2036	\$554,279
5	Roadworks	Roadway Improvements Maroondah Highway Boulevard Treatment – eastern extension – Warrandyte Road to Larissa Avenue. Distance = 1km.	Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	2036	\$8,171,800
6	Roadworks	Roadway Improvements - Maroondah Hwy boulevard treatment - western extension - Wantirna Road to New Street Distance = 1.3km	Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	2036	\$10,623,340
7	Roadworks	Roadway Improvements - New Street improvements - Bond Street to just south of Maroondah Highway	Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	2036	\$5,659,121
8	Roadworks	Roadway Improvements - New east-west roadway - southern - Warrandyte Road to Maroondah Highway	Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	2036	\$10,691,100
9	Roadworks	New Intersections & Road Crossings - Signalisation of New Street/Bond Street	Transport & Movement Priorities Report Sections 4.5.2	2036	\$2,800,000
10	Streetscape	Pedestrian & Bicycle Improvements - Initial RMAC bicycle projects - Bicycle Projects 6, 9, 13A, 32 and 35	Transport & Movement Priorities Report Sections 4.5.1; Appendix A	2036	\$1,396,267
11	Streetscape	Pedestrian & Bicycle Improvements - Murray Place bicycle facilities - part of Bicycle Project 7	Transport & Movement Priorities Report Sections 4.2.3, 4.5.1	2036	\$2,800,000
12	Drainage	Drainage and Water Sensitive Urban Design	Flood Management Plan, Water Sensitive City Strategy	2036	\$8,100,000
13	Streetscape	Streetscape – RMAC Street Furniture	Ringwood Urban Design Manual	2036	\$1,442,052
14	Streetscape	Streetscape – Lighting	Public Lighting Policy	2036	\$2,310,000
15	Streetscape	Urban Design – Staley Gardens Revitalisation	Ringwood Urban Design Manual	2036	\$779,625
16	Streetscape	Urban Design – Maroondah Highway	Ringwood Urban Design Manual	2036	\$4,264,110
Total					\$61,871,693

Source: Maroondah City Council

Figure 2: Planned Infrastructure Projects in Ringwood MAC DCP Area



Source: Maroondah City Council

5.0 DCP LEVIES

5.1 Infrastructure Funding 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.

In this DCP, it is assumed that the specified infrastructure projects are provided primarily for the use and benefit of the single DCP Area. Whilst there is likely to be some use of the nominated projects from outside of the DCP Area, this use is deemed incidental for this DCP's cost apportionment purposes. This is because the projects as nominated would have been provided as specified without there being any use from outside of the DCP Area.

Nevertheless, a nominal 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 as follows:

- Existing development within the DCP Area - 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; and
- New Development within the DCP Area - will pay its share of the cost of infrastructure via the planning and / or building permit process.

5.2 DCP Levy 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;
- 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 cost of the project by the total number of demand units in the main catchment area; and
- Calculate the total infrastructure levies in each area by community infrastructure projects and development infrastructure projects.

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

5.3 Allowance for External Demand

This DCP has made a 5% allowance for external demand across all DCP projects. This allowance is provided to account for use of projects from outside the nominated catchment and beyond the life of the DCP.

Consideration was made for a detailed analysis of projected future external demand for each project but the benefit of such a process is deemed disproportionate to the utility of the results of such a study within the context of a DCP.

5.4 DCP Levies

The DCP levies are shown in the table below. This shows the levies summed for each project to categories to generate a total DCP figure per demand unit in the DCP Area.

Table 5: DCP Levies in Ringwood MAC DCP Area (30 June 2018\$)

Development	Unit of Measurement	Levies Payable By Development		
		Development Infrastructure Levy	Community Infrastructure Levy	Total
Residential	Per Dwelling	\$5,792	\$0	\$5,792
Retail	Per Square Metre (SQM) of Floor space	\$168	-	\$168
Commercial	Per Square Metre (SQM) of Floor space	\$70	-	\$70
Industrial	Per Square Metre (SQM) of Floor space	\$47	-	\$47

SQM = Square Metres of Gross Floorspace

5.5 Indexation of DCP Levies

The above listed contribution amounts are current as at 30 June 2018. They will be adjusted annually on July 1 each year to cover inflation, by applying the Producer Price Index for Non-Residential Building Construction in Victoria. The Index is published by the Australian Bureau of Statistics.

A list showing the current contribution amounts will be held at Council's Planning Department.

5.6 Summary of DCP Costs and Collection

The following table provides a summary of anticipated future DCP collection by project category. Based on the development data and ratios used in this DCP, it is estimated that about \$17.6m will be collected by the DCP to 2038.

Table 6: Summary of Estimates DCP Costs and Collection

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	\$0	2016-2036	\$0	-
Community Facility CFDI	\$600,000	2016-2036	\$326,294	54.38%
Path PADI	\$15,226,332	2016-2036	\$5,697,585	37.42%
Road RDDI	\$37,945,361	2016-2036	\$8,501,232	22.40%
Drainage RDDI	\$8,100,000	2016-2036	\$3,048,229	37.63%
Total	\$61,871,693		\$17,573,340	28.40%

6.0 ADMINISTRATIVE MATTERS

6.1 Collecting Agency and Development Agency

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

Maroondah City Council is Development Agency for this DCP.

6.2 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 and Community Service land uses.

For land uses not included within the Planning Scheme definition of the above uses, the development contribution that is required for 'Commercial' will be applied unless the Collecting Agency agrees to vary that rate based on a submission by a permit applicant that can, to the satisfaction of the Collecting Agency, justify the application of an alternative rate.

6.3 Payment of Development Contributions

Method of Payment

Payment of development contributions is to be made in cash.

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

Basis for Payment

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

Payment of the Development Infrastructure Levy

Payment of the Development Infrastructure Levy can be made at subdivision stage, planning permit stage or building permit stage.

- Development Infrastructure Levy at Subdivision Stage - Payment of the Development Infrastructure Levy is to be made prior to the issue of a statement of compliance for the approved subdivision.
- Development Infrastructure Levy at Planning Permit Stage - Payment of the Development Infrastructure Levy is to be made prior to the commencement of any development or works.

- Development Infrastructure Levy at Building Permit Stage - Payment of the Development Infrastructure Levy is to be made no later than the date of issue of a building permit under the Building Act 1993.

Payment of the Community Infrastructure Levy

No Community Infrastructure Levy applies to this DCP.

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

6.4 Charge Areas

The Charge Areas for this DCP is the Ringwood MAC DCP Area as shown in Figure 1 of this document.

