



**WHITEHORSE
CITY COUNCIL**

HiIPDA
CONSULTING

Whitehorse Development Contributions Plan

Prepared for Whitehorse
City Council

October 2023

Amended December 2023 - VC249

Contents

1.0	Introduction	1
1.1	Purpose	1
1.2	Structure	1
1.3	Acknowledgement	2
2.0	DCP Area	3
2.1	Area Definitions in this DCP	3
2.2	DCP Area and Charge Areas	3
2.3	Development Types	3
3.0	Policy Basis.....	5
3.1	Legal Basis	5
3.2	Policy and Strategy Basis.....	7
3.3	Suburban Rail Loop	9
3.4	Development and Infrastructure Details	10
4.0	Development Conditions	11
4.1	Population Context	11
4.2	Demographic Context	11
4.3	Economic Context	12
4.4	Development Areas.....	12
4.5	Development Conditions and Projections for DCP	14
5.0	Infrastructure Projects.....	17
5.1	DCP Infrastructure Overview	17
5.2	DCP Infrastructure List	17
6.0	DCP Levies and Summary.....	28
6.1	Levy Calculation Method	28
6.2	Nexus Principles	28
6.3	Equivalence Ratios and Total Demand Units	28
6.4	External Demand Allowance	29
6.5	DCP Levies	29
6.6	Indexation of DCP Levies.....	31
6.7	Summary of DCP	31
7.0	DCP Administration	32
7.1	Collecting Agency and Development Agency.....	32
7.2	Liability for Development Contributions.....	32
7.3	Payment of Development Contributions	32
7.4	Charge Areas	33
7.5	Exemptions.....	33
7.6	Funding the Gap.....	34
7.7	Annual Reporting	34

Amended by VC249

7.8	DCP Review	34
7.9	DCP Projects and Unspent Funds.....	34
Appendix 1: Development Definitions		36
Appendix 2: Policy Details		39
Appendix 3: Development Projections.....		64
Appendix 4: Total Demand Units		70
Appendix 5: Levy Calculations		74
Appendix 6: DCP Reporting Requirements		83

1.0 INTRODUCTION

1.1 Purpose

The purpose of this approved Whitehorse Development Contribution Plan 2022 (DCP) is to identify infrastructure projects that will be delivered by Whitehorse City Council over a nominal 20 year period and show associated levies for those infrastructure projects to be imposed on defined classes of development to contribute towards the funding of the infrastructure projects. The DCP timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This DCP will end 20 years from the Approval Date.

The infrastructure projects included in this DCP have been identified by Whitehorse City Council as being required to meet community needs and expectations over a nominal 20 year period. This DCP does not list all infrastructure that will be delivered by Council over this time period but only those infrastructure projects that are known to be needed at the time of DCP preparation and which are compliant with relevant development contribution plan legislation, directions and guidelines.

This DCP has been prepared having regard to the state government's approved cost apportionment method. The method is designed to ensure that the cost of providing infrastructure is shared between developers and the wider community on a fair and reasonable basis using 'share of use' principles.

1.2 Structure

This DCP is structured as follows:

- Section 2: This section shows the area and development types to which the DCP applies
- Section 3: This section provides a summary of the legal basis for the DCP and policy material that supports the development data and infrastructure projects shown in this DCP
- Section 4: This section shows the development data used in the DCP and total demand units used in the DCP levy calculations
- Section 5: This section shows the infrastructure projects listed in this DCP, including cost estimate, location and main catchment area information
- Section 6: This section shows the DCP's levies for development types and areas within the municipality and method for calculating levies
- Section 7: This section shows the DCP administrative and operational matters as defined by legislation and directions
- Appendices are attached to this document as follows:
 - Appendix 1: Development Definitions

- Appendix 2: Policy Details
- Appendix 3: Development Projections
- Appendix 4: Total Demand Units
- Appendix 5: Levy Calculations
- Appendix 6: DCP Reporting Requirements.

1.3 Acknowledgement

This document has been prepared by HillPDA with the assistance of Whitehorse City Council officers. Council officers provided infrastructure project information and advice regarding project specifications and selection and the costing of that infrastructure.

2.0 DCP AREA

2.1 Area Definitions in this DCP

This DCP refers to the term ‘area’ in multiple ways. To avoid confusion, the following definitions apply:

- DCP area - This is the total area covered by a DCP Overlay in the Planning Scheme.
- Analysis area - This area is used to define infrastructure project catchments in this DCP, separately for each infrastructure project. A project catchment can be the whole DCP area or part of it. A single analysis area is the smallest potential project catchment. Multiple analysis areas can be aggregated to define larger catchments for infrastructure projects that have larger catchments.
- Main catchment area (MCA) - The area that is assessed to be the main demand generator for an infrastructure project. This is one or a group of analysis areas.
- Charge (or levy) area - This is an area for which a unique DCP levy is set in this DCP. In most cases, charge areas are exactly the same as analysis areas.

2.2 DCP Area and Charge Areas

The area to which the DCP applies is shown in Figure 1 below. This is all of the City of Whitehorse.

The DCP area is divided into 17 separate analysis areas and charge areas for which a unique levy is calculated. The 17 charge areas are suburb-based data areas within the municipality and also include the Box Hill Metropolitan Activity Centre. The areas are sourced from the Whitehorse City Council ‘forecast .id’¹ data areas.

The DCP charge areas are deemed small enough to represent a community of interest and avoid the prospect of serious cross-subsidisation within the context of cost apportionment undertaken in the construct of this DCP.

Development in the DCP area will be required to pay a contribution in accordance with its estimated share of use of the scheduled infrastructure which in turn is defined by the number of demand units which comprises that development.

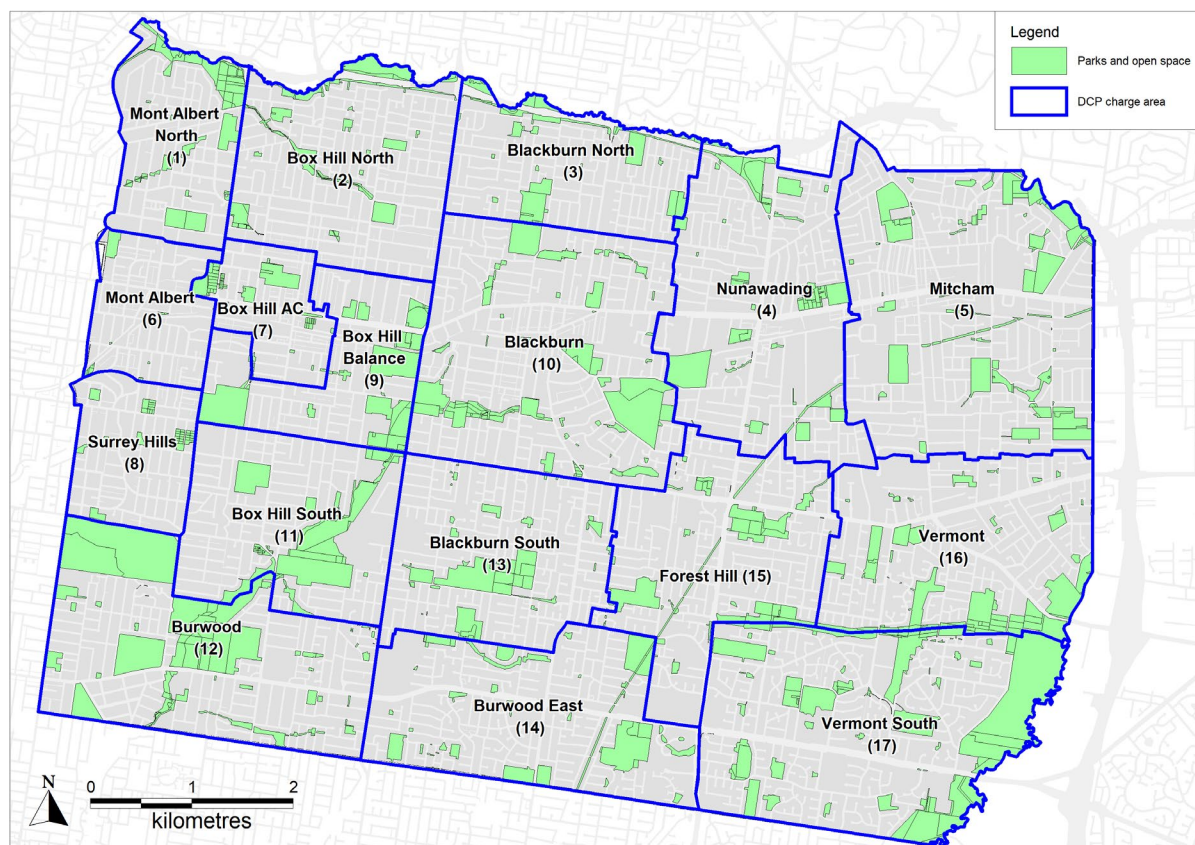
2.3 Development Types

This DCP applies to all development in the municipality unless exempt (as listed in Section 7 of this DCP).

¹ forecast .id is a widely accessible source of data compiled by the organisation known as .id. It provides demographic resources widely to Australian local government authorities.

Development is measured in terms of dwellings and gross floor area of retail, commercial and industrial development. Additional information on development types is provided in Appendix 1.

Figure 1: DCP Area and Charge Area



Source: Areas from Whitehorse City Council forecast .id data areas

3.0 POLICY BASIS

3.1 Legal Basis

Planning and Environment Act 1987

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

According to the Act, projects are classified as either:

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

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

Community infrastructure includes construction of all other buildings or facilities used for community or social purposes. Some community facilities are defined by the relevant Ministerial Direction as development infrastructure and for which a Development Infrastructure Levy may be imposed. This includes facilities such as kindergartens, childcare centres and maternal and child health care facilities.

The Act enables Council to include a condition on a planning permit for:

- Paying DCP levies within a specified time or within a time specified by Council, and
- Entering into an agreement for payment of levies within a time specified by Council.

In circumstances where DCP levies are payable and a planning permit for development is not required, Council can require payment, or enter into an agreement for payment, before the issuing of a building permit.

The Act states the amount of the Community Infrastructure Levy is capped. The cap is currently \$1,253 per dwelling in the 2022-23 financial year. It is indexed pursuant to a statutory formula.

No cap applies to the Development Infrastructure Levy.

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

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

Development Contributions Guidelines 2007 (State of Victoria) (Guidelines)

The Guidelines provide detailed guidance on the method to prepare a full cost apportionment development contributions plan. The Guidelines contains the following statement with respect to the role of a development contributions plan:

- “Planning ahead is part of a council’s strategic planning and service delivery responsibility. In greenfield areas, provision of new infrastructure to keep pace with urban development will be a priority. In established urban areas, upgrading the existing infrastructure may be necessary because of the redevelopment of existing sites, changing community expectations, changing standards of provision or the need to replace an existing infrastructure that has reached the end of its economic life.”

The Guidelines state that the broad types of projects included in a development contributions plan include:

- New item of infrastructure.
- An upgrade in the standard of provision of an existing infrastructure item.
- An extension to an existing facility.
- The total replacement of an infrastructure item after it has reached the end of its economic life.”

Operational and recurrent expenditure such as maintenance costs for infrastructure cannot be funded by a development contributions plan.

In identifying suitable projects for a development contributions plan, the Guidelines divide infrastructure into development infrastructure and community infrastructure.

The following lists works, services or facilities that may be funded from a development infrastructure levy:

- Acquisition of land for roads, public transport corridors, drainage, public open space, and community facilities including (but not limited to) those listed under the last dot point in this list.
- Construction of roads, including the construction of bicycle and foot paths, and traffic management and control devices;
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops.
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment.
- Drainage works including Water Sensitive Urban Design (WSUD) projects. However, any WSUD project costs in a DCP cannot also form part of a future voluntary offset scheme, which can relate to separate WSUD project costs. Overlaps in project costs must be avoided.

- Buildings and works for or associated with the construction of maternal and child health centres, child care centres, kindergartens or any centre which provides these facilities in combination.

Community infrastructure includes projects involving the construction of buildings or facilities used for community or social purposes. Examples include libraries, community halls, aquatic centres and sporting pavilions.

The following lists the costs that can be included in the calculation of levies under a development contributions plan:

- The capital costs of providing the infrastructure projects.
- The cost of financing the infrastructure projects, if provided early in the life of the development contributions plan.
- The design costs associated with the infrastructure projects.
- The cost of preparing and approving the development contributions plan.

The need created by the development and the measures to satisfy the need must be adequately identified.

Local Government Act 2020

The *Local Government Act, 2020* outlines the role of local government in that a council must endeavour to achieve the best outcomes for the local community by providing equitable and accessible services that are efficiently and effectively managed.

Building Act 1993

The *Building Act, 1993* requires building surveyors to ensure any requirement in a planning scheme is met before issuing a building permit. This includes enforcing the payment of a Community Infrastructure Levy and / or a Development Infrastructure Levy to a council under a development contributions plan.

3.2 Policy and Strategy Basis

Council's policies and strategies provide the strategic justification for the planning and development framework applicable to Whitehorse City Council and various areas within it. This also establishes the need for infrastructure investment.

Whitehorse City Council has built up a significant body of policy and strategy information relating to:

- Strategic planning for future development in activity centres, employment areas and residential areas
- Infrastructure needs to support the existing and new development, addressing a wide range of community facilities and engineering assets.

Much of the capital works information is captured within Council's capital works planning process. This information forms the basis of infrastructure project needs.

The policy and strategy material is as follows (see Appendix 1 for additional information):

- Whitehorse 2040 Community Vision
- Whitehorse Council Plan 2021-2025
- Planning Scheme and Municipal Strategic Statement (MSS)
- Plan Melbourne (State Government)
- Recent Major Transport Projects
- Affordable Housing Policy 2010
- Arts and Culture Strategy 2014-2022
- Asset Management Policy 2017
- Box Hill Activity Centre Transit City Structure Plan 2007
- Box Hill Central Activities Area Car Parking Strategy 2014
- Box Hill Infrastructure Contributions Plan (Stage 1) Scoping Study, August 2017
- Box Hill Metropolitan Activity Centre to 2036 Draft Structure Plan 2020
- Box Hill Metropolitan Activity Centre Community Infrastructure Plan 2021 Draft in Progress
- Box Hill Open Space Strategy Review 2019 Draft
- Box Hill Public Open Space Contribution Report 2020 Draft
- Box Hill Urban Realm Treatment Guidelines 2020
- Box Hill MAC Integrated Transport Strategy 2020
- Burwood Heights Activity Centre Structure Plan 2006
- Burwood Village Neighbourhood Activity Centre 2008
- City of Whitehorse Budget 2020-2021
- City of Whitehorse Budget 2021-2022
- City of Whitehorse Budget 2022-2023
- Housing Strategy and Neighbourhood Character Review Project 2014
- Whitehorse Housing Strategy April 2014
- Neighbourhood Character Study 2014
- Neighbourhood Activity Centre Urban Design Guidelines 2014
- Indoor Sports Facility Feasibility Study 2020
- MegaMile West and Blackburn Activity Centres Urban Design Framework 2010
- Mitcham Station Precinct Built Form and Public Realm Guidelines 2012
- Municipal Early Years Plan 2014-2018
- Municipal Wide Tree Study 2016

- Municipal Youth Plan 2014-2018
- Nunawading MegaMile Structure Plan 2008
- Nunawading/MegaMile/Mitcham Structure Plan Background Review 2018
- Nunawading, MegaMile (East) Mitcham Structure Plan Review 2020
- Pavilion Development Policy 2019
- Policy for Special Rate/Charge Schemes in Retail/Commercial Precincts or Centres 2014
- Review of Kindergarten Facilities (2021-2022 in progress)
- Road Safety Strategy 2013
- Special Charge Scheme Policy
- Student Accommodation Strategy 2018
- Summary Asset Management Plan 2020
- Tally Ho Urban Design Framework 2006
- Tally Ho Urban Design and Landscape Guidelines 2015
- Urban Forest Strategy 2021-2031
- Whitehorse Cycling Strategy 2016
- Whitehorse Environmentally Sustainable Design (ESD) Policy for Council Buildings and Infrastructure 2021
- Whitehorse Health and Wellbeing Plan 2021-2025
- Whitehorse Industrial Strategy 2011
- Industrial Precincts Implementation Project – Urban Design Guidelines 2011
- Industrial Precinct Review 2019
- Whitehorse Integrated Transport Strategy 2011
- Whitehorse Open Space Strategy 2007
- Whitehorse Play Space Strategy 2011
- Whitehorse Recreation Strategy 2015-2024
- Whitehorse Sustainability Strategy 2016-2022
- Whitehorse Urban Biodiversity Strategy 2014-2024
- Whitehorse Waste Management Strategy 2018-2028
- Other documents (see Appendix 2).

3.3 Suburban Rail Loop

The Suburban Rail Loop - East underground train tunnel project (SRL - East) between Cheltenham and Box Hill aims to connect major employment, health, education and retail destinations in Melbourne's east and south east. Although the detail of the development

implications of this project is yet to be released by the state government, it is expected that the project would contribute to an increase in residential, retail and commercial development within the Box Hill MAC and Burwood areas.

The potential impacts of the SRL - East on development conditions and infrastructure needs will be assessed over time as more information becomes available.

3.4 Development and Infrastructure Details

Section 4 of this DCP provides a summary of the planning and development framework applicable to Whitehorse City Council.

Section 5 of this DCP lists infrastructure drawn from the policy and strategy framework and which is included in this DCP. The DCP project list includes selected projects from Council's capital works plan.

Other infrastructure projects will be constructed by Council during the time of the DCP which is not funded by this DCP.

Some infrastructure projects are not included in the DCP either because they are not eligible for inclusion in a development contributions plan or if they are constructed prior to the preparation of this DCP (assumed date is July 2022) or where they are funded by other contribution levies such as the open space levy or funded by other sources of funds such as grants.

4.0 DEVELOPMENT CONDITIONS

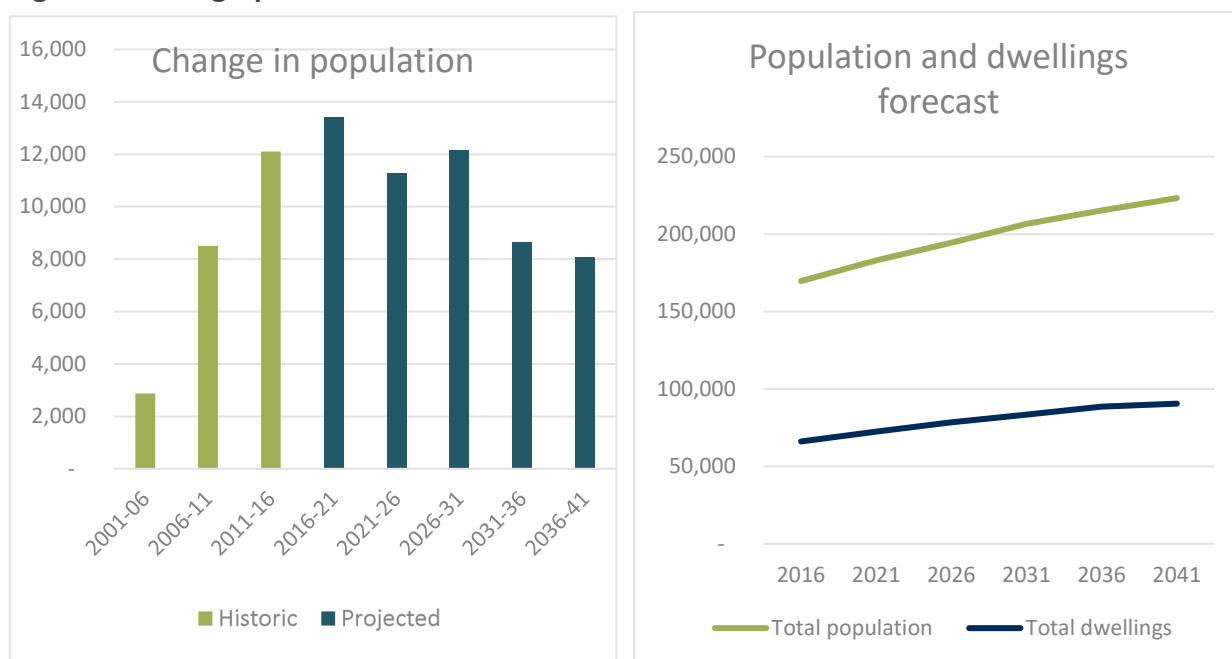
4.1 Population Context

The 2021 ABS Census estimates the population of the City of Whitehorse to be approximately 169,400 (as at August 2021). This population level is less than previous estimates and forecasts due to the impact of COVID-19, particularly relating to restrictions imposed on immigration and movement of people at the time the Census was taken.

According to forecast .id, the estimated resident population of Whitehorse is expected to grow by approximately 22% over the period to 2041.

A depiction of the latest available population and dwelling projections is shown in Figure 2 below. Population growth is expected to slow in part due to the impacts of the COVID-19 pandemic.

Figure 2: Demographic Forecast



Source: forecast.id 2021

4.2 Demographic Context

Whitehorse City Council is home to mostly family households comprising parents and school aged children. The municipality is also culturally diverse. Just over 41% of residents were born overseas (primarily from Asia and in particular China as well as India) according to the 2021 ABS Census. Approximately 22% arrived in Australia within five years prior to 2021 (in Greater Melbourne the share was 24%).

In the City of Whitehorse, 67% of households were purchasing or fully owned their home, 21.5% were renting privately, and 2.2% were in social housing in 2021.

Housing costs were generally more expensive in Whitehorse City Council compared to Greater Melbourne however the median income is also higher. Therefore, levels of housing stress are in line with the Greater Melbourne.

The main mode of transport in Whitehorse City Council is by car, however with infill development near train stations occurring, and with the likely impact of the Suburban Rail Loop, patronage of public transport is increasing. In 2016², 16% of people (a growth from 14% in 2011) took the train to work as compared to 12% in Greater Melbourne.

4.3 Economic Context

Whitehorse is estimated to accommodate approximately 85,700 jobs within 18,200 local businesses (National Institute of Economic and Industry Research, 2020). The municipality accommodates approximately 92,500 employed residents and therefore has a high level of employment self-sufficiency.

Building approvals were valued at approximately \$1 billion in the 2020-21 financial year, which is about 2.8% of the state's construction activity.

In 2016³, the three biggest industry sectors of employment for local residents were:

- Healthcare and social assistance (12,600 jobs)
- Education and training (8,600 jobs)
- Retail trade (7,300 jobs).

Manufacturing declined between 2011 and 2016 with residents employed in the industry falling by 1,500.

As at 2018, the unemployment rate was 5.93% in the municipality.

Relative to the whole of Australia, the City of Whitehorse is socio-economically advantaged. On the Socio-Economic Indexes for Areas (SEIFA), the City of Whitehorse ranks in the 87th percentile while Greater Melbourne sits in the 70th percentile and Victoria at the 61st percentile. Surrey Hills is the most relatively advantaged suburb (being in the 99th decile of SEIFA) and Box Hill is the most relatively disadvantaged (being in the 70th decile of SEIFA).

4.4 Development Areas

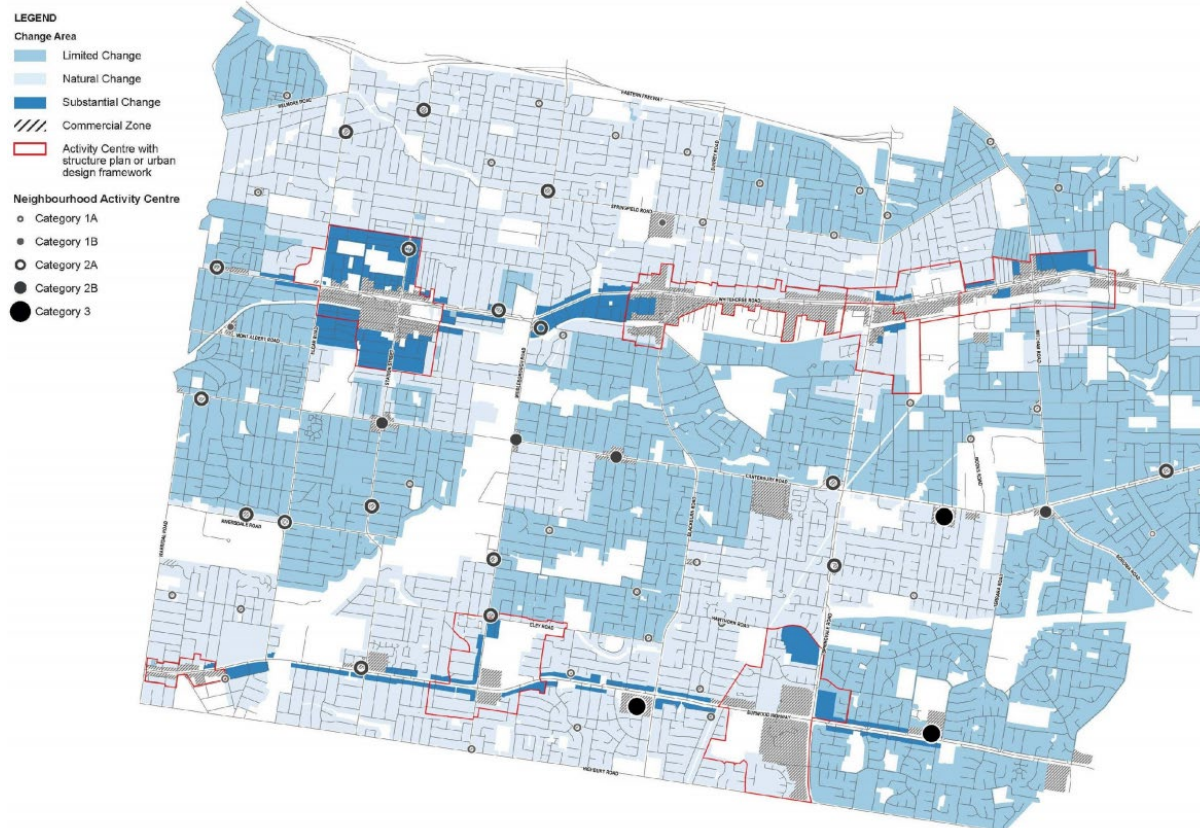
Development to support population growth in the DCP area is planned to occur in activity centres and through infill development in suburban residential areas. Clause 21.06 of the Whitehorse Planning Scheme establishes a framework for housing development activity, as shown in the figure below.

² 2021 ABS Census data not available for this topic at time of writing.

³ 2021 ABS Census data not available for this topic at time of writing.

Figure 3: Whitehorse Planning Scheme Housing Framework Plan

HOUSING FRAMEWORK PLAN



Areas highlighted in dark blue are subject to what is labelled as (and separately defined as) substantial change in residential density. Areas bordered with red are subject to a structure plan or an urban design framework with a view to increase commercial or mixed use activity in those areas.

Retail and commercial activity in neighbourhood activity centres is expected to increase in line with catchment population growth. Residential development is also expected in activity centres.

Box Hill Metropolitan Activity Centre (MAC) is the primary centre in the DCP area and is one of nine designated Metropolitan Activity Centres within metropolitan Melbourne. It provides retail, commercial, education, civic, medical, community services, entertainment and recreational facilities for a regional catchment whilst also performing as a local hub for the immediate residential community. The MAC is strategically located along the Lilydale and Belgrave rail line, Whitehorse Road and the 109 tram route.

A proposed Suburban Rail Loop has been identified by the state government for investigation. The concept is for a 90-kilometre rail loop that will link every major rail line from the Frankston line to the Werribee line - including the Belgrave and Lilydale lines - via Melbourne Airport. The concept includes stations at Box Hill and Burwood.

The MegaMile Activity Centre along Whitehorse Road in Nunawading (encompassing MegaMile East and West precincts) is a focus for bulky goods retailing and motor vehicle sales for the eastern region of Melbourne. It serves a large regional catchment area.

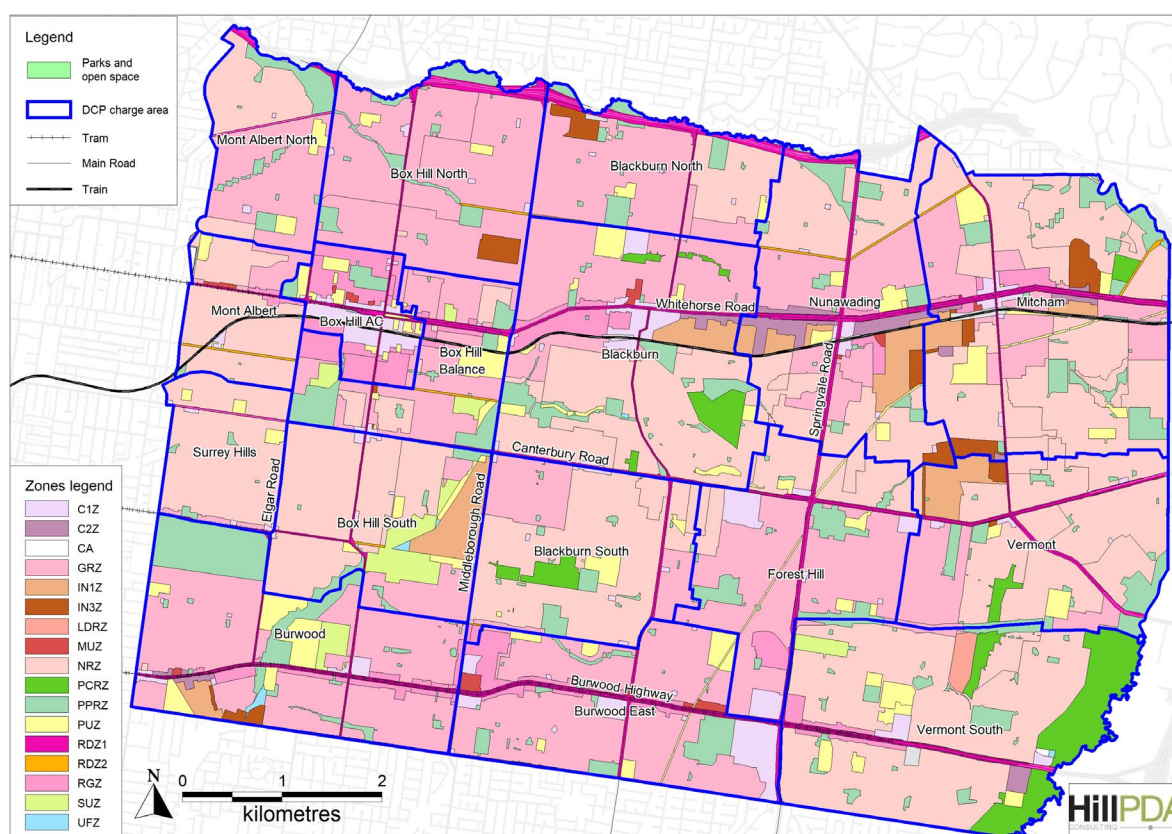
Other major nodes of activity in the DCP area include Burwood Major Activity Centre, which includes the 20 hectare ‘brickworks’ commercial precinct and residential development area.

The Forest Hill Chase Shopping Centre and Tally Ho commercial precinct are also significant employment clusters in the municipality and designated as Major Activity Centres.

In terms of industrial development, the municipality has significant clusters in Nunawading, Mitcham, Box Hill South, Vermont, Blackburn, Burwood and Box Hill North. Smaller precincts are also located in other areas.

Figure 4 shows planning zones (coloured) and suburbs (blue outlines) of the municipality, including Box Hill Activity Centre as a separate area as defined by forecast .id.

Figure 4: Zones and Suburbs (including Box Hill Activity Centre)



4.5 Development Conditions and Projections for DCP

The DCP timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This DCP will end on the 20th anniversary of the Approval Date .

This part of the DCP shows the development data used in DCP levy calculations. Details are shown in Appendix 3.

Conditions at the year 2020 are based on Whitehorse property rates data. Projections for dwellings for the 17 areas are based on forecast .id data to 2041, which has been updated for impacts of COVID-19. Projections for non-residential development is linked to the 2020 rates data and forecast .id residential projections. The method is shown in Appendix 3.

The DCP data was extended to the year 2042 using a straight line trend from 2020 to 2041 to provide a DCP data period of 2022 to 2042. The end date of the DCP at the 20th anniversary of the Approval Date is considered to be valid.

Overall, the DCP area is expected to increase its stock of dwellings from approximately 73,100 in 2022 to 91,400 by 2042. The areas that are expected to realise the highest share of residential growth are:

- Box Hill Activity Centre
- Burwood East
- Blackburn
- Mitcham
- Mont Albert.

The non-residential projections are:

- Retail floorspace⁴ is anticipated to increase from 597,500 sqm in 2022 to 729,700 sqm in 2042.
- Commercial floorspace is anticipated to increase from 1.35 million sqm in 2022 to 1.64 million sqm in 2042.
- Industrial development is anticipated to increase from 1.04 million sqm in 2022 to 1.09 million sqm in 2042.

Refer to Table 1 below for the above information shown for each charge area. Table 2 shows the change in numbers between 2022 and 2042.

⁴ 'Floorspace' refers to gross floorspace (also sometimes defined as Gross Floor Area or GFA) in this DCP.

Table 1: Development Conditions and Projections, 2022 to 2042

Area No.	Area Name	Residential Dwellings		Retail SQM		Commercial SQM		Industrial SQM	
		2022	2042	2022	2042	2022	2042	2022	2042
Area 01	Mont Albert North	2,373	2,597	1,162	1,419	27,670	33,794	0	0
Area 02	Box Hill North	4,834	5,375	6,967	8,509	17,561	21,448	53,925	56,583
Area 03	Blackburn North	2,990	3,215	2,365	2,889	27,242	33,272	33,708	35,370
Area 04	Nunawading	5,044	5,973	131,363	160,438	94,462	115,370	237,696	249,413
Area 05	Mitcham	7,238	8,877	58,350	71,265	88,230	107,758	190,771	200,175
Area 06	Mont Albert	2,191	2,708	8,653	10,568	18,751	22,902	3,242	3,402
Area 07	Box Hill Activity Centre	5,340	11,691	79,634	97,260	260,402	318,039	7,606	7,981
Area 08	Surrey Hills	2,151	2,290	4,270	5,215	14,836	18,120	0	0
Area 09	Box Hill Balance	3,088	3,692	5,232	6,390	49,489	60,442	4,002	4,199
Area 10	Blackburn	6,364	8,012	68,936	84,194	108,700	132,759	110,994	116,465
Area 11	Box Hill South	3,620	3,966	48,594	59,349	42,468	51,868	133,570	140,154
Area 12	Burwood	5,554	6,449	19,630	23,975	234,913	286,908	101,980	107,007
Area 13	Blackburn South	4,509	4,866	10,700	13,068	33,768	41,242	365	383
Area 14	Burwood East	4,594	6,492	43,089	52,627	148,788	181,720	5,618	5,895
Area 15	Forest Hill	4,661	5,377	70,646	86,283	67,103	81,955	3,541	3,716
Area 16	Vermont	4,008	4,521	5,822	7,111	50,495	61,672	121,619	127,614
Area 17	Vermont South	4,465	5,305	32,042	39,135	60,323	73,674	34,289	35,979
Total		73,022	91,406	597,454	729,694	1,345,199	1,642,942	1,042,926	1,094,336

Table 2: Change in Development Conditions, 2022 to 2042

Area No.	Area Name	Residential Dwellings		Retail SQM		Commercial SQM		Industrial SQM	
		Change in DCP Period		Change in DCP Period		Change in DCP Period		Change in DCP Period	
Area 01	Mont Albert North	224	9.5%	257	22.1%	6,124	22.1%	0	-
Area 02	Box Hill North	541	11.2%	1,542	22.1%	3,887	22.1%	2,658	4.9%
Area 03	Blackburn North	225	7.5%	524	22.1%	6,030	22.1%	1,662	4.9%
Area 04	Nunawading	930	18.4%	29,075	22.1%	20,908	22.1%	11,717	4.9%
Area 05	Mitcham	1,639	22.6%	12,915	22.1%	19,529	22.1%	9,404	4.9%
Area 06	Mont Albert	517	23.6%	1,915	22.1%	4,150	22.1%	160	4.9%
Area 07	Box Hill Activity Centre	6,350	118.9%	17,626	22.1%	57,637	22.1%	375	4.9%
Area 08	Surrey Hills	139	6.5%	945	22.1%	3,284	22.1%	0	-
Area 09	Box Hill Balance	605	19.6%	1,158	22.1%	10,954	22.1%	197	4.9%
Area 10	Blackburn	1,649	25.9%	15,258	22.1%	24,059	22.1%	5,471	4.9%
Area 11	Box Hill South	346	9.6%	10,756	22.1%	9,400	22.1%	6,584	4.9%
Area 12	Burwood	895	16.1%	4,345	22.1%	51,995	22.1%	5,027	4.9%
Area 13	Blackburn South	357	7.9%	2,368	22.1%	7,474	22.1%	18	4.9%
Area 14	Burwood East	1,898	41.3%	9,537	22.1%	32,932	22.1%	277	4.9%
Area 15	Forest Hill	715	15.3%	15,637	22.1%	14,852	22.1%	175	4.9%
Area 16	Vermont	513	12.8%	1,289	22.1%	11,176	22.1%	5,995	4.9%
Area 17	Vermont South	840	18.8%	7,092	22.1%	13,352	22.1%	1,690	4.9%
Total		18,384	25.2%	132,239	22.1%	297,743	22.1%	51,410	4.9%

5.0 INFRASTRUCTURE PROJECTS

5.1 DCP Infrastructure Overview

The infrastructure projects included in this DCP are shown in Table 4 and Figure 5. These infrastructure projects are selected having regard to the policy and strategic base of Whitehorse City Council. By inclusion in this DCP the infrastructure projects are committed for delivery by Whitehorse City Council in the DCP timeframe, being by nominally 30 June 2042.

In overview terms, the DCP includes 133 infrastructure projects that have a combined DCP cost of \$211.6 million.

All of the infrastructure projects are works (construction). This DCP does not include land acquisition costs.