6.5 Exemptions

No land or development is exempt from this DCP unless exempt by Legislation or Ministerial Direction or Legal Agreement with Maroondah City Council or stated below.

The following development is exempt from this DCP:

- 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;
- Land developed for housing by or for the Department of Health and Human Services, as defined in Ministerial Direction on the Preparation and Content of Development Contributions Plans of 11 October 2016. This exemption does not apply to private dwellings developed by the Department of Health and Human Services or registered housing associations;
- Renovations or alterations to an existing building;
- A small second dwelling;
- Dwelling units that are replaced within a development are exempt. This exemption does not apply to net additional dwelling units created by the development;
- An extension to an existing building (other than a dwelling) that increases the floorspace of the building by 100 sqm or less;
- Construction of and upgrades to existing servicing infrastructure; and
- Individual properties may be exempt from DCP contributions or elements of it if an agreement (executed by section 173 of the Planning and Environment Act) has been entered into. This may include development that has provided works and / or land in

lieu of DCP cash payment contributions and the agreement explicitly exempts the development from making additional development contributions under this DCP.

6.6 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.

6.7 Funding the Gap

The funds received from DCP contributions will fund part of the cost of delivering infrastructure projects identified in the DCP. Under this DCP, it is estimated that:

- Maroondah City Council would be responsible for the funding approximately 71.6% of the cost of the works, or about \$44.3m; and
- Developers would contribute approximately 28.5% of the cost of works, or about \$17.6m over a 20 year period.

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.

6.8 Impact Mitigation

Impact mitigation conditions are development approvals for the recovery of any other costs incurred by the community, Council or other infrastructure providers as a result of the specific nature of development or from development departing from the planned sequence, density or usage pattern anticipated by the DCP. The impact mitigation conditions will be applied on a case by case basis to specific development projects in addition to relevant DCP levies.

6.9 Annual Reporting

Maroondah City Council will provide for regular monitoring and reporting of this 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.”

6.10 DCP Review

The DCP will be reviewed on a four-year basis to ensure the general nature of the document is reasonably consistent with estimates of future development and infrastructure 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 Maroondah City Council, Council will consider options to revise the DCP in full or part as deemed necessary.

6.11 DCP Projects Deemed Not Required

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 additional works, services and facilities as approved by the Minister responsible for the Planning and Environment Act 1987, or will be refunded to owners of land subject to these DCP levies.

APPENDIX A: DEVELOPMENT CONDITIONS AND PROJECTIONS

Existing Conditions

The quantum of development within the Ringwood MAC was derived from Maroondah City Council's property rates data base. This data base is updated every two years primarily for the purpose of valuation rating. For that purpose, the data base identifies each property and quantifies gross floorspace (sqm) by land use type.

A summary of the data for 2018 is shown below.

The Study Area is estimated to have 2,220 properties (including strata titles) and approximately 379,600 sqm of floorspace for the purpose of assessing demand for infrastructure. (The actual count of property assets is 2,565; the difference in these numbers relates to assets that do not generate demand for infrastructure, such as vacant sites, utilities and advertising signs.

The leading land use categories are retail, commercial and residential. For the purpose of this data, all non-residential floorspace that is not coded retail or industrial is defined as commercial. This includes office space and community and institutional floorspace.

Based on the data shown here, there are 1,142 residential units within the MAC.

Table 7: Number of Properties and Floorspace, Ringwood MAC, 2018

	Observations (No.)		Floorspace (SQM)	
Residential	1,142	51.4%	103,299	27.2%
Retail	613	27.6%	166,555	43.9%
Commercial	309	13.9%	69,099	18.2%
Industrial	101	4.5%	36,872	9.7%
Not Classified	55	2.5%	3,774	1.0%
Total	2,220	100.0%	379,599	100.0%

Source: Maroondah City Council Property Data; HillPDA

A more detail view of existing conditions is shown in the table below.

Table 8: Detailed Profile Properties and Floorspace, Ringwood MAC, 2018

Land Use Code	Observations	Floorspace (SQM)
0:No LCC Assigned	317	0
010:Cancelled Assessment/Historic	2	0
100:Vacant Residential Dwelling Site/Surveyed Lot	26	0
110:Detached Dwelling	91	10,020
118:Residential Land (with buildings which add no value)	235	25,126
120:Single Unit/Villa Unit/Townhouse	297	28,056
125:Strata unit or flat	378	29,432

Land Use Code	Observations	Floorspace (SQM)
128:Individual Flat	114	7,910
131:Residential Investment Flats	26	2,533
144:Disability Housing	1	222
200:Commercial Development Site	22	0
202:Commercial Land (buildings add no value)	57	23,399
210:Retail Premises (single occupancy)	131	46,091
211:Retail Premises (multiple occupancies)	2	599
213:Regional/District/Neighbourhood Shopping Complex	448	78,055
214:National Company Retail	12	186
215:Fuel Outlet/Garage/Service Station	1	1,377
217:Bottle Shop/Licensed Liquor Outlet	2	30,012
220:Office Premises	109	1,044
221:Low Rise Office Building	16	10,755
222:Office Premises - Multi-Level Office Building	56	7,600
230:Residential Hotel/Motel/Apartment Hotel Complex	1	1,654
232:Serviced Apartments/Holiday Units	21	5,609
240:Pub/Tavern/Hotel/LicdClub/Restaurant/Licd Restaurant/Nightclub	13	4,433
241:Hotel-Gaming	2	2,065
243:Member Club Facility	1	753
245:National Company Restaurant	2	7,177
251:Cinema Complex	1	2,883
271:Health Clinic	7	9
274:Automatic Teller Machine	11	0
280:Ground Level Parking	6	1,820
284:Vehicle Sales Centre	2	2
290:Advertising Sign	2	0
300:Industrial Development Site	5	2,139
303:Industrial Land (with buildings which add no value)	6	25,579
310:General Purpose Factory	69	8,438
320:General Purpose Warehouse	20	660
333:Rendering Plant	1	55
562:Plant/Tree Nursery	1	0
600:Vacant Land	1	0
624:Electricity Transmission Lines	1	0
654:Closed Roads	4	0
657:Bus Interchange Centre/Bus Terminal	1	340
662:Railway Maintenance Facility	1	0
663:Railway Passenger Terminal Facilities (including stations)	2	163
694:Telecommunication Towers & Aerials	8	426
713:Community Health Centre	2	418
715:Day Care Centre for Children	1	765

Land Use Code	Observations	Floorspace (SQM)
730:Police Facility	1	111
734:Ambulance Station Facility	1	3,075
740:Place of Worship	4	3,727
752:Community Facility	2	2,080
763:Civic Buildings	3	1,776
821:Outdoor Sports Grounds - Town or Suburban Facilities	1	1,025
830:Library/Archives	1	0
844:Parks & Gardens	17	0
Total	2,565	379,599

Source: Maroondah City Council Property Data; HillPDA

Demand and Capacity Context

The table below shows Victoria in Future 2016 population projections for Maroondah and the surrounding four municipalities to 2031, and HillPDA estimates to 2038.