Table 3: Summary of Projects

Facility Type and Code	Total Cost	Number	Average Cost
Community facility projects under the Community Infrastructure Levy (CFCL)	\$170,164,000	22	\$7,734,727
Community facility projects under the Development Infrastructure Levy (CFDI)	\$29,717,000	73	\$407,082
Path (streetscape) projects under the Development Infrastructure Levy (PADI)	\$8,988,000	25	\$359,520
Road projects under the Development Infrastructure Levy (RDDI)	\$2,686,000	13	\$206,615
Total	\$211,555,000	133	\$1,590,639

5.2 DCP Infrastructure List

The infrastructure project list is set out in Table 4 . Additional details are shown in the appendices to this DCP. The cost data for each infrastructure project as included in this DCP has been estimated by Council and peer reviewed.

The infrastructure projects (costs) in this DCP are separate from open space levy projects (costs) and grant funded projects or components of projects.

The main catchment area for each infrastructure project is based on the nature of each project and its primary service area.

For some projects, the main catchment area is a single analysis area while other projects have a broader catchment that takes in a few analysis areas. Some projects are assessed to serve the whole municipality. The identification of the main catchment area for DCP infrastructure involved:

- Assessing catchment information as indicated in relevant policies and strategies
- Undertaking radius assessment from infrastructure project locations based on experience and expertise of Council staff
- Comparing catchment sizes to those in other approved development contribution plans.

Infrastructure projects comprising roads and footpaths not located on an area boundary or passing through multiple analysis areas are assessed to have a single-area catchment. For other projects, a catchment radius having regard to the matters identified above were used. For example, local facilities were assigned a catchment radius of 500 metres based on a maximum 10 minute walk and larger facilities a two kilometre radius based on a five minute drive time. The initial catchment for each infrastructure project was plotted using GIS and a visual assessment of the catchment was also made. This process identified the geographical area that makes up the likely catchment of an infrastructure project.

Table 4: DCP Infrastructure Project List

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
1	Property	Whitehorse Performing Arts Centre (WPAC)	Construction of a new performing arts centre, car park and precinct. The Whitehorse Performing Arts centre is a \$78 m (total budget) to build Council a new Municipal level performing arts centre. Construction commenced in 2020 and has been ongoing since. The DCP includes estimated costs from the 2022-23 financial year. Completion is proposed for late 2023.	\$52,656,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
2	Property	Redevelopment of the existing Box Hill Library	Redevelopment of the existing Box Hill Library to meet contemporary library design standards includes community meeting space.	\$26,459,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
3	Property	Morack Golf Course Pavilion, Driving Range and Mini Golf Facility Construction	Demolition of existing club house and pavilion, install temporary amenities for golf course operation and construct new pavilion, driving range, min-golf and extend car park.	\$12,000,000	CFCI	Area 14 Area 15 Area 16 Area 17
4	Property	Koonung Reserve Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include 2 sets of change rooms, social space, kitchen and bathroom amenities.	\$8,157,000	CFCI	Area 02 Area 03 Area 10
5	Property	Sparks Reserve South Pavilion Refurbishment	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include 2 sets of change rooms, social space, kitchen and bathroom amenities.	\$7,875,000	CFCI	Area 07 Area 09 Area 10 Area 11 Area 13
6	Property	Mahoneys North Pavilion Refurbishment	Construction of a new sporting pavilion. This pavilion will have a larger footprint to service the sportsfields. Project is likely to include 5 sets of change rooms, social space, kitchen and bathroom amenities. Pavilion may also include a high ball area to continue to accommodate existing tenants.	\$7,788,000	CFCI	Area 13 Area 14 Area 15 Area 17
7	Property	Sportlink Multi Purpose Facility Redevelopment	Upgrade the outdoor courts to include an acrylic surface and portal frame roof with LED lighting over the outdoor courts, improved drainage, basketball rings and line-marking on two of the outdoor courts, sealing the gravel car park, enhancements to landscaping and solar panels. Indoor works includes fire services upgrades to the current building.	\$7,618,000	CFCI	Area 13 Area 14 Area 15 Area 16 Area 17
8	Property	Vermont Reserve Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include a set of change rooms, social space, kitchen and bathroom amenities.	\$6,666,000	CFCI	Area 14 Area 15 Area 16 Area 17
9	Property	Surrey Park South West Pavilion Redevelopment	This is a knockdown of the existing pavilion and construction of a new pavilion.	\$6,000,000	CFCI	Area 06 Area 07 Area 08 Area 09 Area 11
10	Property	Forest Hill Reserve Pavilion Upgrade	Upgrade the existing sporting pavilion including multi-purpose room and general amenities.	\$5,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17
11	Property	East Burwood Reserve South Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion.	\$5,400,000	CFCI	Area 13 Area 14 Area 15 Area 17

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
12	Property	Upgrade to an existing sporting pavilion within Box Hill	Upgrade to an existing sporting pavilion within Box Hill	\$5,000,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
13	Property	Heatherdale Reserve Pavilion Refurbishment - part cost included from 2022-23 FY	This is a knockdown of the existing pavilion and construction of a new pavilion. Project includes 2 sets of change rooms, social space, kitchen and bathroom amenities	\$4,227,000	CFCI	Area 05 Area 16
14	Property	Ballyshannassy Park Pavilion	Upgrade the existing sporting pavilion at Ballyshannassy Park.	\$2,301,000	CFCI	Area 11 Area 12 Area 13 Area 14
15	Property	Eley Park Pavilion Refurbishment	Upgrade the existing sporting pavilion at Eley Park. Project is to include 1 set of change rooms, social space, kitchen and bathroom amenities	\$1,700,000	CFCI	Area 11 Area 12 Area 13 Area 14
16	Infrastructure	Morack Golf Course Improvements	Upgrades to tees and greens, couching of fairways, installation of drainage in some of the wetter parts of the course and construction of concrete access paths.	\$1,550,000	CFDI	Area 14 Area 15 Area 16 Area 17
17	Property	Vermont South Club Rooms	Extension to the club rooms, upgrade to the toilet facilities and office and car park adjustments.	\$1,525,000	CFCI	Area 15 Area 16 Area 17
18	Property	Nunawading Gymnastics Building	Upgrade to the existing gymnastics facility including the main sporting hall and associated amenities.	\$1,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16
19	Property	Aqualink Box Hill Tile Rectification Works - Stage 2	Stage 2 works include most of the internal pools, main change rooms and ramps.	\$1,303,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
20	Property	Yarran Dheran Reserve Information Centre Refurbishment	Refurbishment works of centre.	\$660,000	CFCI	Area 04 Area 05
21	Property	Nunawading Community Hub	Improving acoustics and glare reduction works.	\$161,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16
22	Property	Upgrading of existing Council owned sporting reserves in Box Hill area	Upgrading of existing Council owned 8 sporting reserves in Box Hill area (areas of the reserves are: Surrey Park, Wembley Park, Sparks Reserve South, Sparks Reserve North, Sparks Reserve West, Whitehorse Reserve, Box Hill City Oval/Bolton Park and Mount Albert Reserve).	\$9,049,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
23	Infrastructure	Box Hill City Oval Precinct redevelopment	The project comprises the upgrade of the existing Box Hill City Oval Pavilions. The existing North Pavilion is to be demolished and a new three-storey building with club rooms and viewing areas is to be constructed. The existing South Pavilion is to be renovated to feature an additional locker room.	\$5,500,000	CFCI	Area 02 Area 07 Area 09 Area 10 Area 11 Area 13
24	Property	Redevelopment of Florence Road pre-school	Redevelopment of a pre-school facility to accommodate 66 licenced places plus outdoor play areas (Florence Road pre-school).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
25	Property	Redevelopment of Friend Street kindergarten	Redevelopment of kindergarten facility to accommodate 66 licenced places plus outdoor play areas (Friend Street kindergarten).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
26	Property	Redevelopment of Parkside pre-school	Redevelopment of a pre-school facility to accommodate 66 licenced places plus outdoor play areas (Parkside pre-school).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
27	Infrastructure	Ballyshannassy sports field lighting	Lighting of Ballyshannassy reserve.	\$940,000	CFDI	Area 11 Area 12 Area 13 Area 14
28	Infrastructure	Surrey Dive - Playspace renewal - Neighbourhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$640,000	CFDI	Area 01 Area 02 Area 03 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11
29	Infrastructure	Lighting at Bennettswood Reserve North Oval	Replacement of existing sports field lighting with new poles and lights.	\$450,000	CFDI	Area 08 Area 11 Area 12
30	Infrastructure	Eley Park court	New multi-sport outdoor sport court.	\$396,000	CFDI	Area 11 Area 12 Area 13 Area 14

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
31	Infrastructure	Forest Hill Reserve car park	Car park upgrade and ephemeral wetland for drainage solution. Existing gravel car park that will be reconstructed to a sealed car park.	\$300,000	CFDI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17
32	Infrastructure	Boisdale Street Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 08 Area 11 Area 12
33	Infrastructure	Pickford Paddock (North) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 13 Area 14 Area 15 Area 17
34	Infrastructure	East Burwood Reserve (South) - Playspace renewal - Local	This site is being master planned and the play space may change in scope.	\$240,000	CFDI	Area 14 Area 15
35	Infrastructure	Memorial Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
36	Infrastructure	Springfield Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 02 Area 03 Area 09 Area 10
37	Infrastructure	Kalang Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13
38	Infrastructure	Schwerkolt Cottage - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$240,000	CFDI	Area 05
39	Infrastructure	Edinburgh Patch - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13
40	Infrastructure	Scarborough Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 15 Area 17
41	Infrastructure	Bellbird Dell (North) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
42	Infrastructure	Trainer Street Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
43	Infrastructure	Gawler Chain (Central) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
44	Infrastructure	Bellbird Dell (South) Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
45	Infrastructure	Terrara Park Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
46	Infrastructure	Antonio Park Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 04 Area 05
47	Infrastructure	Aqualink Box Hill Outdoor pool shade structure	Works to shade structure.	\$168,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
48	Infrastructure	Lucknow Court Reserve - Playspace renewal - Local	Play space renewal being constructed in July 202.	\$125,000	CFDI	Area 04 Area 05

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
49	Infrastructure	Heatherdale Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
50	Infrastructure	Cootamundra Walk (South East) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process. To be constructed in the 2022/23 financial year.	\$125,000	CFDI	Area 03 Area 04 Area 10
51	Infrastructure	Elmhurst Basin - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10
52	Infrastructure	Walker Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 04 Area 05
53	Infrastructure	Laidlaw Court Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
54	Infrastructure	Murray Drive Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12
55	Infrastructure	Branksome Grove Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10 Area 13
56	Infrastructure	Hunters Knoll - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10 Area 13
57	Infrastructure	Hurter-Finch Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area 14 Area 15
58	Infrastructure	Ballyshannassy Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12 Area 14
59	Infrastructure	Licola Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 17
60	Infrastructure	Billabong Park (North) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 17
61	Infrastructure	Manniche Avenue Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 01
62	Infrastructure	Halligan Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 02
63	Infrastructure	Willow Street Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 01 Area 02
64	Infrastructure	Surrey Drive Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 07 Area 09
65	Infrastructure	Middlefield Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03
66	Infrastructure	Cootamundra Walk (Central) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03 Area 10

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
67	Infrastructure	Casella Hollow - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
68	Infrastructure	Trenham Court Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
69	Infrastructure	Sim Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
70	Infrastructure	Charles Rooks Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 04 Area 05
71	Infrastructure	Park Close Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
72	Infrastructure	Russell Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 08
73	Infrastructure	Newbiain Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12 Area 14
74	Infrastructure	Fulton Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13
75	Infrastructure	Eley Park (North) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area14
76	Infrastructure	Cloverdale Close Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area 14 Area 15
77	Infrastructure	Norma Road Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 15
78	Infrastructure	Ansett Crescent Reserve- Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 14 Area 15 Area 17
79	Infrastructure	Collina Glen Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03 Area 04 Area 10
80	Infrastructure	Strathdon House car park	New car park on Springvale Road Service Road.	\$120,000	CFDI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 33 Area 14 Area 15 Area 16 Area 17
81	Infrastructure	Whitehorse Reserve play space	Works to play space.	\$75,000	CFDI	Area 07 Area 09 Area 10
82	Infrastructure	Benwerrin Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 14
83	Infrastructure	Mahoneys Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$70,000	CFDI	Area 13 Area 14 Area 15
84	Infrastructure	Forest Hill Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 15

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
85	Infrastructure	Spark Rise - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 16 Area 17
86	Infrastructure	Beatty Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 06 Area 07
87	Infrastructure	Belmore Road Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 01
88	Infrastructure	Pope Square - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 10
89	Infrastructure	Halley Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 10 Area 13 Area 15
90	Infrastructure	Tainton Road Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 14
91	Infrastructure	Mock Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 15
92	Infrastructure	Ballina Terrace Reserve Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$70,000	CFDI	Area 16 Area 17
93	Infrastructure	Brentford Square Shopping Centre Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 04 Area 05 Area 10 Area 15 Area 16
94	Infrastructure	Cobham Corner Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 05
95	Infrastructure	Roslyn Street Reserve Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 12
96	Infrastructure	Streetscape - Box Hill Central Activities Area	Works to Box Hill CAA footpaths, kerb and channel, laneways, street furniture, lighting, signage, landscaping and new street trees.	\$2,930,000	PADI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
97	Infrastructure	Municipal Paths and Wayfinding	Municipal-wide program of construction of wayfinding assets including: wayfinding - finger signs; wayfinding - finger sign poles; wayfinding – totem; sharrows; footpath widening (metres); off-road path (metres); shared path signs and poles; cyclists dismount signs and poles; bicycle lanterns for POS.	\$965,000	PADI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
98	Infrastructure	Action 4.1 – Construct physically separated bicycle paths (Box Hill Integrated Transport Strategy Implementation)	New bicycle facilities, on-road or off-road.	\$750,000	PADI	Area 07
99	Infrastructure	Streetscape - Vermont Shopping Centre Stage 2	Upgrade of streetscapes including furniture renewal, garden beds, DDA car parks upgrade and pedestrian calming devices.	\$700,000	PADI	Area 15 Area 16 Area 17
100	Infrastructure	Action 3.2 – Construct new signalised crossings (Box Hill Integrated Transport Strategy Implementation)	One new signalised crossing of Whitehorse Road, near Wellington Road.	\$525,000	PADI	Area 07
101	Infrastructure	Streetscape - Blackburn Station Village Masterplan Implementation	Streetscape Improvements - removal of asphalt pavement and reinstatement with exposed aggregate concrete, new furniture and signage - similar to previous stages.	\$500,000	PADI	Area 10

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
102	Infrastructure	Action 1.1 – Widen footpaths (Box Hill Integrated Transport Strategy Implementation)	Widen footpaths to remove nature strips in busy pedestrian locations.	\$500,000	PADI	Area 07
103	Infrastructure	Intersection Upgrade - Arnold/Nelson (Box Hill Integrated Transport Strategy Implementation)	Intersection upgrade to semi-mountable roundabout with pedestrian crossings.	\$350,000	PADI	Area 07
104	Infrastructure	Action 4.2 - Construct bicycle boulevards / low stress cycling streets (Box Hill Integrated Transport Strategy Implementation)	On-road bicycle facilities.	\$240,000	PADI	Area 07
105	Infrastructure	Roundabout Upgrade - Nelson/Thames (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$180,000	PADI	Area 07
106	Infrastructure	Nelson Rd at Spring St - pedestrian crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$180,000	PADI	Area 07
107	Infrastructure	Action 8.1 – Improve area-wide wayfinding (Box Hill Integrated Transport Strategy Implementation)	Pedestrian wayfinding signage.	\$150,000	PADI	Area 07
108	Infrastructure	Roundabout Upgrade - Thurston/Brougham/Oxford/Surrey (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2024/25 roundabout upgrade with bicycle crossing facility.	\$130,000	PADI	Area 07
109	Infrastructure	Roundabout Upgrade - Nelson/Severn (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$125,000	PADI	Area 07
110	Infrastructure	Roundabout Upgrade - Carrington/Thurston (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$105,000	PADI	Area 07
111	Infrastructure	Action 2.1 – Upgrade footpaths to meet DDA requirements, where possible (Box Hill Integrated Transport Strategy Implementation)	Upgrade pram crossings and paths.	\$100,000	PADI	Area 07
112	Infrastructure	Action 15.1 – Create parklets (Box Hill Integrated Transport Strategy Implementation)	Create better activation of the street in Box Hill by creating parklets and installing them in on-street carparking bays.	\$100,000	PADI	Area 07
113	Infrastructure	Rutland Rd - pedestrian crossing near William (Zebra) (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
114	Infrastructure	Prospect St at Young St- Pedestrian crossing (Zebra or wombat) (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2022/23 new pedestrian crossing.	\$65,000	PADI	Area 07
115	Infrastructure	Glenmore St at linear park- Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07

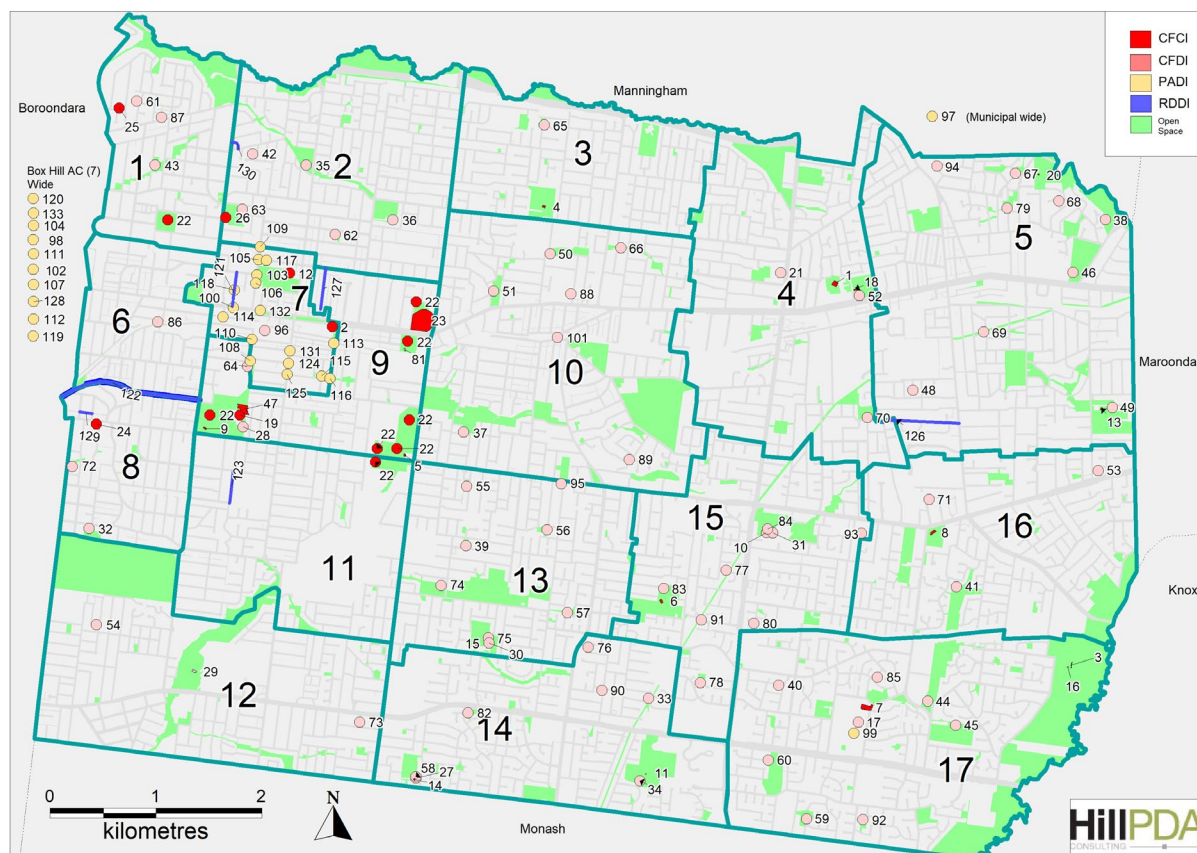
Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
		Strategy Implementation)				
116	Infrastructure	William St at linear park - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
117	Infrastructure	Thames St at Box Hill Gardens entrance - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
118	Infrastructure	Wellington Rd - midblock Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
119	Infrastructure	Action 6.1 – Revitalise laneways (Box Hill Integrated Transport Strategy Implementation)	Improvements to laneways, including activation.	\$50,000	PADI	Area 07
120	Infrastructure	Action 7.2 – Improve public end-of-trip facility provision, i.e. Bike Parking (Box Hill Integrated Transport Strategy Implementation)	Bike parking to be implemented.	\$18,000	PADI	Area 07
121	Infrastructure	Reconstruction Wellington Road, Box Hill	Road reconstruction - replacement of kerbs and pavement and drainage improvements.	\$800,000	RDDI	Area 07
122	Infrastructure	Reconstruction Windsor Crescent, Surrey Hills	Road reconstruction - replacement of kerbs, drainage improvements and new asphalt surface.	\$600,000	RDDI	Area 06 Area 08
123	Infrastructure	Reconstruction Monash Street, Box Hill South – (between Piedmont St to Naples St) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace concrete kerbs, crossings, new drainage and new asphalt surface.	\$231,000	RDDI	Area 11
124	Infrastructure	Raised Threshold Treatment - Station/Oxford (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2022/23 raised threshold treatment.	\$160,000	RDDI	Area 07
125	Infrastructure	Raised Threshold Treatment - Station/Ashted (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2025/26 raised threshold treatment.	\$160,000	RDDI	Area 07
126	Infrastructure	Alwyn Street, Mitcham, Traffic Improvements	Alwyn St traffic improvements project: provision of traffic treatments for Alwyn St, Mitcham (speed humps and road narrowing treatment).	\$150,000	RDDI	Area 05
127	Infrastructure	Reconstruction Watts St / Court St Laneway – (11 Court Street to Thames St) -- cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace concrete laneway pavement and new drainage.	\$133,000	RDDI	Area 09
128	Infrastructure	Action 16.1 – Provide area-wide parking wayfinding (Box Hill Integrated Transport Strategy Implementation)	Improving parking wayfinding to reduce the amount of circulating that people can do to find a carpark.	\$100,000	RDDI	Area 07

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
129	Infrastructure	Reconstruction Sydenham Lane, Surrey Hills – (Valonia Ave to Beatrice Ave) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace bluestone pitcher pavement.	\$98,000	RDDI	Area 08
130	Infrastructure	Reconstruction Kerr Lane, Box Hill North – (Woodhouse Gve to Station St) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace bluestone kerbs, crossings, new drainage and new asphalt surface.	\$74,000	RDDI	Area 02
131	Infrastructure	Raised Threshold Treatment - Station/Cambridge (Box Hill Integrated Transport Strategy Implementation)	Raised threshold treatment.	\$65,000	RDDI	Area 07
132	Infrastructure	Raised Threshold Treatment - Whitehorse/Shipleigh (Box Hill Integrated Transport Strategy Implementation)	Raised threshold treatment.	\$65,000	RDDI	Area 07
133	Infrastructure	Action 13.2 – Undertake area-wide speed limit reductions (installation of speed limit signs) (Box Hill Integrated Transport Strategy Implementation)	Area wide speed reductions to be implemented.	\$50,000	RDDI	Area 07

* Note:

- CFCI = Community facility projects under the Community Infrastructure Levy
- CFDI = Community facility projects under the Development Infrastructure Levy
- PADI = Path (streetscape) projects under the Development Infrastructure Levy
- RDDI = Road projects under the Development Infrastructure Levy

Figure 5: DCP Infrastructure Project Locations



6.0 DCP LEVIES AND SUMMARY

6.1 Levy Calculation Method

The levy calculation method adopted for this DCP is the same as the approach shown in the DCP Guidelines 2007. This is summarised as follows:

- List the infrastructure projects and costs included in the development contributions plan (see Section 5 of this DCP)
- Identify the main catchment area for each infrastructure project (see Section 5 of this DCP)
- Quantify development in each main catchment area (see Section 4 of this DCP)
- Where necessary, make an allowance for external demand for infrastructure by adjusting the cost attributable to the development contributions plan down in line with external demand (see below for more information)
- Where necessary, convert the development into common demand units to quantify the total demand for infrastructure (see below for more information)
- Calculate the infrastructure levy payable for each infrastructure project by dividing the development contribution plan cost of the infrastructure project by the total number of demand units in the DCP area
- Calculate the total levies in each charge area (showing Community Infrastructure Levy and Development Infrastructure Levy classifications for residential development).

Appendix 4 shows the demand unit data used in the DCP calculations and Appendix 5 shows the levy calculations for each infrastructure project.

6.2 Nexus Principles

The standard development type to infrastructure type nexus principles as set out in the Guidelines are applied in this DCP, whereby:

- Residential development is deemed to use all of the infrastructure projects in this DCP
- Non-residential development is deemed to use only two of the infrastructure categories in this DCP, namely Path (PADI) and Road (RDDI). Non-residential development is deemed not to use community infrastructure at all.

6.3 Equivalence Ratios and Total Demand Units

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

The non-residential development floorspace data has been converted into the equivalent of one dwelling for roads and paths.

Community facilities are linked to only residential development and do not require consideration of non-residential development data or the use of equivalence ratios.

The equivalence ratios (that are applied to gross floorspace of non-residential development) for road and path infrastructure projects are shown in Appendix 4, together with the total number of calculated demand units.

6.4 External Demand Allowance

To estimate a reasonable share of use in a development contributions plan, the Guidelines state that consideration of infrastructure use from outside the main catchment area of a project - or outside the timeline of a DCP - should be considered, and where necessary factored into DCP calculations.

Whilst the nominated main catchment area is assessed as the primary demand generator of an infrastructure project, it is acknowledged that other demand or use may occur. As such, a nominal flat-rate external demand allowance of 5% has been adopted for this DCP, to reflect the principle of external demand and share of use. Application of a 5% external demand allowance is consistent with practice adopted in recently approved DCPs.

This allowance generates a funding gap for Council. This is in addition to a funding gap generated by existing development (which is included in the cost apportionment calculations but is not levied).

6.5 DCP Levies

The DCP levies generated under this DCP are set out in Table 5 and Table 6. Table 5 specifies the Development Infrastructure Levy and the Community Infrastructure Levy for residential development. Table 6 specifies the Development Infrastructure Levy for retail, commercial and industrial development. The Community Infrastructure Levy does not apply to non-residential development.

Table 5: Residential Levies (July 2022\$)

AREA		LEVIES PAYABLE BY RESIDENTIAL DEVELOPMENT		
Charge Area Number and Name		Development Infrastructure	Community Infrastructure	All Infrastructure
		Per Dwelling	Per Dwelling	Per Dwelling
Area 01	Mont Albert North	\$745	\$1,253	\$1,998
Area 02	Box Hill North	\$717	\$1,253	\$1,970
Area 03	Blackburn North	\$100	\$1,167	\$1,267
Area 04	Nunawading	\$69	\$743	\$811
Area 05	Mitcham	\$163	\$1,042	\$1,206
Area 06	Mont Albert	\$669	\$1,253	\$1,922
Area 07	Box Hill Activity Centre	\$847	\$1,253	\$2,100
Area 08	Surrey Hills	\$802	\$1,253	\$2,055
Area 09	Box Hill Balance	\$644	\$1,253	\$1,897
Area 10	Blackburn	\$175	\$1,253	\$1,428
Area 11	Box Hill South	\$728	\$1,253	\$1,981

AREA		LEVIES PAYABLE BY RESIDENTIAL DEVELOPMENT		
Charge Area Number and Name		Development Infrastructure	Community Infrastructure	All Infrastructure
		Per Dwelling	Per Dwelling	Per Dwelling
Area 12	Burwood	\$165	\$737	\$902
Area 13	Blackburn South	\$192	\$1,253	\$1,445
Area 14	Burwood East	\$233	\$1,253	\$1,486
Area 15	Forest Hill	\$241	\$1,253	\$1,494
Area 16	Vermont	\$224	\$1,253	\$1,477
Area 17	Vermont South	\$279	\$1,253	\$1,532

Table 6: Non-Residential Levies (July 2022\$)

AREA		LEVIES PAYABLE BY NON-RESIDENTIAL DEVELOPMENT		
Charge Area Number and Name		Retail	Commercial	Industrial
		Per Square Metre (SQM) of Floorspace	Per Square Metre (SQM) of Floorspace	Per Square Metre (SQM) of Floorspace
Area 01	Mont Albert North	\$0.90	\$1.35	\$0.14
Area 02	Box Hill North	\$1.44	\$1.44	\$0.29
Area 03	Blackburn North	\$0.09	\$0.13	\$0.01
Area 04	Nunawading	\$0.09	\$0.13	\$0.01
Area 05	Mitcham	\$0.54	\$0.21	\$0.14
Area 06	Mont Albert	\$5.72	\$2.11	\$1.50
Area 07	Box Hill Activity Centre	\$7.03	\$5.73	\$1.53
Area 08	Surrey Hills	\$7.53	\$2.39	\$2.02
Area 09	Box Hill Balance	\$2.35	\$1.58	\$0.55
Area 10	Blackburn	\$0.62	\$0.92	\$0.09
Area 11	Box Hill South	\$2.10	\$1.54	\$0.48
Area 12	Burwood	\$0.09	\$0.13	\$0.01
Area 13	Blackburn South	\$0.09	\$0.13	\$0.01
Area 14	Burwood East	\$0.09	\$0.13	\$0.01
Area 15	Forest Hill	\$0.50	\$0.75	\$0.07
Area 16	Vermont	\$0.50	\$0.75	\$0.07
Area 17	Vermont South	\$0.50	\$0.75	\$0.07

While, for non-residential development in any charge area, the levy per square metre is 5 cents or less after indexation, the levy payable for non-residential development in that charge area is deemed to be zero.

The levy table shows the calculated levy for all land uses based on full development data at the year 2042. The calculated levies are shown regardless of whether additional growth is expected or not of a particular development type in an area. The levy table enables Council to use the most appropriate levy for development if it occurs. Actual development conditions in the future are likely to vary to some extent compared to the projections shown in this DCP.

6.6 Indexation of DCP Levies

The levies set out in this DCP are current as at 1 July 2022.

Where the DCP provides for a Community Infrastructure Levy of \$1,253, the Collecting Agency will charge the Maximum Dwelling Amount determined in accordance with section 46L(3) of the Act. Where the DCP provides for a Community Infrastructure Levy of less than \$1,253, that amount will be adjusted annually on the 1st of July each year (or first practical date thereafter) in accordance with section 46LA of the Act.

The Development Infrastructure Levy will be adjusted annually on the 1st of July each year (or first practical date thereafter) by using the Consumer Price Index for Melbourne (All Groups) as published by the Australian Bureau of Statistics.

All adjustments will occur and take effect from 1 July in the financial year in which the adjustment is made.

6.7 Summary of DCP

The following table provides a summary of the anticipated DCP performance over the nominal 2022 to 2042 period. This is based on development estimates used in this DCP and suggests a collection rate of approximately 15% of the total cost of the infrastructure projects is expected. The balance of the DCP project cost (85%) will need to be funded by Council rates and other funding sources.

DCP levy income would be in the order of \$43.7 million (or 21% of total cost) for the listed projects if the statutory Community Infrastructure Levy cap did not apply.

Table 7: DCP Summary

Facility Type and Code	Total Cost	Time of Provision	Actual Cost Contribution Attributed to New Development	Proportion of Cost Attributed to New Development
Community Facility CFCI	\$170,164,000	2022-2042	\$21,734,867	13%
Community Facility CFDI	\$29,717,000	2022-2042	\$6,319,069	21%
Path PADI	\$8,988,000	2022-2042	\$2,520,254	28%
Road RDDI	\$2,686,000	2022-2042	\$690,395	26%
Total	\$211,555,000		\$31,264,585	15%

Note:

- CFCI = Community facility projects under the Community Infrastructure Levy
- CFDI = Community facility projects under the Development Infrastructure Levy
- PADI = Path (streetscape) projects under the Development Infrastructure Levy
- RDDI = Road projects under the Development Infrastructure Levy

7.0 DCP ADMINISTRATION

7.1 Collecting Agency and Development Agency

Whitehorse City Council is Collecting Agency for all infrastructure projects in this DCP.

Whitehorse City Council is Development Agency for all infrastructure projects in this DCP.

7.2 Liability for Development Contributions

The main development types identified in the DCP are Residential, Retail, Commercial and Industrial. Commercial refers to office or other commercial uses.

Additional information on demand unit and land use definitions is provided in Appendix 1.

For development that does not fall within one of the four development types set out in this DCP, the development contribution that applies to Commercial development will apply in default unless the Collecting Agency agrees in writing to a different development type.

7.3 Payment of Development Contributions

Method of Payment

Payment of development contributions is to be made in cash except as otherwise provided for in this DCP.

The Collecting Agency may accept, at its discretion, the provision of land, works, services or facilities as set out in this DCP in part or full satisfaction of the amount of levy payable.

Basis for Payment

Each net additional demand unit must pay the DCP levy (unless an exemption applies).

Payment of the Development Infrastructure Levy

Payment of the Development Infrastructure Levy must be made as follows:

- Where the planning permit provides for the subdivision of the land the Development Infrastructure Levy must be paid not more than 21 days prior to the issue of a statement of compliance for the approved subdivision or any stage of that subdivision, or
- Where the planning permit does not provide for the subdivision of the land the Development Infrastructure Levy must be paid not more than 21 days prior to the issue of a building permit under the *Building Act, 1993*, or
- Where no planning permit is required, the Development Infrastructure Levy must be paid prior to issue of a building permit under the *Building Act, 1993*.

Payment of the Community Infrastructure Levy

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

Deferral of Payment

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

7.4 Charge Areas

The Charge Areas for this DCP are the 17 areas as shown in Figure 1 of this DCP.

Amended
by VC249

7.5 Exemptions

The following development is exempt from the requirement to pay any development contribution under this DCP:

- Land developed for a small second dwelling.
- Land developed for a non-government school, as defined in the Ministerial Direction on the Preparation and Content of Development Contributions Plans dated 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 dated 11 October 2016.
- Social housing delivered by or for registered agencies as defined under the *Housing Act, 1983*.
- Alterations and additions to an existing dwelling.
- Outbuildings normal to an existing dwelling and fences.
- Demolition of a dwelling followed by construction of a replacement dwelling on the same land. The exemption applies to the number of dwellings demolished and does not apply to any additional dwelling(s).
- Reinstatement of a dwelling which has been unintentionally damaged or destroyed.
- Construction of dwellings that replace previously demolished dwellings on a lot, that is vacant at the gazettal date of Amendment C241whse, and remains vacant for no longer than two years from the gazettal date of Amendment C241whse. The exemption applies to the number of dwellings on the lot that replace an equal number of dwellings demolished before the gazettal date of Amendment C241whse and does not apply to the construction of any additional dwellings on the lot.
- A single Dependent Person's Unit associated with one dwelling on the same land.
- Buildings and facilities developed by the Whitehorse City Council for Council or community use.
- Servicing infrastructure constructed by a utility authority.
- The construction of a building or carrying out of works or a subdivision that does not generate a net increase in demand units.
- Land which is subject to an agreement under section 173 of the *Planning and Environment Act, 1987* that makes provision for the payment of infrastructure

contributions either in cash or the provision of works services or facilities and which expressly excludes the levying of any further development contributions under an approved development contributions plan.

7.6 Funding the Gap

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

7.7 Annual Reporting

The Collecting Agency must provide for regular monitoring and reporting of the DCP in accordance with Ministerial Direction on the Reporting Requirements for Development Contributions Plans of 11 October 2016.

Appendix 6 of this DCP shows the template reporting tables.

7.8 DCP Review

The DCP should be reviewed on a regular basis (such as every three years) to ensure the information in this DCP is reasonably consistent with estimates of future development and project needs and costs. However, it should be expected that future conditions will to some extent depart from the estimates generated for the DCP to some extent.

Where it is found that the DCP estimates and assumptions significantly depart from the conditions, a more comprehensive review of the DCP may be required.

7.9 DCP Projects and Unspent Funds

Should the Development Agency determine to not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be dealt with in the manner required under section 46Q of the Act. This means that unspent funds must either be:

- Used for the provision of other infrastructure as approved by the Minister responsible for the Act, or
- Refunded to current owners of land in the DCP area.

APPENDICES

APPENDIX 1: DEVELOPMENT DEFINITIONS

Dwelling Unit

A dwelling unit in this DCP has the same meaning as in Section 46H of the Act:

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

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

Gross Floor Area (Floorspace)

Gross floor area has the same meaning as in the Whitehorse Planning Scheme namely:

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

Residential

Residential or residential development means the development of land for one or more Dwelling Units and also includes development for the following land uses:

- Dependent person's unit (within Accommodation Group)
- Dwelling (within Accommodation Group)
- Caretaker's house (within Accommodation Group)
- Rooming house (within Accommodation Group)
- Residential building (within Accommodation Group)
- Residential aged care facility (within Accommodation Group)
- Residential village (within Accommodation Group)
- Retirement village (within Accommodation Group)
- Display home centre (within Land Use Terms That Are Not Nested).

Retail

Retail or retail development means development in respect of the land uses which are nested in the following categories in the nesting diagrams:

- Retail Premises Group (all land use types within)
- Retail Premises Group (Sub-Group of Shop) (all land use types within the sub-group).

Commercial

Commercial or commercial development means development in respect of the following land uses in the nesting diagrams:

- Camping and caravan park (within Accommodation Group)
- Corrective institution (within Accommodation Group)
- Bed and breakfast (within Accommodation Group)
- Group accommodation (within Accommodation Group)
- Host farm (within Accommodation Group)
- Residential hotel (within Accommodation Group)
- Motel (within Accommodation Group)
- Office Group (all definitions within this group)
- Place of Assembly Group (all definitions within this group)
- Education Centre Group (all definitions within this group)
- Leisure and Recreation Group (all definitions within this group)
- Child care centre (within Education Centre Group)
- Marina (within Recreational Boat Facility Group)
- Land Use Terms That Are Not Nested (all definitions within this group apart from Display home centre and Home based business).