Maroondah's population is expected to increase from 115,700 in 2018 to over 141,700 by 2038. The population of the region is expected to increase from 724,500 in 2018 to 869,500 by 2038.

This demand context will provide opportunities for growth and urban development within the Ringwood MAC area.

Table 9: Regional Population Projections, 2016 to 2038

Area	2016	2018	2021	2026	2031	2038 estimate*
Knox (C)	157,097	159,430	164,100	171,902	180,251	192,195
Manningham (C)	120,664	123,977	128,511	133,947	139,150	148,720
Maroondah (C)	113,841	115,663	119,149	125,333	132,180	141,722
Whitehorse (C)	167,971	172,229	178,069	185,373	193,589	206,846
Yarra Ranges (S)	151,355	153,201	156,322	163,231	170,305	179,942
Regional Total	710,929	724,500	746,151	779,785	815,474	869,426

Source: Victoria in Future 2016 for years 2016 to 2031; 2038 estimated by HillPDA

Future Development Estimates: Retail Development

The likely provision of retail floorspace in a regional centre is based on the overall demand context for retail goods and services within the regional catchment, expressed as floorspace demand, and the relevant centre's market share of that demand.

A retail demand model was developed for this study based on the population growth trends shown above.

The population (of the five municipalities) is estimated to generate a need for at least 1.71m sqm of retail floorspace across the retail economy. The breakdown of the demand is shown by store type in the table below.

By 2038, the region is likely to demand at least 1.97m sqm of retail floorspace. This represents growth of some 260,000 sqm of retail floorspace from regional demand.

At 2018, it is estimated that Ringwood MAC achieved a 9.7% market share of the regional demand.

Assuming the area maintains this market share over the following 20 year period, demand for retail floorspace growth in the Ringwood MAC would be around 25,800 sqm of retail floorspace. This growth figure is used for DCP calculation purposes.

Table 10: Regional Retail Floorspace Demand and Ringwood MAC Market Share, 2018 to 2038

Sector	2018	2028	2038
Supermarkets & Grocery Stores	275,690	302,034	316,150
Specialty Food Stores	65,534	71,789	75,144
Fast-Food Stores	65,907	72,213	75,588
Restaurants, Hotels and Clubs	160,006	175,366	192,209
Department Stores	188,500	206,549	216,203
Clothing Stores	143,086	156,812	164,142
Bulky Goods Stores	473,853	519,194	543,461
Other Personal & Household Goods Retailing	257,130	281,736	294,904
Selected Personal Services	79,991	87,663	96,074
Total Retailing	1,709,698	1,873,355	1,973,873
Ringwood MAC Floorspace (2018)	166,555		
Ringwood MAC Market Share	9.7%	-	-
Ringwood MAC Floorspace at Market Share	-	182,499	192,291
Change in Retail Floorspace (SQM) 2018-2038			25,735

Source: HillPDA

Future Development Estimates: Residential, Commercial and Industrial Development

The approach adopted for assessing future development of Residential, Commercial and Industrial land uses is based on a combination of assessing past investment trends and future investment proposals.

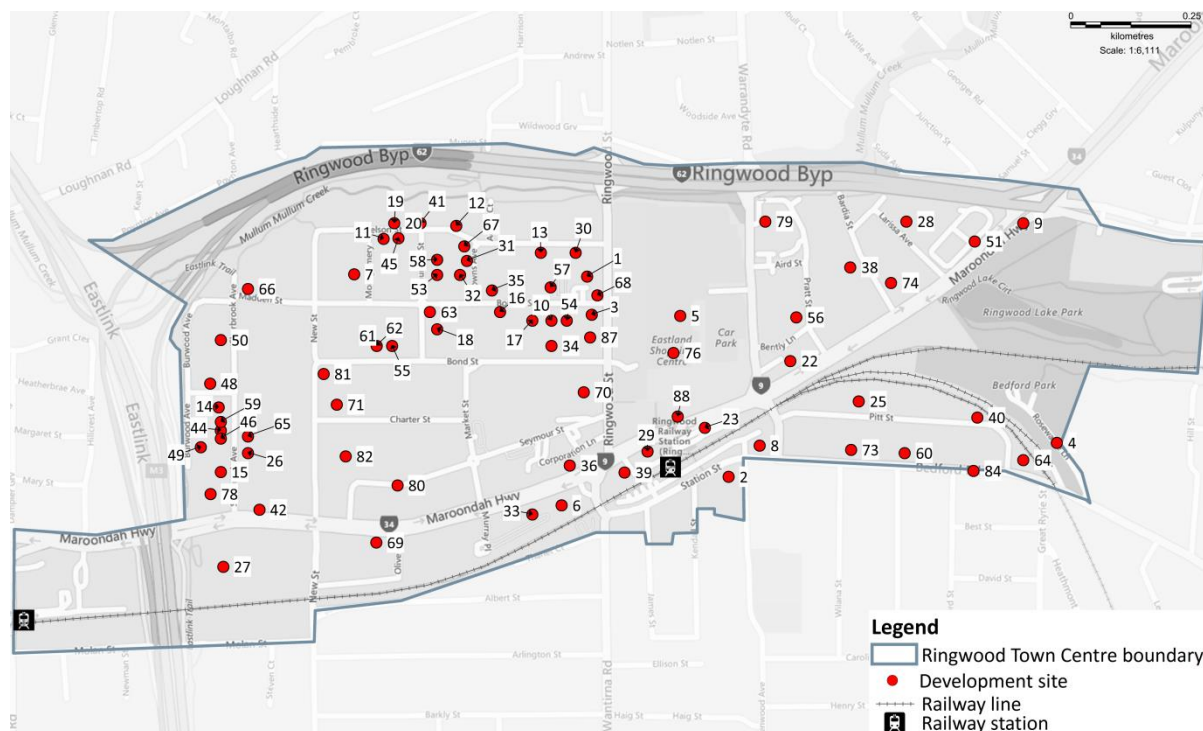
The trends and proposals data provides a local level view of development activity and is usually a reliable indicator of floorspace growth potential.

The outputs of the data have been assessed against high level projections (such as Victoria in Future) and Council's capacity data to ensure that the outcomes are reasonable.

The data is drawn from the Cordell Construction data base. Whilst this is not a perfect data base of activity, it is the best available information of development activity.

Eighty-eight (88) records have been assessed for the Ringwood MAC. Some of the data is noted as being relevant for 'historic trends' (over the past five years), future proposal (over the next four years) or 'not relevant' (by being dated of not proceeding).

Figure 3: Development Activity Sites within Ringwood MAC (as at December 2018)



Source: Cordell Connect; HillPDA

Table 11: Development Activity Sites within Ringwood MAC (as at December 2018)

Map No.	Type	Project Title	Estimated Value	Units	Status
1	Commercial	RINGWOOD STREET COMMERCIAL BUILDING	\$750,000	0	Historic Trend
2	Community	RINGWOOD UNITING CHURCH CHILDCARE CENTRE	\$350,000	0	Historic Trend
3	Community	RINGWOOD POLICE STATION	\$2,609,000	0	Historic Trend
4	Commercial	BILL WILKINS LODGE	\$750,000	0	Future Proposal
5	Commercial	EASTLAND OFFICE DEVELOPMENT/MAROONDAH ADMINISTRATIVE BASE	\$20,000,000	0	Future Proposal
6	Residential	MAROONDAH HIGHWAY APARTMENTS	\$5,000,000	50	Not Relevant
7	Residential	MONTGOMERY STREET APARTMENTS	\$2,000,000	10	Not Relevant
8	Residential	BEDFORD ROAD TOWNHOUSES	\$1,000,000	4	Not Relevant
9	Retail & Commercial	EASTLAND SHOPPING CENTRE MIXED USE DEVELOPMENT/LIBRARY/TOWN SQUARE	\$325,000,000	0	Historic Trend
10	Residential	BOURKE STREET APARTMENTS	\$2,500,000	12	Historic Trend
11	Residential	NELSON STREET APARTMENTS	\$800,000	12	Historic Trend
12	Residential	NELSON STREET APARTMENTS	\$1,500,000	12	Historic Trend
13	Residential	NELSON STREET APARTMENTS	\$2,790,000	13	Historic Trend
14	Residential	HEATHERBRAE AVENUE EAST APARTMENTS	\$4,800,000	24	Historic Trend
15	Residential	SHERBROOK AVENUE APARTMENTS	\$5,000,000	30	Future Proposal
16	Residential	THE EDGE APARTMENTS	\$8,000,000	37	Future Proposal
17	Residential	BOURKE STREET APARTMENT BUILDING	\$5,500,000	37	Historic Trend
18	Residential	CHURCHILL STREET APARTMENTS	\$3,200,000	38	Historic Trend
19	Residential	GARDEN SQUARE	\$6,000,000	49	Future Proposal

Map No.	Type	Project Title	Estimated Value	Units	Status
20	Residential	EDEN SQUARE	\$20,000,000	59	Future Proposal
21	Residential	VALLEY SQUARE	\$10,000,000	85	Future Proposal
22	Residential	233 EAST MIXED USE DEVELOPMENT	\$23,000,000	97	Future Proposal
23	Residential	RINGWOOD RAILWAY STATION DRIVERS DEPOT	\$500,000	0	Historic Trend
24	Commercial	SAGE HOTEL EASTLAND	\$27,000,000	120	Historic Trend
25	Residential	PITT STREET TOWNHOUSES	\$600,000	4	Historic Trend
26	Residential	SHERBROOK AVENUE TOWNHOUSES	\$1,200,000	6	Future Proposal
27	Residential	MAROONDAH HIGHWAY MIXED USE DEVELOPMENT	\$9,000,000	0	Future Proposal
28	Mixed Use	LARISSA AVENUE MIXED USE DEVELOPMENT SITE	\$6,000,000	0	Future Proposal
29	Retail	MAROONDAH HIGHWAY RINGWOOD STATION PRECINCT MIXED USE DEVELOPMENT	\$10,000,000	0	Future Proposal
30	Residential	NELSON BOURKE DEVELOPMENT STAGE 1	\$30,000,000	112	Future Proposal
31	Residential	BROWNS AVENUE APARTMENTS	\$3,750,000	25	Historic Trend
32	Residential	BROWNS ROAD APARTMENTS	\$7,500,000	33	Historic Trend
33	Residential & Commercial	EVELYN MIXED USE DEVELOPMENT	\$6,000,000	45	Historic Trend
34	Residential	BOND STREET MIXED USE DEVELOPMENT	\$5,000,000	49	Future Proposal
35	Residential	BOURKE STREET APARTMENTS	\$750,000	9	Historic Trend
36	Commercial	MAROONDAH HIGHWAY NIGHTCLUB	\$3,000,000	0	Future Proposal
37	Community	RINGWOOD LAKE MINER'S PARK PROJECT	\$100,000	0	Historic Trend
38	Residential	ROCHER APARTMENTS	\$10,000,000	35	Future Proposal
39	Community	RINGWOOD RAILWAY STATION PROTECTIVE SERVICES OFFICES (PSO) INFRASTRUCTURE	\$250,000	0	Historic Trend
40	Residential	PITT STREET APARTMENTS	\$900,000	5	Not Relevant
41	Residential	NELSON STREET DWELLINGS	\$1,800,000	7	Not Relevant
42	Mixed Use	MAROONDAH HIGHWAY REDEVELOPMENT SITE	\$4,100,000	0	Not Relevant
43	Community	RINGWOOD LAKE PUBLIC TOILETS	\$200,000	0	Historic Trend
44	Residential	SHERBROOK AVENUE APARTMENTS	\$1,800,000	6	Future Proposal
45	Residential	NELSON STREET DWELLINGS	\$1,500,000	6	Future Proposal
46	Residential	SHERBROOK AVENUE DWELLINGS	\$1,500,000	6	Future Proposal
47	Residential & Commercial	MAROONDAH HIGHWAY COMMERCIAL DEVELOPMENT	\$4,000,000	40	Future Proposal
48	Residential	HEATHERBRAE AVENUE EAST TOWNHOUSES	\$1,800,000	6	Future Proposal
49	Residential	BURWOOD AVENUE TOWNHOUSES	\$1,200,000	6	Future Proposal
50	Residential	SHERBROOK AVENUE APARTMENTS	\$2,000,000	12	Future Proposal
51	Residential	EVITA	\$44,000,000	244	Future Proposal
52	Residential	RINGWOOD RESIDENCE	\$25,000,000	225	Future Proposal
53	Residential	CHURCHILL STREET APARTMENTS	\$5,000,000	33	Future Proposal
54	Residential	BOURKE STREET APARTMENT BUILDING	\$6,000,000	40	Future Proposal
55	Residential	SKYROS	\$4,000,000	44	Future Proposal
56	Residential	PRATT STREET MIXED USE DEVELOPMENT	\$11,000,000	44	Future Proposal
57	Residential	NELSON BOURKE DEVELOPMENT STAGE 2	\$12,000,000	52	Future Proposal
58	Residential	CHURCHILL STREET APARTMENTS	\$1,500,000	6	Future Proposal
59	Residential	SHERBROOK AVENUE APARTMENTS	\$1,800,000	6	Future Proposal
60	Residential	BEDFORD ROAD APARTMENTS	\$3,000,000	7	Future Proposal