Industrial

Industrial or industrial development means development in respect of land uses the following categories in the nesting diagram:

- Industry Group (all definitions within this group)
- Transport Terminal Group (all definitions within this group)
- Warehouse Group (all definitions within this group)
- Energy Group (all definitions within this group)
- Agriculture Group (all definitions within this group)
- Earth And Energy Resources Group (all definitions within this group)
- Utility Installation Group (all definitions within this group)
- Recreational Boat Facility Group (all definitions within this group apart from Marina).

Non-residential development

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

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

APPENDIX 2: POLICY DETAILS

A summary of policy and strategy documents which has been reviewed and that has informed the preparation of this DCP is provided below.

Whitehorse 2040 Community Vision

The City of Whitehorse has updated its community vision for 2040. This is based on consultation with the Whitehorse community, including residents, workers and visitors. The 2040 Community Vision will be used to help shape the City's future.

Our Whitehorse 2040 Community Vision is as follows:

- Whitehorse is a resilient community where everyone belongs.
- We are active citizens who value our natural environment, history and diversity.
- We embrace sustainability and innovation.
- We are dynamic. We learn, grow and thrive.

The vision has the following themes and priority areas:

- Diverse and Inclusive Community
- Movement and Public Spaces
- Innovation and Creativity
- Employment, Education and Skill Development
- Sustainable Climate and Environmental Care
- Whitehorse is an Empowered Collaborative Community
- Health and Wellbeing.
- Governance and Leadership

Whitehorse Council Plan 2021-2025

The Council Plan 2021-2025 details what Council will deliver to the community and how it will be done and measured. The Plan responds to the Whitehorse 2040 Community Vision.

The Plan seeks to ensure that Whitehorse continues to be a healthy, prosperous and sustainable community supported by strong leadership and community partnerships.

Over the next four years Council will:

- Focus on strategic directions in the Whitehorse 2040 Community Vision
- Implement the Transformation Program and Transformation Strategy
- Deliver redevelopment of:
 - Sportlink
 - Whitehorse Performing Arts Centre

- Morack Golf Course
- Implement the *Gender Equality Act, 2020*.
- Develop the Municipal Public Health and Wellbeing Plan sub plans, with a focus on:
 - Disability
 - Diversity
 - Healthy Ageing
 - Early Years
 - Youth.

Planning Scheme and Municipal Strategic Statement (MSS)

The new Planning Policy Framework (PPF) was introduced into the Victoria Planning Provisions (VPP) and all Victorian planning schemes through the gazettal of amendment VC148 on 31 July 2018. The translation of the Whitehorse Local Planning Policy Framework is in progress. In the interim the scheme operates with the State section in the PPF format and the Local Policy in the MSS format.

The MSS reinforces the key themes in the Council Plan. The Municipal Strategic Statement concentrates on the key land use issues identified at Clause 21.02 of the Whitehorse Planning Scheme.

With respect to development contributions, the Whitehorse Planning Scheme clause 19.03-1S contains the following:

- “Objective
 - To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- Strategies
 - Prepare development contributions plans and infrastructure contributions plans, under the *Planning and Environment Act, 1987*, to manage contributions towards infrastructure.
 - Collect development contributions on the basis of approved development and infrastructure contributions plans.
 - Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure.”

Whitehorse Planning Scheme Clause 21.08 Infrastructure contains the following under Strategies:

- “Obtaining developer contributions toward cumulative infrastructure needs to which the development will add further demand.”

The following is stated under further strategic work:

- “Investigate appropriate tools and locations for requiring Development Contributions across the municipality.”

Plan Melbourne

Plan Melbourne is the metropolitan planning strategy. It identifies areas of state significance and areas of local significance. Planning for areas identified as being of state significance will be led by the Victorian Planning Authority in partnership with local government. Areas of local significance will continue to be managed by local government.

Whitehorse forms part of the eastern region in Plan Melbourne, and is noted to have activity centres, employment areas, community facilities and transport corridors.

Whitehorse is generally identified as a middle urban municipality with Box Hill identified as a health and education precinct as well as a metropolitan activity centre undergoing major change.

The municipality also accommodates the Deakin University education precinct, Nunawading Major Activity Centre along Whitehorse Road, Burwood Heights Major Activity Centre including the 20 hectare ‘former brickworks’ strategic redevelopment site, Forest Hill Major Activity Centre and Tally Ho Major Activity Centre.

The focus of growth and change is expected to be within the municipality’s activity centres and employment clusters.

Recent Major Transport Projects

While not specifically identified in Plan Melbourne, the Suburban Rail Loop, Level Crossing Removals and North East Link Project are all major transport projects affecting Whitehorse.

Affordable Housing Policy 2010

The purpose of this policy is to clearly articulate the things Whitehorse City Council is doing, will do, or will consider doing, to support affordable housing within the municipality.

The policy is an internal policy. It has been developed in consultation with councillors and officers. It builds on the approach established in the City of Whitehorse Affordable and Social Housing Policy 2002. It also reflects the work Council has undertaken since the 2002 policy was adopted. The updated policy will provide direction to officers and explicitly state how Council will support affordable housing into the future.

Arts and Culture Strategy 2014-2022

The purpose of the Arts & Cultural Strategy is to achieve:

- A research driven strategic Arts & Cultural Plan for Council that delivers organisational goals and incorporates the needs and aspirations of the broader community; and
- Outcomes that would influence planning and policy across a wide range of Council Departments rather than it being a stand-alone Arts & Cultural Strategy.

The vision of the Strategy is to be a creative community that is vibrant, diverse and engaged through arts, culture and heritage. The strategy identified two major themes as priorities for Arts & Culture in Whitehorse:

- Arts & Cultural Facilities and Programs; and
- Community Cultural Development.

The strategy includes an action plan that include improvements to Council facilities and venues.

Asset Management Policy 2017

The purpose of this policy is to outline what is required at the City of Whitehorse (Council) to ensure comprehensive and effective asset management practices are developed and utilised across all asset classes. This policy is linked with the Asset Management Strategy.

This Policy applies to all assets owned, controlled, managed and/or maintained by Council.

Amongst other things the objectives of this policy are:

- To ensure sustainable management of assets by applying Best Appropriate Practice in Asset Management including the use of suitable asset management systems as applied to the different asset classes.
- To give priority to asset renewal (including upgrade as appropriate) when making capital investment decisions thereby ensuring Council's existing assets are properly managed to provide acceptable levels of service.
- To adopt a life-cycle asset management approach, incorporating life cycle costing into capital investment decisions.
- To continue to maintain an integrated Asset Management System to ensure a common asset data set is available for strategic, operational and financial reporting purposes.
- To progressively align Council's Asset Management Practices with the International Asset Management Standards; ISO55000, ISO55001, ISO55002, the National Asset Management Assessment Framework and the Municipal Association of Victoria's STEP Program.

Box Hill Activity Centre Transit City Structure Plan 2007

Box Hill is the main activity centre in Whitehorse. It provides retail, education, civic, medical, community service, entertainment and recreational opportunities for the regional population, as well as a hub for local community activities. It is strategically located along the Melbourne to Lilydale and Belgrave rail line, Whitehorse Road and the 109 tram route, which jointly form the spine of an area of intensive economic activity that extends through Melbourne's eastern suburbs.

The strategy addresses the following issues:

- Providing clarity as to the expectations of appropriate development within the Activity Centre, to facilitate the development process.

- Improving infrastructure and services to enable intensive development and to support new activities within the public realm – transforming a place created to support ‘suburban’ activity into one that supports ‘urban’ activity.
- Managing transitions between existing low-density uses that will remain for the foreseeable future and areas of higher-density new development; and managing the evolution over time of a new character in areas where existing low-density uses will sit amongst high-density development over a transitional period.

The plan proposes a number of actions to manage change including property acquisition and public projects.

Box Hill Central Activities Area Car Parking Strategy 2014

Box Hill caters for a mix of retail, commercial, residential, medical, education, transport and community uses and is guided by The Box Hill Transit City Activity Centre Structure Plan (2007). The Structure Plan seeks to ensure coordination in the development and enhancement of the centre by Council, stakeholders and the community up to the year 2030.

One of the key objectives of the Structure Plan was to promote the use of sustainable transport options over the private motor vehicle. As part of this process, a car parking strategy has been prepared to effectively manage existing and future car parking conditions providing for worker, shopper and visitor needs, and determine the extent to which Box Hill can support sustainable and economic growth.

Specifically, this study:

- Establishes the existing car parking characteristics of the area.
- Identifies shortfalls in existing short term, long term, on-street and off-street parking provisions and develop strategies to address the identified shortfall(s).
- Establishes the future demand for parking spaces and develop strategies to meet this demand.
- Establishes the ‘tools’ available to manage existing and future parking demands and their impacts on the surrounding areas.
- Determines which parking strategies and mechanisms are appropriate to be adopted for Box Hill (it recommended a parking overlay with reduced rates but not a cash in lieu scheme).

The Strategy makes 38 recommendations including the application of a Parking Overlay and changes to road configurations and active transport projects.

Box Hill Infrastructure Contributions Plan (Stage 1) Scoping Study, August 2017

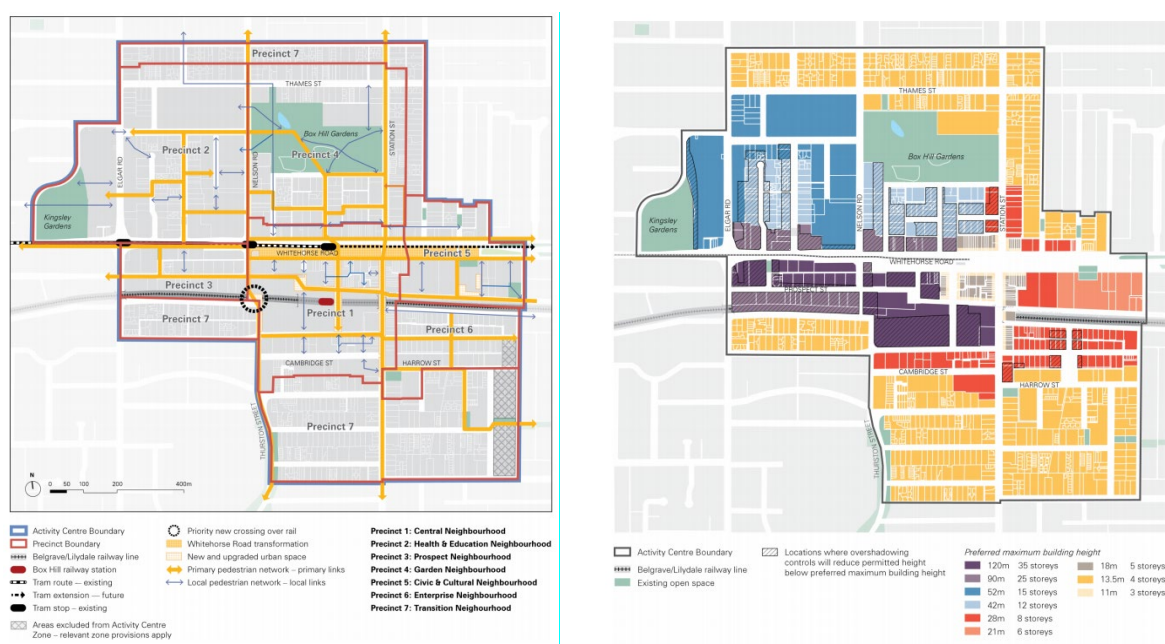
This report addresses Stage One of the project which investigates and analyses gaps in information relevant to implementing a development contribution mechanism as well as identifying any gaps in infrastructure, namely community and transport infrastructure, public open space, and the public realm.

The study recommends Council investigate the application of an ICP to the Box Hill MAC with the fallback position of implementing a DCP if ICPs are not introduced to established areas.

Box Hill Metropolitan Activity Centre to 2036 Draft Structure Plan 2020

The revised Structure Plan aims to reconcile the significant forecast growth in population, housing and employment with the necessary underpinning amenity, character, connectivity and resilience to support Box Hill's role as the pre-eminent urban centre for Melbourne's east.

The Draft Structure Plan establishes a preliminary catalogue of landscaping and urban design projects for the centre, plus land use and built form controls for an eventual planning scheme amendment. Maps of the urban design framework and preferred building heights are shown in the following maps.



Box Hill Metropolitan Activity Centre Community Infrastructure Plan 2021 Draft in Progress

This strategic project is a draft in progress and may provide research which is of value to infrastructure project justification. Topics under investigation include:

- Libraries
- Meeting places
- Neighbourhood houses
- Scout halls
- Performing arts and cultural centres
- Early years, youth and aged care facilities;
- Sport, leisure and active recreation facilities
- Education
- Emergency and health.

Box Hill Open Space Strategy Review 2019 Draft

In 2007 Council prepared the Whitehorse Open Space Strategy (WOSS). Since its preparation, a number of proposed initiatives for Box Hill have been completed and the demand for open space has increased. The population projections relied on in the WOSS have been exceeded and there are updated worker and resident population growth forecasts for the Box Hill Metropolitan Activity Centre (MAC) that indicate a substantial increase over the next 15 to 20 years.

In order to guide the development of an Infrastructure Contributions Plan (ICP) for the MAC this project was commissioned to update the open space needs for the Box Hill area only. Council has confirmed that the WOSS will continue to guide the provision, design and management of open space for the remainder of the municipality outside of Box Hill and the Box Hill MAC.

As noted in the project brief, the study aims to:

- Review the policy and strategy context for open space in Box Hill.
- Update the Whitehorse Open Space Strategy as it relates to the suburb of Box Hill.
- Identify shortfalls in the open space network for both current and future needs and recommend improvements.

The review makes a number of recommendations on additional open space and improvements to the public realm.

Box Hill Public Open Space Contribution Report 2020 Draft

This report assesses an appropriate public open space contribution rate for Box Hill, based on the Box Hill Open Space Strategy Review.

The review considered precincts within the study calculated a 10.8% rate for the Box Hill MAC and a 9.8% rate for the balance of the Box Hill suburb. An alternative option is to apply a single rate of 10.7% to the Box Hill suburb including the Box Hill MAC.

The recommended rates are higher than the 4%+ rate that is in the schedule to clause 53.01 of the planning scheme because of high demand for open space and the high value of land acquisition for new open space that is recommended to be provided for the suburb.

Box Hill Urban Realm Treatment Guidelines 2020

The Box Hill Urban Realm Treatment Guidelines defines the preferred design framework and standard of quality, style and application of public realm elements within the Box Hill MAC. It is intended to direct a more consistent urban character, whilst defining a program unique to Box Hill and its character.

The guidelines define a series of palettes and standards for development in the public realm.

Box Hill MAC Integrated Transport Strategy 2020

The Integrated Transport Strategy (ITS) establishes a holistic approach for developing solutions to transport challenges within the Box Hill MAC. It establishes a program of transport infrastructure and policy upgrades aimed at delivering an efficient and sustainable transport future that aligns with Council and State Government’s objectives.

The ITS provides a transport vision statement for the Box Hill MAC, which corresponds with the overall liveability goals for the community, focusing on environmental and economic sustainability, equity and safety to guide the future development of local transport.

The ITS recognises that conventional means of addressing transport issues – with its overwhelming reliance on private vehicles and parking – will not be capable of absorbing the expected rise in travel demand in the coming decades.

The ITS includes an action plan dealing with:

- Walking and cycling infrastructure
- Public transport
- Traffic and parking management
- Travel behaviour
- Technology and emerging trends.

The ITS includes an implementation plan which includes a list of transport projects and timeframes.

Burwood Heights Activity Centre Structure Plan 2006

The Burwood Heights Activity Centre has been designated as a Major Activity Centre and covers an area that is generally around the intersection of Burwood Highway and Middleborough Road, Burwood.

The structure plan developed the following vision:

- “Burwood Heights will evolve as an inclusive and vibrant Activity Centre that reinforces the existing sense of community and neighbourhood spirit. It will comprise a wide mix of uses that complement the role and function of other Activity Centres in the region and the range of services currently available in the existing centre.
- Burwood Heights will be easy to get to by public transport and will be easy and comfortable to move through via well defined, designed and active walking and cycling networks.
- The centre will integrate and respect the character and amenity of its surrounds. It will embrace the topographical, physical and environmental features of the locality and develop as an attractive and memorable place that integrates strong built form and landscape elements.”

The key redevelopment site in the area is the Burwood Brickworks site which is central to Burwood Heights growing as a MAC. The structure plan is based on a set of key strategic principles that relate to:

- Role and function
- Movement
- Form
- Open space and environment
- Residential surrounds
- Facilitation and development.

The Strategy includes an implementation plan including infrastructure improvements.

Burwood Village Neighbourhood Activity Centre 2008

The Burwood Village NAC is an area centred around the intersection of Burwood Highway (east-west) and Warrigal Road (north-south). Warrigal Road also forms the boundary between the City of Whitehorse in the area east of Warrigal Road and the City of Boroondara to the west. The purpose of the study is to respond to changing trends and demands in the area by:

- Ensuring that land use and redevelopment are appropriate to the role of the centre.
- Ensuring that the centre responds to the needs of the community.
- Maintaining and enhancing the role of the neighbourhood activity centre as a community focus.
- Providing the principles and guidelines to improve the appearance and amenity of the neighbourhood activity centre.

The study contains an action plan that recommends streetscape improvements.

City of Whitehorse Budget 2020-2021

This 2020-2021 budget has been guided by the priorities outlined in the Council Vision 2013-2023, Council Plan 2017-2021 and other major strategies and plans. In 2020/21, Council will deliver on the final year of its current four year Council Plan. The budget is also informed by community feedback which has been accumulated through various consultations held as part of the development and review of key Council strategies and plans, the annual community satisfaction survey, from budget submissions received in previous years, and by a Mayoral budget consultation event held in February 2020. The budget outlines the services, initiatives and the significant Capital Works Program that Council plans to deliver in 2020/21 and the funding and resources required. Key highlights for 2020/21 include:

- \$162 million for the continued delivery of services to the community.
- A \$62 million Capital Works Program.

City of Whitehorse Budget 2021-2022

The \$219 million budget outlines the services, initiatives and the significant Capital Works Program that Council plans to deliver in 2021/22 and the funding and resources required. Some highlights follow.

- **\$171 million for the continued delivery of a wide range of services to the community** including sustainability, waste and recycling, home and community services, recreation and leisure, health and family services, arts and cultural services, libraries and maintenance of sports fields, parks and gardens, footpaths, drains and roads.
- **\$78 million Capital Works Program** including \$18.01 million to continue the Whitehorse Performing Arts Centre redevelopment, \$6.54 million for the Morack Golf Course Pavilion, Driving Range and Mini Golf Facility, \$6.23 million for the refurbishment of Heatherdale Reserve Pavilion and \$1.80 million for the replacement of the Main Street bridge in Blackburn.
- **\$6.18 million for new operational initiatives** including \$3.57 million to commence implementation of Council's IT strategy and a new Enterprise Resource Planning System, \$2.10 million for the Waste Service Charge initiative and \$0.15 million to commence preparations for the food organics and garden organics (FOGO) service which is planned commence in 2022/23 and \$0.15 to commence preparation of the Whitehorse Open Space Strategy 2022-2037.