Map No.	Type	Project Title	Estimated Value	Units	Status
61	Residential	BOND CENTRAL	\$10,000,000	78	Future Proposal
62	Residential	BOND STREET APARTMENTS	\$27,000,000	80	Future Proposal
63	Residential	CHURCHILL STREET DWELLINGS	\$700,000	3	Future Proposal
64	Residential	BEDFORD ROAD DWELLINGS	\$980,000	5	Future Proposal
65	Residential	SHERBROOK AVENUE DWELLINGS	\$1,500,000	6	Future Proposal
66	Residential	SHERBROOK AVENUE DWELLINGS	\$1,800,000	6	Future Proposal
67	Residential	NELSON STREET DWELLINGS	\$1,000,000	6	Future Proposal
68	Mixed Use	RINGWOOD STREET MIXED USE DEVELOPMENT	\$2,000,000	0	Future Proposal
69	Commercial	MAROONDAH HIGHWAY OFFICE BUILDING	\$12,000,000	0	Future Proposal
70	Commercial & Retail	RINGWOOD STREET COMMERCIAL DEVELOPMENT	\$60,000,000	0	Future Proposal
71	Commercial	CHARTER STREET MARTIAL ARTS TRAINING STUDIO	\$700,000	0	Future Proposal
72	Residential	PITT STREET TOWNHOUSES	\$800,000	4	Future Proposal
73	Residential	BEDFORD ROAD DWELLINGS	\$1,500,000	5	Future Proposal
74	Residential	BARDIA STREET RESIDENTIAL DEVELOPMENT	\$10,000,000	66	Future Proposal
75	Community	MAGISTRATES COURT VICTORIA	\$750,000	0	Historic Trend
76	Retail	COLES EASTLAND	\$500,000	0	Historic Trend
77	Retail	WOOLWORTHS EASTLAND	\$500,000	0	Historic Trend
78	Commercial	THE COACH & HORSES HOTEL	\$2,000,000	0	Historic Trend
79	Community	EASTLAND STAGE 5 TEMPORARY LIBRARY	\$500,000	0	Historic Trend
80	Retail	BUNNINGS WAREHOUSE RINGWOOD	\$3,000,000	0	Historic Trend
81	Retail	BOND STREET COMMERCIAL SHOWROOM	\$200,000	0	Historic Trend
82	Retail	ALDI SUPERMARKET RINGWOOD	\$300,000	0	Historic Trend
83	Retail	PACO'S TACOS RESTAURANT EASTLAND	\$500,000	0	Historic Trend
84	Commercial	BEDFORD PARK BALLET STUDIO	\$350,000	0	Historic Trend
85	Community	RINGWOOD SECONDARY COLLEGE UPGRADE STAGE 2	\$5,500,000	0	Future Proposal
86	Community	BEDFORD PARK SCOUT HALL	\$220,000	0	Historic Trend
87	Commercial	ABACUS HOUSE	\$500,000	0	Historic Trend
88	Community	RINGWOOD RAILWAY STATION AND BUS INTERCHANGE	\$40,460,000	0	Historic Trend

Source: Cordell Connect; HillPDA

The data has been summarised in terms of past trends in the table below.

This suggests that Ringwood has accommodated 33 projects with a total value of \$446m over five years. This includes \$325m nominated for the Eastland project.

When Eastland is taken out of the data, the per annum investment trend is \$9m pa for community uses, \$8m pa for residential uses, \$6.1m pa for commercial uses and \$1m pa for retail uses. No industrial activity is recorded.

Table 12: Development Activity Summary, Ringwood MAC, 203 to 2018

	Projects	Value	Units	Average Annual Investment Over 5 Years
Retail	7	\$330,000,000		\$66,000,000
Residential	13	\$40,190,000	264	\$8,038,000
Community	8	\$45,219,000		\$9,043,800
Commercial	5	\$30,600,000		\$6,120,000
Total	33	\$446,009,000	264	\$89,201,800
<i>Retail excluding Eastland</i>	6	\$5,000,000		\$1,000,000

Source: Cordell Connect; HillPDA

Extrapolating this annual trend over 20 years and converting the investment into floorspace (using \$3,500/sqm gross investment), provides a guide to possible future development take-up.

This approach suggests Ringwood MAC could increase its stock of floorspace by 132,600 sqm. The number of residential units would increase by 5,280 on this basis. This is one perspective of future potential.

Table 13: 20-Year Development Potential (Past Trends Method), Ringwood MAC

	20 Year Investment Extrapolation	Estimated Floorspace at \$3,500 / SQM	Units
Retail (excluding Eastland)	\$20,000,000	5,714	-
Residential	\$160,760,000	45,931	1,056
Community	\$180,876,000	51,679	-
Commercial	\$122,400,000	34,971	-
Total	\$464,036,000	132,582	5,280

Source: HillPDA

The following table shows development proposals nominated for 2019 to 2022 completion. Overall, there are 47 projects on the books which propose to deliver \$429.5m worth of investment including 1,601 residential units.

Not all of the projects will be completed in this timeframe or at all. A typical conservative 'completion rate' for project is 25%.

Table 14: Development Activity Summary, Ringwood MAC, 203 to 2018

	Projects		Value		Units
Retail	1	2.1%	\$10,000,000	2.3%	
Residential	37	78.7%	\$309,580,000	72.1%	1,601
Community	1	2.1%	\$5,500,000	1.3%	
Mixed Use	3	6.4%	\$68,000,000	15.8%	
Commercial	5	10.6%	\$36,450,000	8.5%	
Total	47	100.0%	\$429,530,000	100.0%	

Source: Cordell Connect; HillPDA

The following table takes 25% of the proposed investment and expresses that level of activity over 20 years and in terms of floorspace development.

This guide suggests Ringwood MAC could increase its stock of floorspace by 153,500 sqm. The number of residential units would increase by 2,001 on this basis. This provides another perspective of future potential.

Table 15: 20-Year Development Potential (Development Proposals Method), Ringwood MAC

	Value Over 4 Years Assuming 25% Completion	Value Extrapolated Over 20 Years	Estimated Floorspace at \$3,500 / SQM	Units
Retail	\$2,500,000	\$12,500,000	3,571	-
Residential	\$77,395,000	\$386,975,000	110,564	2,001
Community	\$1,375,000	\$6,875,000	1,964	-
Mixed Use	\$17,000,000	\$85,000,000	24,286	-
Commercial	\$9,112,500	\$45,562,500	13,018	-
Total	\$107,382,500	\$536,912,500	153,404	

Source: HillPDA

Synthesis of Development Potential

For the purpose of this DCP, the following data sources are used for the development conditions and projections:

- Development conditions as at 2018: as summarised from the property rates data shown above excluding Not Classified floorspace;
- Retail development projections: as shown in the retail demand assessment sub-section above;
- Residential and commercial development projections: derived from the mid-point of the two methods shown above (with commercial including community and mixed uses for DCP purposes); and

- Industrial development projections: assumes no net change to overall floorspace level.

The results are shown in the table below.

Table 16: Summary of Development Conditions and Projections, Ringwood MAC, 2018 to 2038

	2018 Conditions		2038 Projections	
	Floorspace (SQM)	Units	Floorspace (SQM)	Units
Residential	103,299	1,142	181,547	2,671
Retail	166,555	-	192,290	-
Commercial	69,099	-	132,058	-
Industrial	36,872	-	36,872	-
Total	375,825	1,142	542,767	2,671

Source: Maroondah City Council Property Data 2018; HillPDA

APPENDIX B: EQUIVALENCE RATIOS

The following sources of information were used for the equivalence ratios shown 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

- No ratios are used for community facility 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

Drainage

- The ratios adopted for drainage use in this DCP is based on the standard equivalence ratios specified in the DCP Guidelines (2007, p45) for site area, with an additional conversion used to express the ratios in terms of floorspace:
 - Residential 1 dwelling
 - Retail premises 300 sqm of site area in DCP Guidelines; it is assumed that the average floorspace ratio is 35% and therefore floorspace is 105 sqm: rounded to 100 sqm
 - Office premises – assumes the same built form and drainage characteristics as retail in this DCP
 - Industry (other than service industry) 540 sqm of site area in DCP Guidelines; it is assumed that the average floorspace ratio for an industrial site is 35% and therefore floorspace is 189 sqm: rounded to 200 sqm

APPENDIX C: COST ASSUMPTIONS

Maroondah City Council officers have developed cost estimates for infrastructure projects required for the next phase of development within the Ringwood MAC. The cost estimates and the assumptions supporting the estimates are shown in the table below.

Table 17: Cost Estimate Methodology – Infrastructure Plan Ringwood MAC, August 2018

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
1	Ringwood Lake Bridge and boardwalk replacement	– Ringwood Lake Park Management & Maintenance Plan Recommendations 5.1.9, 5.2.13, 5.3.9, 5.8.13.	– Unit rates to replace boardwalk – includes to either dredge the lake or use a barge – includes 20% contingency	\$1,200,000
2	Lighting at Ringwood Lake	– Ringwood Lake Park Management & Maintenance Plan Recommendations 5.6.4 and 5.6.8	– Benchmarking – Includes 20% contingency	\$480,000
3	Upgrade or replace the Soundshell at Ringwood Lake	– Ringwood Lake Park Management & Maintenance Plan Recommendations 5.2.13, 5.3.9, 5.8.13	– Benchmarking – Includes 20% contingency	\$600,000
4	Path upgrades and realignments at Ringwood Lake	– Ringwood Lake Park Management & Maintenance Plan	Unit rates for: – asphalt (6539m ² @\$55/m ² = \$359,645) – Brick (459m ² @ \$66/m ² = \$30,294), – concrete (280m ² @ \$66/m ² = \$18,480) – crushed rock (1528m ² @ \$35/m ² = \$53,480) – Includes 20% contingency	\$554,278.80
5	Roadway Improvements Maroondah Highway Boulevard Treatment – eastern extension – Warrandyte Road to Larissa Avenue. Distance = 1km	– Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	– Unit rates for paving and asphalt from NSW Local Infrastructure Benchmark Costs (Independent Pricing and Regulatory Tribunal) plus compounded interest to 2018 using a 1.9% interest rate for four years compounded quarterly – Asphalt: shared pedestrian/vehicular access \$221/m ² (\$1,326,000) – Paving: precast concrete \$213/m ² (\$1,278,000)	\$8,171,800

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
			<ul style="list-style-type: none"> Multi these figures by 100m (l) x 6m(w) = A2 then x by 10 for 1km based on Ringwood Station frontage for width Unit rate determined from Annual supply contract rates Kerb rates (inclusive of: excavation / disposal of existing kerb and installation of agi) - \$193/ lin.m (B2 Kerb) (\$193,000) Asphalt rates (assume Maroondah Highway 40mm overlay Size 14 Type V) - \$320/ sq.m (\$3,040,000) Square metre size determined 9.5m wide (allowing for 2.5 lanes and left and right turn lanes at intersections, plus one bike lane) by 100m length Includes 40% contingency 	
6	Roadway Improvements - Maroondah Hwy boulevard treatment - western extension - Wantirna Road to New Street Distance = 1.3km	<ul style="list-style-type: none"> Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8 	<ul style="list-style-type: none"> Unit rates for paving and asphalt taken from NSW Local Infrastructure Benchmark Costs (Independent Pricing and Regulatory Tribunal) plus compounded interest to 2018 using a 1.9% interest rate for four years compounded quarterly Asphalt; shared pedestrian/vehicular access \$221/m2 (\$1,723,800) Paving; precast concrete \$213/m2 (\$1,661,400) Multi these figures by 100m (l) x 6m(w) = A2 then x by 10 for 1km based on Ringwood Station frontage for width Unit rate determined from Annual supply contract rates Kerb rates (inclusive of: excavation / disposal of existing kerb and installation of agi) - \$193/ lin.m (B2 Kerb) (\$250,900) Asphalt rates (assume Maroondah Highway 40mm overlay Size 14 Type V) - \$320/ sq.m (\$3,952,000) Square metre size determined 9.5m wide (allowing for 2.5 lanes and left and right turn lanes at intersections, plus one bike lane) by 100m length 	\$10,623,340