City of Whitehorse Budget 2022-2023

Council endorsed the budget for 2022-2023 at its meeting on 26 April 2022. The budget reflects a focus on growth, renewal, the delivery of projects and services, and support for post-pandemic recovery. Highlights include:

- \$182 million for the continued delivery of a wide range of services to the community including sustainability, waste and recycling, home and community services, recreation and leisure, health and family services, arts and cultural services, libraries and maintenance of sports fields, parks and gardens, footpaths, drains and roads.
- \$98 million Capital Works Program including \$44.1 million to continue the Whitehorse Performing Arts Centre redevelopment, \$5.7 million for redevelopment of Sportlink, \$2.5 million for continued development at Morack Golf Course Pavilion, Driving Range and Mini Golf Facility, \$1.6 million towards the extension of Vermont South Club Pavilion and \$1.2 million for the redevelopment of Mahoney's Reserve Pavilion.

Housing Strategy and Neighbourhood Character Review Project 2014

Council has prepared an overarching housing framework which comprises three parts:

- Whitehorse Housing Strategy 2014
- Whitehorse Neighbourhood Character Study 2014
- Whitehorse Neighbourhood Activity Centre Urban Design Guidelines 2014.

Whitehorse Housing Strategy April 2014

The 2014 strategy updates the 2003 Housing Strategy. The 2014 project identified where change has occurred in the last ten years both in terms of the size, type and location of housing development, and also the types of housing being developed and how they have met preferred neighbourhood character objectives in residential areas.

The main focus of the review was on the role that Council can play as the planning and responsible authority charged with developing and implementing planning policy. It developed with consideration of other council, state and federal policies, objectives and roles, and is designed to complement and deliver on these.

The strategy sets a hierarchy of preferred locations for growth – substantial change, natural change and minimal change.

Neighbourhood Character Study 2014

The 2014 Neighbourhood Character Study updates the 2013 Neighbourhood Character Study.

This document identifies preferred design objectives and responses to ensure that desired housing outcomes can be achieved.

The document seeks to ensure that residential development strengthens protection of neighbourhood character. It recommends new precincts and preferred character statements for all residential areas, with guidelines for residential development within each neighbourhood character precinct.

Neighbourhood Activity Centre Urban Design Guidelines 2014

This document provides direction for development within commercial zoned land, specifically within the Neighbourhood Activity Centres (NACs) that do not have Structure Plans or Design Guidelines. The document includes an assessment of the role of the NACs, anticipated development in centres and provides built form guidelines to help manage growth.

Indoor Sports Facility Feasibility Study 2020

The Indoor Sports Facility Feasibility Study was a project identified from Council's Recreation Strategy (2015-2024). Previously Council undertook an Indoor Sports Facility Feasibility Study (2005) reviewing the provision of indoor sports facilities in Whitehorse. A key recommendation from the study was the construction of Sportlink, in Vermont South.

The study found that there is a good diversity of indoor sports available within the City of Whitehorse that are provided in a range of different types of facilities. Based on the demand identified in the 2020 study there were a number of recommendations endorsed including redevelopment of the preferred Council owned or managed facilities to meet current sporting requirements and cater better for existing and future users. These recommendations and investment priorities require further investigation and feasibility work and will be implemented as funding becomes available and appropriate partnerships are identified.

MegaMile West and Blackburn Activity Centres Urban Design Framework 2010.

Whitehorse City Council has divided the MegaMile into East and West⁵. The MegaMile East has been grouped with the Mitcham Neighbourhood Activity Centre (NAC) and Nunawading MAC, and a Structure Plan was prepared and adopted by Council in 2008. The MegaMile West has been grouped with the Blackburn NAC and is the subject of this Urban Design Framework (UDF). It is intended that principles developed for the eastern section of the MegaMile and existing policies for Blackburn will help to inform decisions regarding landscape, car parking and built form in the activity centres.

The aims of the Urban Design Framework are to:

- Establish a vision for the MegaMile West Major Activity Centre that builds on previous planning studies, fills in gaps and responds to current environmental, economic and social factors.
- Research and identify issues and options for the redevelopment of key sites along Whitehorse Road, particularly bulky goods retailing, and in the Blackburn Activity Centre.
- Consider the options available if proposed rail transport projects take place.
- Examine ways to maximise and manage the potential of commercial growth of the MegaMile West and Blackburn Activity Centres.
- Address gaps in the pedestrian network and provide for a safe and direct pedestrian and cycle movement.
- Create urban design guidelines for the public realm areas and business zoned areas, addressing interface issues between industrial or commercial and residential uses.
- Establish if there are any facilities and services that the community lack in the area.
- Investigate ways to encourage a mode shift towards more sustainable modes of transport, namely walking, cycling and public transport, with consideration of the existing and proposed transport facilities in the area.
- Provide direction on built form within the study area.
- Address infrastructure for utility provision and waste management needs.

The UDF includes an implementation plan based on the themes explored in the framework and includes public realm and transport improvements.

Mitcham Station Precinct Built Form and Public Realm Guidelines 2012

The primary focus of the guidelines is on developing built form and public realm guidelines for future development of the project area around the new Mitcham Station and areas in the immediate vicinity.

The study has included a brief review of existing conditions including policy framework, infrastructure, connectivity, existing built form, current and future trends. The study has sought to identify the preferred built form and public realm outcomes for the identified study

⁵ It is noted that the whole of MegaMile (both east and west spines) form part of the Nunawading MAC. However, urban design frameworks and structure plans have been divided into two separate groupings.

area and particularly the new land parcel configuration to occur as a result of the grade separation including Station precinct interfaces.

It provides design proposals for the public realm and sustainable transport improvements.

Municipal Early Years Plan 2014-2018

The Whitehorse Municipal Early Years Plan, Whitehorse: A City for all Children, provides a direction for Council and its partners to continue working together to improve outcomes for children from birth to the age of 12 and their families. It identifies how Council, can support families to provide the best possible environment in which to care for children and meet their developmental needs, health and wellbeing.

The plan identifies a strong vision for children and their families and a set of core principles that underpin the vision.

The document includes an action plan that outlines improvements, upgrades and new council facilities to service this age group.

Municipal Wide Tree Study 2016

The Tree Study provides options and recommendations for policy and controls and other (non-statutory) mechanisms that will aim to ensure the future retention and regeneration of tree canopy. These include planning scheme changes to both protect existing trees and encourage the planting of future canopy trees. Options can also involve broader Council policy, advocacy and educational aspects to tackle the issue of tree retention on private land in a number of ways.

The study determines the types of trees that are most important as well as where in the City existing tree cover is lacking. While research and survey work is a significant part of the study, the community's views are also very important in determining the final recommendations.

Municipal Youth Plan 2014-2018

The Whitehorse Municipal Youth Plan -Whitehorse: A City for all Young People, provides a clear direction for Council and its partners to continue working together to improve outcomes for young people aged 12-25 years who live, work and study in the City of Whitehorse. It aims to identify the most effective ways to improve health and wellbeing outcomes for young people and to develop an integrated approach to planning and service delivery throughout the municipality.

The plan includes a strategic action plan as well as an implementation plan.

Nunawading MegaMile Structure Plan 2008

The purpose of the Structure Plan is to guide future development of the "Nunawading / MegaMile Major Activity Centre" and the "Mitcham Neighbourhood Centre", for future planning and enhancement. The study area has been defined by three very distinct precincts: Nunawading Activity Centre, Mitcham Neighbourhood Centre and the area in between known

as MegaMile, which also extends westward beyond the study area and will therefore be subject to a series of separate studies.

The plan includes an investment and implementation plan which details land assembly as well as a works program.

A review of the structure plan has commenced.

Nunawading/MegaMile/Mitcham Structure Plan Background Review 2018

The Structure Plan in 2008 provides strong strategic support for the removal of level crossings at Springvale Road, Nunawading, and Rooks Road/Mitcham Road, Mitcham, and improvements and investments to the station and surrounds. Public realm improvements around the municipal offices, Britannia Mall, Station Street and Whitehorse Road, Mitcham, and laneways and streets in Nunawading have also occurred. The Structure Plan has guided Council actions to develop and improve the centre over the past ten years with 69 actions now at various stages of completion.

Over the last decade, a number of major projects have significantly affected the activity centre, economy, planning and transport within and around it. These include:

- Eastlink.
- Level crossing removals at Heatherdale Road, Mitcham Road, Rooks Road, Springvale Road, Blackburn Road and Middleborough Road including new stations at Mitcham and Nunawading.
- Planning and construction of the Box Hill to Ringwood shared use path.
- Continuing population increases and demographic shifts.
- Introduction of lower speed limits around schools and in some activity centres.
- New multi-storey residential apartment buildings in Mitcham and Nunawading.
- Closure of Nunawading Primary School and purchase of the site by Council for redevelopment into the Nunawading Community Hub.
- Reformed commercial, industrial and residential zones in 2012/13.
- Application of three new residential zones in the municipality in 2014/15.

Council has also completed a range of new strategies and projects, including the:

- Neighbourhood Character Study and Housing Strategy.
- Industrial Development Strategy.
- Municipal-wide Tree Study.
- Cycling Strategy.
- MegaMile West and Blackburn Activity Centres Urban Design Framework.
- Urban design improvements in Station Street and Britannia Mall, Mitcham.
- Municipal office renovations and public improvements.
- Retail Strategy Review.
- Nunawading Visioning.

The plan includes directions and an implementation plan.

Nunawading, MegaMile (East) Mitcham Structure Plan Review 2020

The review is made up of three draft documents:

- Built Form Report.
- Economic Assessment Report.
- Movement and Access Report.

The reports considers options to improve built form, deliver improvements to walking and cycling infrastructure, facilitate retail and commercial floorspace demand and unlock future development opportunities.

Pavilion Development Policy 2019

Council has developed the Whitehorse Recreation Strategy Plan (2015–2024) to guide the delivery of sport and recreation over a ten year period.

Supporting the Recreation Strategy Plan are a range of documents that further define and specify Council’s role in the provision of sport and recreation opportunities. One of these is the *Sporting Facilities Guide – Seasonal and Casual Users*. The guide outlines the terms and conditions under which sporting and recreation clubs occupy Council’s sporting facilities and provides a framework for the development and funding of sporting infrastructure. The pavilion policy should be read in conjunction with the *Sporting Facilities Guide – Seasonal and Casual Users*.

The policy provides a framework for:

- Facility standards to guide the development and/or refurbishment of pavilions.
- A framework for the funding contributions towards pavilions.

The policy the following defines three types of capital works projects for Council’s sporting pavilions:

- Renewal.
- Refurbishment.
- New development.

Policy for Special Rate/Charge Schemes in Retail/Commercial Precincts or Centres 2014

The purpose of the policy is to provide a strategic and procedural framework to assist Council in establishing Special Charge Schemes for infrastructure projects pursuant to Section 163 of the *Local Government Act, 1989* (the Act).

The policy states establishment of an incorporated Business Association should be undertaken for a retail/commercial precinct. The Business Association then becomes the proponent of the statutory process of introducing a special rate/charge. Council facilitates implementation.

Review of Kindergarten Facilities (2021-2022 in progress)

A review of kindergarten facilities across the municipality is being undertaken to assess the likely impacts of the introduction of funded 3 year old kindergarten places from 2022. This report will determine what expansion and/or new facilities will be required.

Road Safety Strategy 2013

The Whitehorse Community Road Safety Strategy 2013 identifies educational, behavioural, infrastructure and advocacy actions that respond to the road safety issues within the municipality. The aim of the actions is to further reduce the number and the severity of road injuries and deaths on roads and paths within Whitehorse.

The road safety priorities for Whitehorse have been identified following community consultation, a review of relevant policies, an analysis of crash statistics, and the evaluation of Council's previous efforts in delivering road safety programs. The priority for Whitehorse City Council is to implement actions that target:

- Pre-school and school aged children.
- Youth (road users aged 16-25 years).
- Vulnerable road users, such as cyclists, pedestrians and motorcyclists.
- Road users with limited mobility, such as the elderly and disabled.
- Safe vehicles.
- Risky behaviour, such as speeding, drink and drug driving, and fatigue.
- Safe roads, footpaths and off-road paths.

The strategy details a number of actions for each of these target groups.

Special Charge Scheme Policy

The purpose of the policy is to provide a strategic and procedural framework to assist Council in establishing Special Charge Schemes for infrastructure projects pursuant to Section 163 of the *Local Government Act, 2020*.

The policy includes an implementation process.

Student Accommodation Strategy 2018

This strategy intends to guide the development and management of student accommodation in the City of Whitehorse. In doing so, it acknowledges there are a range of stakeholders that play a role in ensuring students in Whitehorse have access to safe and legal accommodation.

This strategy is based on the following:

- Analysis of the scale of the student population and its characteristics, the overall housing affordability context, and the development of a housing typology to help guide understanding of the various issues associated with managing student accommodation.
- Detailed policy review including comparison with mechanisms used by other councils to manage student accommodation.

- Design review including case studies of student accommodation across the typology of accommodation.
- Car parking and transport review and analysis, including tube count surveys, travel pattern interviews and parking demand assessments.
- Community and stakeholder consultation, including with Council staff, an online survey and targeted interviews with key stakeholders.

The policy includes a list of actions as part of the implementation plan.

Summary Asset Management Plan 2020

The purpose of this Summary Asset Management Plan is to provide an overall presentation of the state of the assets at Whitehorse including:

- The type and quantity of assets are under Council's control.
- Information on the condition of the assets;
- key findings associated with each asset class.
- Applied asset management strategies;
- forecast renewal funding demand based on the current levels of service.

This Summary Asset Management Plan provides a consolidated source of capital works program recommendations to inform the annual budget process.

The plan includes:

- Buildings
- Roads
- Drainage
- Open space
- Plant and fleet
- IT.

The appendices identify project areas and recommends for capital works expenditure over a ten year period.

Tally Ho Urban Design Framework 2006

The Tally Ho Major Activity Centre (MAC) is both a regional hub for high tech commerce and a centre for the local community. To ensure that Tally Ho meets the needs of the local worker and residential population, an Urban Design Framework has been prepared which sets out objectives and strategies that will guide development in over the next 15 years. The key objectives of the Framework are:

- To encourage economic development based on new generation commerce and knowledge.
- To facilitate growth and development to meet current and future needs whilst maintaining amenity and liveability.
- To create a sustainable urban environment.

- To encourage use of alternate modes of transport (i.e. other than privately-owned motor vehicles) by improving the extent and quality of bicycle and pedestrian networks and enhancing public transport infrastructure.
- To reduce at-grade car parking in the area.
- To increase the mix of uses in existing and new developments.
- To ensure community facilities can meet the current and future needs of the local population.
- To enhance the quality and extent of landscaping.

The UDF includes an investment and implementation plan which includes a list of projects and costs.

Tally Ho Urban Design and Landscape Guidelines 2015

The Urban Design and Landscape Guidelines have been prepared to assist in realisation of the Tally Ho UDF. The intention of these guidelines is to provide detail as to ultimate built form and landscape outcomes for the private and public realm of the Activity Centre.

Urban Forest Strategy 2021-2031

The Urban Forest Strategy addresses the importance of trees and vegetation - across both private and public land - in making the municipality a vibrant place to live, work and visit. An 'urban forest' includes trees, shrubs and groundcover on public and private land and it has a number of benefits:

- Shading and cooling during summer
- Water retention reducing the risk of flooding
- Improved community connectedness and wellbeing.

The Urban Forest Strategy sets out the actions Council will take to increase tree canopy cover in Whitehorse.

The strategy's vision is 'a diverse, healthy and resilient urban forest' and it outlines five key objectives:

- Protect the urban forest across private and public land
- Expand the urban forest and adapt to climate change
- Enhance biodiversity
- Build community capacity to learn from each other, protect and enhance the urban forest
- Build on Council's knowledge base.

The urban forest strategy seeks to increase tree canopy cover to 30% in Whitehorse by 2050. Tree canopy cover is the amount of trees covering the ground when viewed from above. Tree canopies are vital because they reduce heat and provide shade. Reaching these targets involves working collectively throughout Council, with external organisations and alongside the community.

Whitehorse Cycling Strategy 2016

The Whitehorse Cycling Strategy 2016 has a vision of increasing cycling through creating a connected network of attractive, safe and inviting low stress streets and paths which are accessible to all and respects the needs of all users.

The action plan within this strategy outlines the infrastructure, education, advocacy, leadership and evaluation activities that will assist Council to achieve this vision.

The Whitehorse Cycling Strategy 2016 has also been prepared having regard to the broad number of other services provided by Council to the community. The actions within the strategy are considered to be appropriate given Council's authority and responsibilities, financial framework and the Council's wider vision of creating a healthy, vibrant, prosperous and sustainable community.

The strategy includes an action plan which details a number of projects intended to deliver the strategy.

Whitehorse Environmentally Sustainable Design (ESD) Policy for Council Buildings and Infrastructure 2021

This report seeks to incorporate ESD principles into buildings and infrastructure (assets) that are designed, constructed and maintained for Council's operational and community use. All new, renewal and extension of Council building and infrastructure projects, and maintenance works will be subject to the standards established by the report.

This initiative will enable Council to achieve targets within its Sustainability Strategy 2016-2022, actions in the Interim Climate Response Plan 2020-2022, and draft Urban Forest Strategy 2021-2031 (pending endorsement).

Council will develop a Sustainability Management Plan (SMP) that documents how all identified ESD objectives, targets and standards will be met, and how the performance outcomes will be achieved for each project and program.

This report was adopted by Council on 22 February 2021.

Whitehorse Health and Wellbeing Plan 2021-2025

The Whitehorse Health and Wellbeing Plan 2021-2025 describes the work Council and its partners will do to improve the health and wellbeing of people in Whitehorse.

The Plan aims to achieve four-year health and wellbeing objectives while working towards achieving the twenty-year Whitehorse Community Vision 2040.

Much of Council's work helps keep the community healthy and well, such as public health inspections and home care services. The Plan draws together these roles in a holistic and strategic approach to health and wellbeing. The priorities of the Plan are:

- Mental wellbeing
- Physical activity

- Social and neighbourhood connection
- Social inclusion (including digital inclusion)
- Climate change mitigation.

The objectives of the Plan for the next four years are focused in eleven key areas which impact service delivery and investment in facilities and infrastructure:

- Healthy start for life
- Healthy relationships
- Mental health and wellbeing
- Healthy behaviours
- Health protection
- Safety
- Healthy ageing
- Access and participation
- Social cohesion
- Neighbourhood liveability
- Climate change mitigation.

Whitehorse Industrial Strategy 2011

The purpose of the strategy was to develop an industrial strategy which would provide a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

The industrial strategy strongly emphasises that addressing non-economic specific matters is integral to the success of providing a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

Consequently, a number of additional and specific pieces of work are identified and recommended to be undertaken or commissioned by Council into the future to provide a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

The strategy makes a number of precinct based recommendations including public realm improvements.

Industrial Precincts Implementation Project – Urban Design Guidelines 2011

The preparation of the guidelines was recommended by the Whitehorse Industrial Strategy 2011.