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
			– Includes 40% contingency	
7	Roadway Improvements - New Street improvements - Bond Street to just south of Maroondah Highway	– Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	– Detailed costings from Reference Document	\$5,659,121
8	Roadway Improvements - New east-west roadway - southern - Warrandyte Road to Maroondah Highway	– Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	<ul style="list-style-type: none"> – Distance = 700m – Benchmarking using the greenfield rate from NSW Local Infrastructure Benchmark Costs (Independent Pricing and Regulatory Tribunal) plus compounded interest to 2018 using a 1.9% interest rate for four years compounded quarterly – Greenfield rates = \$3917/m (\$2,741,900) – Paving; precast concrete \$213/m2 (\$894,600) – Multi these figures by 100m (l) x 6m(w) = A2 then x by 10 for 1km based on Ringwood Station frontage for width – Plus 2 signalised intersections@\$2,000,000 each – 40% contingency 	\$10,691,100
9	New Intersections & Road Crossings - Signalisation of New Street/Bond Street	– Transport & Movement Priorities Report Sections 4.5.2	<ul style="list-style-type: none"> – Benchmarking against VicRoad figures – 40% contingency 	\$2,800,000
10	Pedestrian & Bicycle Improvements - Initial RMAC bicycle projects - Bicycle Projects 6, 9, 13A, 32 and 35	– Transport & Movement Priorities Report Sections 4.5.1; Appendix A	<ul style="list-style-type: none"> – \$170 per lineal metre footpaths that are 1.5 metres wide, – An increased rate to \$467.50 per lineal metre for high quality / high use shared path that will be 4.0 metres – 40% contingency applied 	\$1,396,266.67
11	Pedestrian & Bicycle Improvements - Murray Place bicycle facilities - part of Bicycle	– Transport & Movement Priorities Report Sections 4.2.3, 4.5.1	<ul style="list-style-type: none"> – Benchmarking against Warrandyte Road underpass quote for \$2,000,000 – 40% contingency 	\$2,800,000

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
	Project 7			
12	Drainage and Water Sensitive Urban Design	<ul style="list-style-type: none"> – Flood Management Plan – Water Sensitive City Strategy 	<ul style="list-style-type: none"> – Sherbrook Catchment works - \$6.1 million – Sherbrook Drainage works WSUD - \$400k – Sherbrook Pocket Park WSUD - \$200k – Acacia Court WSUD - \$400k – Ringwood Lake - \$1million 	\$8,100,000
13	Streetscape – RMAC Street Furniture	– Ringwood Urban Design Manual	<p>Unit rates with 20% contingency:</p> <ol style="list-style-type: none"> 1. Town Centre / commercial and retail precinct = 1.77km 2. Commercial precinct = 3.5km 3. Residential precinct = 5.5km <p>Town Centre / Commercial precinct (supply only):</p> <ul style="list-style-type: none"> – Seat @ 100m intervals = 17 x \$1,995 ea = \$33,915 – Bin @ 100m intervals = [17 x \$3,850 ea = \$64,450] + 17 (recycling @ \$3850) = \$130,900 – Bike Rack @ 200m intervals = 9 x \$900 ea = \$8,100 – Tree grate (\$550) and guard (\$900) @ 50m intervals = 35 x \$1,450 ea = \$50,750 – Bollards @ 10m intervals = 50 x \$900 = \$45,000 – Supply = \$268,665 + Install = \$110,000 <p>Commercial precinct (supply only):</p> <ul style="list-style-type: none"> – Seat @ 200m intervals = 17 x \$1,995 ea = \$33,915 – Bin @ 200m intervals = [17 x \$3,850 ea = \$64,450] + 9 (recycling @ \$3,850) = \$100,100 – Bike Rack @ 400m intervals = 9 x \$900 ea = \$8,100 – Tree grate (\$550) and guard (\$900) @ 50m intervals = 70 x \$1,450 ea = \$101,500 – Bollards @ 10m intervals = 100 x \$900 = \$90,000 (Maroondah Hwy @ 900m) – Supply = \$333,615 + Install = \$150,000 <p>Residential precinct (supply only):</p> <ul style="list-style-type: none"> – Seat @ 400m intervals = 14 x \$1,995 ea = \$27,930 – Bin @ 400m intervals = 14 x \$3,850 ea = \$53,900 	\$1,442,052

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
			<ul style="list-style-type: none"> – Bike Rack @ 600m intervals = 9 x \$900 ea = \$8,100 – Tree grate (\$550) and guard (\$900) @ 50m intervals = 110 x \$1,450 ea = \$159,500 – Supply = \$249,430 + Install = \$90,000 	
14	Streetscape – Lighting	<ul style="list-style-type: none"> – Public Lighting Policy – Ringwood Urban Design Manual 	<ul style="list-style-type: none"> – Unit rates with 10% Contingency – Preliminary Opinion of Probable Cost (POPC) for lighting infrastructure within Ringwood MAC – Supply 10.5m galv steel light pole (frangible) +3.5m outreach arm + 2 pack paint system finish (MCC Grey) @ \$3,500ea. – Supply Sylvania luminaire: Product: GeoLED Code: GL80103.9006 @ \$800ea – Install light pole and outreach arm + Luminaire – includes cutting exist concrete, excavation, prep and pour of concrete base with hold-down bolts, installation of pole and luminaire and associated electrical works @ \$1,450ea – TOTAL supply and install per pole = \$5,750 – Supply and installation of 350 No units @ \$5,750ea = \$2,012,500 – Electricity disconnection and making good, pole removal and equipment hire \$250/pole = \$87,500 – + 10% contingency = \$2,310,000 	\$2,310,000
15	Urban Design – Staley Gardens Revitalisation		<ul style="list-style-type: none"> – Benchmarking with 10% contingency – Previous works cost comparison – Sherbrook Park project = \$525,000 @ 2,900sqm – Cost per sqm = \$180 p/sqm – Staley Gardens = 6,000sqm – Estimate only 3,500sqm are will be subject to revitalisation – 3,500sqm x \$180 p/sqm = \$630,000 + 2.5% CPI for 5 years 	\$779,625
16	Urban Design – Maroondah Highway	<ul style="list-style-type: none"> – Ringwood Urban Design Manual 	Unit rates with 10% contingency <ul style="list-style-type: none"> – Paving = \$1,946,880 – Kerb & Channel = \$441,584 – Asphalt Paving = \$186,000 – WSUD = \$600,000 	\$4,264,110