This document is intended to assist with development applications and the planning approval process within industrial precincts. The document notes that achievement of high quality physical outcomes are contained within built form categories, including building height, landscaping, road design, setbacks, carparking, loading and waste storage.

Industrial Precinct Review 2019

This review was undertaken by Blair Warman Economics with funding from the North East Link Project to explore relocation options for approximately 80 businesses that will be acquired in the Bulleen Industrial Precinct. This report identified strategic directions to guide Council in promoting the future growth of industrial precincts.

The precincts have a low vacancy rate and there is limited supply of vacant sites. New development generally relies on the reuse and redevelopment of existing properties. This report was considered at the 15 July 2019 Council meeting where the report was noted by Council.

Whitehorse Integrated Transport Strategy 2011

The Whitehorse Integrated Transport Strategy 2011 creates a framework to consider the different modes of transport available to the Whitehorse community and provides direction to facilitate travel options and networks that are sustainable, convenient, accessible and safe.

The goals of the Whitehorse Integrated Transport Strategy 2011 are to:

- Improve the links between transport modes for the efficient and convenient movement of people and goods.
- Increase the use of sustainable transport modes of transport to minimise the impact of transport on the environment.
- Increase the use of sustainable transport modes that promote healthy lifestyles, such as walking and cycling.
- Increase the safety of residents and commuters who travel within and through the municipality.
- Promote economic development and social connectedness within our community.

The various actions that Council will undertake are listed under each strategic objective, and a complete table of the actions, indicative cost and timelines is included in the Appendix which is an action plan.

Whitehorse Open Space Strategy 2007

The open space strategy was prepared by Council with assistance from Thompson Berrill Landscape Design Pty Ltd (TBLD) in association with Environment & Land Management (E&LM).

The strategy provides direction for publicly owned land that is set aside for leisure, recreation and nature conservation purposes including land managed by Council, Parks Victoria, Melbourne Water and VicRoads. The Strategy ties in with state and regional level planning policy, local policy, demographic change and community expectations.

The vision for open space is to “continue to provide a diverse network of linked open space with people of all ages recreating, socialising and enjoying the outdoor space, and bushland reserves brimming with indigenous flora and fauna.” Specific outcomes are:

- Improve the links between open space reserves
- Improve access to and use of existing reserves and maintain existing highly valued reserves
- Build on diversity which is a key strength of the Whitehorse open space system
- Adequate open space to meet existing and future population needs
- Improve the habitat corridor links and values of the existing linear open space system of Whitehorse
- Improve environmental sustainability of open space management and maintenance practices
- Reduce conflicts between different recreational users in open space.

Implementation is anticipated to be over a nominal 15 year period with some actions having a longer-term horizon. Implementation will be based on allocation of funding, rate of development and changing needs, receipt of open space contributions (via the Open Space Contribution and Subdivision provisions of the Victoria Planning Provisions) and availability of other funding sources such as grants.

Whitehorse Play Space Strategy 2011

The purpose of the Whitehorse Play Space Strategy 2011 is to provide Council with a framework for the sustainable provision of its network of play spaces, and to more fully quantify the cost of maintaining and improving the network into the future.

Council currently provides 169 public playgrounds, mostly in parks. The Whitehorse Open Space Strategy 2007 has underpinned the development of the Whitehorse Play Space Strategy 2011. The Whitehorse Play Space Strategy 2011 focus is primarily on play spaces for children aged 0-11. It does not include play areas such as skate/BMX and hard surfaces, which are considered in other service planning.

The objective of the strategy is to provide a framework and principles for the planning, design and management of Council's network of play spaces. It will also provide the service framework for the assessment of play space provision on a site-by-site or area basis and the development of an asset management plan for play spaces. The plan will inform Council's future capital works priorities and will assist in ensuring that the service can be sustained into the future.

The Whitehorse Play Space Strategy 2011 is a strategic document that considers trends in the provision of play spaces, guidelines, current standards and changes in the City of Whitehorse.

The document recommends actions to implement the strategy.

Whitehorse Recreation Strategy 2015-2024

The Recreation Strategy provides a framework to guide Council planning of recreation and sport services and facilities for the next 10 years.

The purpose of the Recreation Strategy is to:

- Identify strategies to encourage residents, families and visitors to incorporate more physical activity in their daily routines.
- Develop a rationale for future provision of recreation facilities and services.
- Provide direction on the provision of facilities that facilitate people to lead a healthy lifestyle.
- Provide direction in relation to the type and level of support Council should provide to recreation and sport.
- Establish short (1–3 years), medium (4–7 years) and long term (7–9 years) actions to address the findings of the project and provide a framework for monitoring the implementation of the Implementation Plan.

This document provides the context and planning hierarchy that inform the Box Hill Open Space Strategy.

Actions within the Implementation Plan that have identified the need for resources or will require resources such as facility development will be subject to strategic priorities, policy development, a detailed business case and the allocation of sufficient resources as part of Council’s annual budget process.

Whitehorse Sustainability Strategy 2016-2022

The Whitehorse Sustainability Strategy 2016-2022 outlines Council’s sustainability agenda for the next six years. It is accompanied by the Sustainability Strategy Action Plan.

The strategy outlines the priority environmental sustainability outcomes and key targets that Council will work towards over a 6 year period. The strategy contains a wide range of objectives and outcomes that will be delivered by different departments across Council. The key liveability outcomes that guide the strategy include:

- An informed and resilient community.
- Energy-efficient Council and community buildings and infrastructure.
- Using more renewable energy.
- Reducing waste to landfill.
- Reducing the use of potable water.
- Improved water quality of local creeks and waterways.
- Achieving a mix of sustainable local businesses and jobs.
- Making it easy to walk and cycle in Whitehorse.
- Providing better access to public transport
- Enhancing the health and diversity of parks and local vegetation.
- Providing more recreational open space.
- Contributing to a reduced cost of living.
- Adapting to climate change and peak oil.
- Improved access to local food.

The accompanying action plan details the specific programs and projects that will contribute to achieving the priority sustainability outcomes.

Whitehorse Urban Biodiversity Strategy 2014-2024

The Whitehorse Urban Biodiversity Strategy for Council Managed Open Space, Streetscapes and Community Facilities, has been prepared to address biodiversity conservation and management actions undertaken by Council. Whitehorse biodiversity has been defined to include all existing indigenous flora (plants), fauna (animals including insects and other invertebrates), fungi, mycorrhizal relationships that are indigenous to the municipality, as well as the modified urban habitats and landscapes that these species rely upon.

The definition of Whitehorse biodiversity is primarily focused on indigenous flora and fauna species and vegetation communities but it also acknowledges that in a suburban modified landscape urban habitat is critical in maintaining indigenous fauna species. The focus of conserving and managing Whitehorse biodiversity is directed towards undertaking a series of practical biodiversity actions that will enhance existing biodiversity management actions.

Other actions are considered to be one-off actions and some will have an ongoing commitment and will contribute to biodiversity knowledge and planning across the municipality. Water management has been identified as of prime importance to biodiversity management. Riparian corridors provide opportunities for linkages across the municipality and into adjoining municipalities. Water is vital to maintaining biodiversity, as all species rely upon access to water.

The core of the Whitehorse Urban Biodiversity Strategy is the actions that will make a positive difference to biodiversity. It is recognised that there are three types of biodiversity actions within Whitehorse:

- Actions that are already occurring, that can be enhanced.
- One-off actions that can be undertaken to increase biodiversity knowledge and outcomes.
- Larger actions that would be on-going (both in a budgetary and time context).
- All biodiversity actions proposed below are subject to budgetary provisions.

Whitehorse Waste Management Strategy 2018-2028

The Whitehorse Waste Management Strategy 2018-2028 identifies contemporary challenges and opportunities around waste and litter within Whitehorse which include:

- Increased urbanisation and multi-unit developments.
- Changing community.
- Minimising and disposing of garbage in the future.
- Rise of technology.
- Changing economic conditions.
- Climate change emissions and organic waste.

- Continuous improvements to services.

The strategy includes a five year action plan.

Other Documents

The following documents have been viewed and are not considered to hold information for infrastructure need and funding purposes.

- 78 Middleborough Development Plan 2018.
- Blackburn Lake Surrounds Study 2020.
- Building Over Drainage Easements 2010.
- Collections Policy 2017.
- 104-168 Hawthorn Road Forest Hill Development Plan.
- Forest Ridge Development Plan Assessment Transport Impact Assessment.
- Tally Ho Commercial 1 Zone Review.
- Stormwater-Drainage-Policy-No-1-Outfall-Drainage-Policy.
- Stormwater-Drainage-Policy-No-2-On-Site-Detention-Policy.
- VCAT_Order_104-168HawthornRoad
- WCC Climate Response Plan 2020 2022.
- Whitehorse Residential Corridors Built Form Study 1.0.

APPENDIX 3: DEVELOPMENT PROJECTIONS

Development Conditions

Table 8 below shows the total quantum of floorspace (square metres (SQM) of gross floorspace) and number of properties in the municipality in 2020.

Residential is the primary land use in the municipality (10.1 million sqm of floorspace), followed by commercial floorspace (1.32 million sqm) and industrial floorspace (1.04 million sqm). There is approximately 584,300 sqm of retail floorspace in the municipality.

Residential refers to all types of dwellings, including separate houses, townhouses, villa units and apartments.

The retail sector includes shops, cafes, restaurants, supermarkets, shopping complexes, convenience stores and other similar activities.

The commercial sector includes offices, health, education, civic activities, places of worship, commercial accommodation, banks and recreation uses.

The industrial sector includes factories, warehouses, workshops, maintenance depots and other similar activities.

Table 8: Development Conditions in Whitehorse, 2020

Category	Floorspace SQM		Number of Properties	
Residential	10,125,880	76.6%	71,183	85.5%
Retail	584,230	4.4%	2,248	2.7%
Commercial	1,315,425	9.9%	8,099	9.7%
Industrial	1,037,785	7.8%	1,479	1.8%
Other	162,706	1.2%	294	0.4%
Total	13,226,026	100.0%	83,303	100.0%

Source: Whitehorse Property Rates Database, 2020; HillPDA

Note: Floorspace SQM refers to square metres of gross floorspace

Table 9 shows the 2020 data for the four main land use groups (i.e. residential, retail, commercial and industrial) for each of the 17 areas of the municipality.

Table 9: Development Conditions in Whitehorse by Area, 2020

Area	Residential		Retail		Commercial		Industrial	
	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number
Blackburn	915,935	6,199	67,410	287	106,294	861	110,447	155
Blackburn North	445,793	2,968	2,313	27	26,639	248	33,542	31
Blackburn South	647,267	4,473	10,463	88	33,021	341	363	1
Box Hill Activity Centre	323,217	4,705	77,872	441	254,638	995	7,569	17
Box Hill Balance	382,210	3,027	5,116	26	48,393	358	3,982	9

Area	Residential		Retail		Commercial		Industrial	
	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number
Box Hill North	687,034	4,780	6,813	60	17,172	576	53,659	88
Box Hill South	517,086	3,585	47,518	76	41,528	404	132,912	136
Burwood	718,401	5,464	19,196	79	229,714	712	101,477	141
Burwood East	645,824	4,404	42,136	145	145,495	296	5,590	4
Forest Hill	648,393	4,590	69,082	287	65,617	372	3,524	2
Mitcham	982,079	7,074	57,058	221	86,277	973	189,831	350
Mont Albert	336,512	2,139	8,461	54	18,336	297	3,226	7
Mont Albert North	396,516	2,350	1,136	13	27,057	264	0	0
Nunawading	654,622	4,951	128,455	280	92,371	650	236,525	383
Surrey Hills	359,541	2,137	4,175	32	14,508	271	0	0
Vermont	628,103	3,956	5,693	45	49,377	296	121,020	153
Vermont South	836,605	4,381	31,333	87	58,987	168	34,120	2
City of Whitehorse	10,125,139	71,183	584,230	2,248	1,315,425	8,082	1,037,785	1,479

Source: Whitehorse Property Rates Database, 2020; HillPDA

Tables 10 provides a high level summary of change in development conditions in the decade between 2010 and 2020.

This shows that residential floorspace increased by approximately 1.52 million sqm of floorspace (at a rate of 1.6% per annum).

Retail & commercial floorspace combined increased by approximately 226,700 sqm at a rate of 1.3% per annum. This represents growth of approximately 22,700 sqm per year on average.

Industrial floorspace declined significantly in the ten years to 2020 according to the data.

Table 10: Change in Development Conditions in Whitehorse, 2010 to 2020

Category	Floorspace SQM	%	% pa	Number	%	% pa
Residential	1,516,910	17.6%	1.6%	10,574	17.4%	1.6%
Retail & Commercial	226,644	13.5%	1.3%	2,340	29.2%	2.6%
Industrial	-792,234	-43.3%	-5.5%	234	18.8%	1.7%
Other	99,005	155.4%	9.8%	151	105.6%	7.5%
Total	1,050,325	8.6%	0.8%	13,299	19.0%	1.8%

Source: Whitehorse Property Rates Database, 2020; HillPDA

Impact of COVID-19 on Future Development and Planning

It is important to note that data and assumptions in this report relating to potential future population and development conditions and infrastructure needs are based on long term trends and available data. It remains difficult to predict how the real estate sector might respond to the economic impact of the COVID-19 pandemic over the coming years.

Any analysis should take a longer term view as to how the market might respond and recover and not try to model short term uncertainty for long term planning decisions.

The impact of the pandemic has not been fully absorbed by the property market and the next 12 to 18 months may see some declines in prices and construction activity. Market conditions may return to long term trends in 2022 or early 2023.

At the time of the preparation of this DCP it is observed that construction projects remain in progress in the DCP area and land values remained steady throughout 2020 and increased in early 2021.

Council has recently updated its dwelling projections with forecast .id in 2021 to take into account the possible impact of the pandemic on future population and dwelling conditions. This DCP is based on the updated forecast .id data.

The non-residential development projections shown in this DCP are based on the updated forecast .id 2021 population projections.

Residential Dwelling Projections

The forecast .id data for dwelling projections for the 17 Charge areas is provided in Table 11 below.

Overall, the municipality is expected to increase its stock of dwellings from approximately 72,500 in 2021 to 90,500 by 2041.

The areas that are expected to realise the highest rates of residential growth are:

- Box Hill Activity Centre
- Burwood East
- Blackburn
- Mitcham
- Mont Albert.

Table 11: Dwelling Projections in Whitehorse, 2021 to 2041

Area Name	2021	2041	Change 2021-2041	
Blackburn	6,307	7,930	1,623	25.7%
Blackburn North	2,983	3,204	221	7.4%
Blackburn South	4,527	4,848	321	7.1%
Box Hill Activity Centre	5,203	11,373	6,170	118.6%
Box Hill Balance	3,067	3,662	596	19.4%
Box Hill North	4,816	5,348	531	11.0%
Box Hill South	3,619	3,949	330	9.1%
Burwood	5,581	6,404	823	14.7%
Burwood East	4,485	6,397	1,912	42.6%
Forest Hill	4,641	5,341	700	15.1%

Area Name	2021	2041	Change 2021-2041	
Mitcham	7,131	8,795	1,664	23.3%
Mont Albert	2,177	2,682	505	23.2%
Mont Albert North	2,361	2,586	225	9.5%
Nunawading	5,012	5,927	915	18.3%
Surrey Hills	2,148	2,283	135	6.3%
Vermont	3,975	4,495	520	13.1%
Vermont South	4,405	5,263	858	19.5%
City of Whitehorse	72,438	90,487	18,049	24.9%

Source: Whitehorse forecast .id (2021 Data)

Residential and Non-Residential Floorspace Projections

Tables 13 and 14 show projections data for the four land use groups split over two tables.

The residential data is the same as above, although shown for 2020 and 2041, so as to align with the base year (2020) for non-residential data.

The retail and commercial projections are based on the following metrics:

- The ratio of population to floorspace in 2020 is applied to the 2041 population projections for the municipality as a whole
- The shares observed by area in 2020 are assumed to be maintained in the future.

Whitehorse achieved 3.2 sqm of retail floorspace per person in 2020, which is above the national average of 2.2 sqm. This is because Box Hill MAC and the significant amount of large format retail space in the MegaMile in particular (and some other centres) serve a catchment broader than the municipality.

Likewise, Whitehorse's ratio of commercial floorspace to population is high (7.3 sqm per person). This reflects the significant health, education and commercial office sectors present within the municipality, including Deakin University, Box Hill Hospital and major office clusters in Box Hill MAC and Tally Ho for example.

This approach provides for:

- Retail floorspace to increase from 584,300 sqm in 2020 to 723,100 sqm in 2041
- Commercial floorspace to increase from 1.32 million sqm in 2020 to 1.63 million sqm in 2041.

Overall, retail and commercial floorspace is expected to increase by 451,500 sqm in the 21 years to 2041, at an average of 21,500 sqm per year (all figures rounded). This is similar but slightly less than the rate observed between 2010 and 2020 and is therefore considered reasonable.

Industrial development declined in the period to 2020 however it is assumed that industrial floorspace would stabilise and grow marginally to 2041. There is limited capacity for

additional industrial expansion in the municipality as shown in recent research documents including the industrial precincts review.

The industrial projections assume modest floorspace growth in the future based on available data at the time of writing. This is based on the method shown in this report and cross-checked against development approvals data.

It is assessed that industrial development will increase from 1.04 million sqm in 2020 to 1.09 million sqm in 2041. This represents growth of approximately 54,000 sqm overall at an average of 2,600 sqm per year.