Project ID	Project Name	Reference Document	Cost Estimate Methodology	Cost Estimate
			<ul style="list-style-type: none"> – Maroondah Highway Boulevard works = \$702,000 – Total = \$4,264,110 (\$3,876,464 + 10% contingency (\$387,646)) <p>Paving = \$1,946,880</p> <ul style="list-style-type: none"> – 2,880m x 4m = 11,520sqm – Paving supply and install @ \$169sqm – 11,520sqm x \$169 = \$1,946,880 <p>Kerb & Channel = \$441,584</p> <ul style="list-style-type: none"> – 2,288m x \$193 p/m = \$441,584 <p>Asphalt Paving = \$186,000</p> <ul style="list-style-type: none"> – 1,000m x 2 = 2,000sqm – 2,000sqm x \$93 = \$186,000 <p>WSUD = \$600,000</p> <ul style="list-style-type: none"> – 1,000sqm x \$600sqm = \$600,000 <p>Maroondah Highway Boulevard works = \$702,000</p> <ul style="list-style-type: none"> – Central median preparatory earth works + making good – 800m x 3m = 2,400sqm – 2,400sqm x \$100 = \$240,000 – Central median concrete works – 800m x 2m = 1,600sqm – 1,600sqm x \$125 = \$200,000 – Central median drainage & Irrigation works – 800m x \$250 = \$200,000 – Earthworks (soil & mulch): – 800m x 2m 0.5m = 800sqm – 800sqm x \$50 = \$40,000 – Planting – Tree (3m high) @ \$1,500ea (20m centres) – 40 x \$550 = \$22,000 	

Source: Maroondah City Council

APPENDIX D: LEVY CALCULATIONS

The table below shows the list of projects and DCP levy calculations.

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

Table 18: DCP Levy Calculations

Project Number	Project Category	Project Name	Reference Document	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit
1	Paths	Ringwood Lake Bridge and boardwalk replacement	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.1.9, 5.2.13, 5.3.9, 5.8.13.	\$2,036	\$1,200,000	PADI	Area 01	7,950	5.00%	95.00%	\$1,140,000	\$143
2	Lighting	Lighting at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.6.4 and 5.6.8	\$2,036	\$480,000	PADI	Area 01	7,950	5.00%	95.00%	\$456,000	\$57
3	Community Facility	Upgrade or replace the Soundshell at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan Recommendations 5.2.13, 5.3.9, 5.8.13	\$2,036	\$600,000	CFDI	Area 01	2,671	5.00%	95.00%	\$570,000	\$213
4	Paths	Path upgrades and realignments at Ringwood Lake	Ringwood Lake Park Management & Maintenance Plan	\$2,036	\$554,279	PADI	Area 01	7,950	5.00%	95.00%	\$526,565	\$66
5	Roadworks	Roadway Improvements Maroondah Highway Boulevard Treatment – eastern extension – Warrandyte Road to Larissa Avenue. Distance = 1km.	Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	\$2,036	\$8,171,800	RDDI	Area 01	14,433	5.00%	95.00%	\$7,763,210	\$538
6	Roadworks	Roadway Improvements - Maroondah Hwy boulevard treatment - western extension - Wantirna Road to New Street Distance = 1.3km	Transport & Movement Priorities Report Sections 4.2.3; 4.4; 4.4.2; 4.4.4; 4.4.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	\$2,036	\$10,623,340	RDDI	Area 01	14,433	5.00%	95.00%	\$10,092,173	\$699
7	Roadworks	Roadway Improvements - New Street improvements - Bond Street to just south of Maroondah Highway	Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	\$2,036	\$5,659,121	RDDI	Area 01	14,433	5.00%	95.00%	\$5,376,165	\$372
8	Roadworks	Roadway Improvements - New east-west roadway - southern - Warrandyte Road to Maroondah Highway	Transport & Movement Priorities Report Sections 4.2.3; 4.3.5; 4.5.1; Appendix A; 4.5.2; 4.5.3; 5.1.8	\$2,036	\$10,691,100	RDDI	Area 01	14,433	5.00%	95.00%	\$10,156,545	\$704
9	Roadworks	New Intersections & Road Crossings - Signalisation of New	Transport & Movement Priorities Report Sections 4.5.2	\$2,036	\$2,800,000	RDDI	Area 01	14,433	5.00%	95.00%	\$2,660,000	\$184

Project Number	Project Category	Project Name	Reference Document	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit
		Street/Bond Street										
10	Paths	Pedestrian & Bicycle Improvements - Initial RMAC bicycle projects - Bicycle Projects 6, 9, 13A, 32 and 35	Transport & Movement Priorities Report Sections 4.5.1; Appendix A	\$2,036	\$1,396,267	PADI	Area 01	7,950	5.00%	95.00%	\$1,326,453	\$167
11	Paths	Pedestrian & Bicycle Improvements - Murray Place bicycle facilities - part of Bicycle Project 7	Transport & Movement Priorities Report Sections 4.2.3, 4.5.1	\$2,036	\$2,800,000	PADI	Area 01	7,950	5.00%	95.00%	\$2,660,000	\$335
12	Drainage	Drainage and Water Sensitive Urban Design	Flood Management Plan, Water Sensitive City Strategy	\$2,036	\$8,100,000	DRDI	Area 01	6,099	5.00%	95.00%	\$7,695,000	\$1,262
13	Streetscape	Streetscape – RMAC Street Furniture	Ringwood Urban Design Manual	\$2,036	\$1,442,052	PADI	Area 01	7,950	5.00%	95.00%	\$1,369,949	\$172
14	Streetscape	Streetscape – Lighting	Public Lighting Policy	\$2,036	\$2,310,000	PADI	Area 01	7,950	5.00%	95.00%	\$2,194,500	\$276
15	Streetscape	Urban Design – Staley Gardens Revitalisation	Ringwood Urban Design Manual	\$2,036	\$779,625	PADI	Area 01	7,950	5.00%	95.00%	\$740,644	\$93
16	Streetscape	Urban Design – Maroondah Highway	Ringwood Urban Design Manual	\$2,036	\$4,264,110	PADI	Area 01	7,950	5.00%	95.00%	\$4,050,905	\$510

APPENDIX E: ANNUAL REPORTING REQUIREMENTS

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

Figure 4: Format of DCP Reporting Tables

Annexure MINISTERIAL REPORTING REQUIREMENTS

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

DCP name and year approved	Levies received in [Insert Year] 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								

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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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This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.

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MELBOURNE

Suite 114, 838 Collins Street

Docklands VIC 3008

t: +61 3 9629 1842

f: +61 3 9629 6315

e: melbourne@hillpda.com

SYDNEY

Level 3, 234 George Street

Sydney NSW 2000

GPO Box 2748 Sydney NSW 2001

t: +61 2 9252 8777

f: +61 2 9252 6077

e: sydney@hillpda.com

WWW.HILLPDA.COM