Table 12: Residential and Retail Projections in Whitehorse, 2020 to 2041

Area	Residential (Dwellings)				Retail Floorspace SQM			
	2020	2020%	2041	Change 2020-2041	2020	2020%	2041	Change 2020-2041
Blackburn	6,199	8.7%	7,930	1,731	67,410	11.5%	83,432	16,021
Blackburn North	2,968	4.2%	3,204	236	2,313	0.4%	2,863	550
Blackburn South	4,473	6.3%	4,848	375	10,463	1.8%	12,949	2,487
Box Hill Activity Centre	4,705	6.6%	11,373	6,668	77,872	13.3%	96,379	18,507
Box Hill Balance	3,027	4.3%	3,662	635	5,116	0.9%	6,332	1,216
Box Hill North	4,780	6.7%	5,348	568	6,813	1.2%	8,432	1,619
Box Hill South	3,585	5.0%	3,949	364	47,518	8.1%	58,811	11,293
Burwood	5,464	7.7%	6,404	940	19,196	3.3%	23,758	4,562
Burwood East	4,404	6.2%	6,397	1,993	42,136	7.2%	52,150	10,014
Forest Hill	4,590	6.4%	5,341	751	69,082	11.8%	85,501	16,418
Mitcham	7,074	9.9%	8,795	1,721	57,058	9.8%	70,619	13,561
Mont Albert	2,139	3.0%	2,682	543	8,461	1.4%	10,472	2,011
Mont Albert North	2,350	3.3%	2,586	236	1,136	0.2%	1,406	270
Nunawading	4,951	7.0%	5,927	976	128,455	22.0%	158,984	30,529
Surrey Hills	2,137	3.0%	2,283	146	4,175	0.7%	5,167	992
Vermont	3,956	5.6%	4,495	539	5,693	1.0%	7,046	1,353
Vermont South	4,381	6.2%	5,263	882	31,333	5.4%	38,780	7,447
City of Whitehorse	71,183	100.0%	90,487	19,304	584,230	100.0%	723,082	138,851

Source: HillPDA (based on Whitehorse Property Rates Database, 2020 and Whitehorse forecast .id (2021 Data))

Table 13: Commercial and Industrial Projections in Whitehorse, 2020 to 2041

Area	Commercial Floorspace SQM				Industrial Floorspace SQM			
	2020	2020%	2041	Change 2020-2041	2020	2020%	2041	Change 2020-2041
Blackburn	106,294	8.1%	131,556	25,262	110,447	10.6%	116,191	5,745
Blackburn North	26,639	2.0%	32,970	6,331	33,542	3.2%	35,287	1,745
Blackburn South	33,021	2.5%	40,868	7,848	363	0.0%	382	19
Box Hill Activity Centre	254,638	19.4%	315,157	60,519	7,569	0.7%	7,963	394
Box Hill Balance	48,393	3.7%	59,895	11,501	3,982	0.4%	4,189	207
Box Hill North	17,172	1.3%	21,253	4,081	53,659	5.2%	56,450	2,791
Box Hill South	41,528	3.2%	51,398	9,870	132,912	12.8%	139,825	6,913
Burwood	229,714	17.5%	284,308	54,595	101,477	9.8%	106,755	5,278
Burwood East	145,495	11.1%	180,074	34,579	5,590	0.5%	5,881	291
Forest Hill	65,617	5.0%	81,212	15,595	3,524	0.3%	3,707	183
Mitcham	86,277	6.6%	106,782	20,505	189,831	18.3%	199,705	9,874
Mont Albert	18,336	1.4%	22,694	4,358	3,226	0.3%	3,394	168
Mont Albert North	27,057	2.1%	33,488	6,431	0	0.0%	0	0
Nunawading	92,371	7.0%	114,324	21,953	236,525	22.8%	248,827	12,303
Surrey Hills	14,508	1.1%	17,956	3,448	0	0.0%	0	0
Vermont	49,377	3.8%	61,113	11,735	121,020	11.7%	127,314	6,295
Vermont South	58,987	4.5%	73,007	14,019	34,120	3.3%	35,895	1,775
City of Whitehorse	1,315,425	100.0%	1,628,055	312,630	1,037,785	100.0%	1,091,765	53,981

Source: HillPDA (based on Whitehorse Property Rates Database, 2020 and Whitehorse forecast .id (2021 Data))

Extrapolation of Projections for 2022 and 2042 DCP Period

As stated in this DCP, the adopted timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This timeframe provides a 20 year DCP period.

The above development data and projections (for the period 2020 to 2041) have been extended to the year 2042 using a straight line trend.

The results for the data points at 2022 and 2042 are shown in Tables 1 and 2 in the body of this DCP.

APPENDIX 4: TOTAL DEMAND UNITS

Common Demand Unit

The common demand unit selected for the DCP and the benchmark for equivalence ratios is one dwelling. This demand unit is used in most if not all development contribution plans prepared in respect of established areas.

Equivalence Ratios

The DCP's nexus principles and equivalence ratios are shown in the table below. For example, this shows that 19 sqm of retail floorspace is deemed to generate the same demand loading on the road system as does one 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.

Table 14: DCP Equivalence Ratios

Infrastructure Type / Development Type	Residential	Retail	Commercial	Industrial
	Dwelling units	SQM floorspace	SQM floorspace	SQM floorspace
Community facility projects under the Community Infrastructure Levy (CFI)	1	-	-	-
Community facility projects under the Development Infrastructure Levy (CFDI)	1	-	-	-
Path (streetscape) projects under the Development Infrastructure Levy (PADI)	1	75	50	500
Road projects under the Development Infrastructure Levy (RDDI)	1	19	121	67

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

Community Facilities

- No equivalence ratios are used for community facilities because only residential development is deemed to be 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 use 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.
- The equivalence ratio for paths uses resident and worker data as the basis for relative path and streetscape use. This data has been previously accepted for this purpose in DCPs. It is noted each land use will have visitors in addition to residents or workers and a significant variation in visitation is likely to occur for sub-categories of the four land use groups.

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.

Total Demand Units

Tables 15 to 18 show total demand units used in the DCP levy calculations for each area by infrastructure category. The data is shown for the year 2022, 2042 and change between those years in quantity and percentage terms.

Table 15: Total Demand Units, 2022

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	2,373	2,373	2,942	2,663
Area 02	Box Hill North	4,834	4,834	5,386	6,150
Area 03	Blackburn North	2,990	2,990	3,634	3,843
Area 04	Nunawading	5,044	5,044	9,160	16,286
Area 05	Mitcham	7,238	7,238	10,162	13,885
Area 06	Mont Albert	2,191	2,191	2,688	2,849
Area 07	Box Hill Activity Centre	5,340	5,340	11,625	11,797
Area 08	Surrey Hills	2,151	2,151	2,505	2,498
Area 09	Box Hill Balance	3,088	3,088	4,155	3,832
Area 10	Blackburn	6,364	6,364	9,679	12,547
Area 11	Box Hill South	3,620	3,620	5,384	8,522
Area 12	Burwood	5,554	5,554	10,718	10,050
Area 13	Blackburn South	4,509	4,509	5,327	5,356
Area 14	Burwood East	4,594	4,594	8,156	8,175
Area 15	Forest Hill	4,661	4,661	6,952	8,987
Area 16	Vermont	4,008	4,008	5,338	6,547
Area 17	Vermont South	4,465	4,465	6,167	7,161
Total		73,022	73,022	109,978	131,150

Table 16: Total Demand Units, 2042

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	2,597	2,597	3,292	2,951
Area 02	Box Hill North	5,375	5,375	6,030	6,844
Area 03	Blackburn North	3,215	3,215	3,990	4,170
Area 04	Nunawading	5,973	5,973	10,919	19,094
Area 05	Mitcham	8,877	8,877	12,383	16,506
Area 06	Mont Albert	2,708	2,708	3,314	3,504
Area 07	Box Hill Activity Centre	11,691	11,691	19,364	19,557
Area 08	Surrey Hills	2,290	2,290	2,722	2,714
Area 09	Box Hill Balance	3,692	3,692	4,995	4,591
Area 10	Blackburn	8,012	8,012	12,023	15,279
Area 11	Box Hill South	3,966	3,966	6,075	9,610
Area 12	Burwood	6,449	6,449	12,721	11,679
Area 13	Blackburn South	4,866	4,866	5,866	5,900
Area 14	Burwood East	6,492	6,492	10,840	10,852
Area 15	Forest Hill	5,377	5,377	8,174	10,651
Area 16	Vermont	4,521	4,521	6,104	7,309
Area 17	Vermont South	5,305	5,305	7,372	8,511
Total		91,406	91,406	136,183	159,723

Table 17: Change in Total Demand Units, 2022-2042

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	224	224	350	289
Area 02	Box Hill North	541	541	645	694
Area 03	Blackburn North	225	225	356	327
Area 04	Nunawading	930	930	1,759	2,808
Area 05	Mitcham	1,639	1,639	2,221	2,621
Area 06	Mont Albert	517	517	626	655
Area 07	Box Hill Activity Centre	6,350	6,350	7,739	7,760
Area 08	Surrey Hills	139	139	217	216
Area 09	Box Hill Balance	605	605	840	759
Area 10	Blackburn	1,649	1,649	2,344	2,732
Area 11	Box Hill South	346	346	691	1,089
Area 12	Burwood	895	895	2,003	1,628
Area 13	Blackburn South	357	357	538	544
Area 14	Burwood East	1,898	1,898	2,684	2,676
Area 15	Forest Hill	715	715	1,221	1,664
Area 16	Vermont	513	513	766	763
Area 17	Vermont South	840	840	1,205	1,349
Total		18,384	18,384	26,205	28,572

Table 18: Percent Change in Total Demand Units, 2022-2042

Area No.	Area Name	Community Facility CFI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	9.5%	9.5%	11.9%	10.8%
Area 02	Box Hill North	11.2%	11.2%	12.0%	11.3%
Area 03	Blackburn North	7.5%	7.5%	9.8%	8.5%
Area 04	Nunawading	18.4%	18.4%	19.2%	17.2%
Area 05	Mitcham	22.6%	22.6%	21.9%	18.9%
Area 06	Mont Albert	23.6%	23.6%	23.3%	23.0%
Area 07	Box Hill Activity Centre	118.9%	118.9%	66.6%	65.8%
Area 08	Surrey Hills	6.5%	6.5%	8.7%	8.6%
Area 09	Box Hill Balance	19.6%	19.6%	20.2%	19.8%
Area 10	Blackburn	25.9%	25.9%	24.2%	21.8%
Area 11	Box Hill South	9.6%	9.6%	12.8%	12.8%
Area 12	Burwood	16.1%	16.1%	18.7%	16.2%
Area 13	Blackburn South	7.9%	7.9%	10.1%	10.2%
Area 14	Burwood East	41.3%	41.3%	32.9%	32.7%
Area 15	Forest Hill	15.3%	15.3%	17.6%	18.5%
Area 16	Vermont	12.8%	12.8%	14.3%	11.6%
Area 17	Vermont South	18.8%	18.8%	19.5%	18.8%
Total		25.2%	25.2%	23.8%	21.8%

APPENDIX 5: LEVY CALCULATIONS

The information shown in the following Table 19 is as follows:

- Project Number
- Project Category
- Project Name
- Delivery Horizon
- Estimated Cost to DCP
 - All of the infrastructure projects are works (construction); this DCP does not include land acquisition costs
 - The DCP costs include full delivery including design and construction
 - The DCP costs relate to Council's cost and do not include grant funding or other contributions (if any apply)
 - The DCP costs exclude any costs incurred prior to 1st of July 2022
 - The DCP costs exclude GST
- Project Type
 - CFCI = Community facility projects under the Community Infrastructure Levy
 - CFDI = Community facility projects under the Development Infrastructure Levy
 - PADI = Path (streetscape) projects under the Development Infrastructure Levy
 - RDDI = Road projects under the Development Infrastructure Levy
- Main Catchment Area (MCA)
- Demand Units
- External Demand or Use Allowance
- Share of Use to MCA
- Cost Apportioned to MCA
- Cost Per Demand Unit
- New Demand Units
- Income Estimate by Project Before Cap.

The cost per demand unit for each infrastructure project is summed for each project category (i.e. CFCI, CFDI, PADI and RDDI) to derive a total charge / levy by category as shown in the body of this DCP document. The income estimated by project for CIL projects may be impacted by the cap.

Table 19: DCP Project Calculations

Project Number	Project Category	Project Name	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	New Demand Units	Income Estimate by Project	Income Estimate by Project
1	Property	Whitehorse Performing Arts Centre (WPAC)	2022-2042	\$52,656,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95.0%	\$50,023,200	\$547.26	18,384	\$10,061,083	19.1%
2	Property	Redevelopment of the existing Box Hill Library	2022-2042	\$26,459,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$25,136,050	\$777.74	8,723	\$6,784,158	25.6%
3	Property	Morack Golf Course Pavilion, Driving Range and Mini Golf Facility Construction	2022-2042	\$12,000,000	CFCI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95%	\$11,400,000	\$525.48	3,967	\$2,084,415	17.4%
4	Property	Koonung Reserve Pavilion	2022-2042	\$8,157,000	CFCI	Area 02 Area 03 Area 10	16,602	5.0%	95.0%	\$7,749,150	\$466.75	2,415	\$1,126,992	13.8%
5	Property	Sparks Reserve South Pavilion Refurbishment	2022-2042	\$7,875,000	CFCI	Area 07 Area 09 Area 10 Area 11 Area 13	32,228	5.0%	95.0%	\$7,481,250	\$232.14	9,308	\$2,160,629	27.4%
6	Property	Mahoneys North Pavilion Refurbishment	2022-2042	\$7,788,000	CFCI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95.0%	\$7,398,600	\$335.70	3,811	\$1,279,355	16.4%
7	Property	Sportlink Multi Purpose Facility Redevelopment	2022-2042	\$7,618,000	CFCI	Area 13 Area 14 Area 15 Area 16 Area 17	26,560	5.0%	95%	\$7,237,100	\$272.48	4,324	\$1,178,200	15.5%
8	Property	Vermont Reserve Pavilion	2022-2042	\$6,666,000	CFCI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95.0%	\$6,332,700	\$291.91	3,967	\$1,157,893	17.4%
9	Property	Surrey Park South West Pavilion Redevelopment	2022-2042	\$6,000,000	CFCI	Area 06 Area 07 Area 08 Area 09 Area 11	24,347	5.0%	95.0%	\$5,700,000	\$234.11	7,957	\$1,862,945	31.0%
10	Property	Forest Hill Reserve Pavilion Upgrade	2022-2042	\$5,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17	52,638	5.0%	95.0%	\$5,225,000	\$99.26	8,766	\$870,180	15.8%
11	Property	East Burwood Reserve South Pavilion	2022-2042	\$5,400,000	CFCI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95%	\$5,130,000	\$232.76	3,811	\$887,072	16.4%
12	Property	Upgrade to an existing sporting pavilion within Box Hill	2022-2042	\$5,000,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$4,750,000	\$146.97	8,723	\$1,282,013	25.6%
13	Property	Heatherdale Reserve Pavilion Refurbishment - part cost included from 2022-23 FY	2022-2042	\$4,227,000	CFCI	Area 05 Area 16	13,398	5.0%	95.0%	\$4,015,650	\$299.73	2,152	\$645,017	15.3%
14	Property	Ballyshannassy Park Pavilion	2022-2042	\$2,301,000	CFCI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95.0%	\$2,185,950	\$100.40	3,497	\$351,068	15.3%
15	Property	Eley Park Pavilion Refurbishment	2022-2042	\$1,700,000	CFCI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95%	\$1,615,000	\$74.17	3,497	\$259,372	15.3%
16	Infrastructure	Morack Golf Course Improvements	2022-2042	\$1,550,000	CFDI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95.0%	\$1,472,500	\$67.87	3,967	\$269,237	17.4%
17	Property	Vermont South Club Rooms	2022-2042	\$1,525,000	CFCI	Area 15 Area 16 Area 17	15,202	5.0%	95.0%	\$1,448,750	\$95.30	2,069	\$197,147	12.9%
18	Property	Nunawading Gymnastics Building	2022-2042	\$1,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16	40,841	5.0%	95.0%	\$1,425,000	\$34.89	6,028	\$210,330	14.0%

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19	Property	Aqualink Box Hill Tile Rectification Works - Stage 2	2022-2042	\$1,303,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95%	\$1,237,850	\$13.54	18,384	\$248,967	19.1%
20	Property	Yarran Dheran Reserve Information Centre Refurbishment	2022-2042	\$660,000	CFCI	Area 04 Area 05	14,850	5.0%	95.0%	\$627,000	\$42.22	2,569	\$108,464	16.4%
21	Property	Nunawading Community Hub	2022-2042	\$161,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16	40,841	5.0%	95.0%	\$152,950	\$3.74	6,028	\$22,575	14.0%
22	Property	Upgrading of existing Council owned sporting reserves in Box Hill area	2022-2042	\$9,049,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$8,596,550	\$265.99	8,723	\$2,320,188	25.6%
23	Infrastructure	Box Hill City Oval Precinct redevelopment	2022-2042	\$5,500,000	CFCI	Area 02 Area 07 Area 09 Area 10 Area 11 Area 13	37,602	5.0%	95%	\$5,225,000	\$138.95	9,849	\$1,368,496	24.9%
24	Property	Redevelopment of Florence Road pre-school	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
25	Property	Redevelopment of Friend Street kindergarten	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
26	Property	Redevelopment of Parkside pre-school	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
27	Infrastructure	Ballyshannassy sports field lighting	2022-2042	\$940,000	CFDI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95%	\$893,000	\$41.01	3,497	\$143,418	15.3%
28	Infrastructure	Surrey Dive - Playspace renewal - Neighbourhood	2022-2042	\$640,000	CFDI	Area 01 Area 02 Area 03 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11	43,547	5.0%	95.0%	\$608,000	\$13.96	10,596	\$147,947	23.1%
29	Infrastructure	Lighting at Bennettswood Reserve North Oval	2022-2042	\$450,000	CFDI	Area 08 Area 11 Area 12	12,705	5.0%	95.0%	\$427,500	\$33.65	1,380	\$46,447	10.3%
30	Infrastructure	Eley Park court	2022-2042	\$396,000	CFDI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95.0%	\$376,200	\$17.28	3,497	\$60,418	15.3%
31	Infrastructure	Forest Hill Reserve car park	2022-2042	\$300,000	CFDI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17	52,638	5.0%	95%	\$285,000	\$5.41	8,766	\$47,464	15.8%
32	Infrastructure	Boisdale Street Reserve - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 08 Area 11 Area 12	12,705	5.0%	95.0%	\$228,000	\$17.95	1,380	\$24,772	10.3%
33	Infrastructure	Pickford Paddock (North) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95.0%	\$228,000	\$10.35	3,811	\$39,425	16.4%
34	Infrastructure	East Burwood Reserve (South) - Playspace renewal - Local	2022-2042	\$240,000	CFDI	Area 14 Area 15	11,869	5.0%	95.0%	\$228,000	\$19.21	2,613	\$50,203	20.9%
35	Infrastructure	Memorial Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$228,000	\$28.60	765	\$21,891	9.1%
36	Infrastructure	Springfield Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 02 Area 03 Area 09 Area 10	20,295	5.0%	95.0%	\$228,000	\$11.23	3,019	\$33,921	14.1%
37	Infrastructure	Kalang Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13	20,537	5.0%	95.0%	\$228,000	\$11.10	2,957	\$32,833	13.7%
38	Infrastructure	Schwerkolt Cottage - Playspace renewal - Local	2022-2042	\$240,000	CFDI	Area 05	8,877	5.0%	95.0%	\$228,000	\$25.68	1,639	\$42,098	17.5%

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39	Infrastructure	Edinburgh Patch - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13	20,537	5.0%	95%	\$228,000	\$11.10	2,957	\$32,833	13.7%
40	Infrastructure	Scarborough Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 15 Area 17	10,682	5.0%	95.0%	\$228,000	\$21.34	1,556	\$33,208	13.8%
41	Infrastructure	Bellbird Dell (North) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
42	Infrastructure	Trainer Street Reserve - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95.0%	\$228,000	\$28.60	765	\$21,891	9.1%
43	Infrastructure	Gawler Chain (Central) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$228,000	\$28.60	765	\$21,891	9.1%
44	Infrastructure	Bellbird Dell (South) Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
45	Infrastructure	Terrara Park Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
46	Infrastructure	Antonio Park Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$228,000	\$15.35	2,569	\$39,441	16.4%
47	Infrastructure	Aqualink Box Hill Outdoor pool shade structure	2022-2042	\$168,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95%	\$159,600	\$1.75	18,384	\$32,100	19.1%
48	Infrastructure	Lucknow Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
49	Infrastructure	Heatherdale Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95.0%	\$118,750	\$8.86	2,152	\$19,074	15.3%
50	Infrastructure	Cootamundra Walk (South East) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 04 Area 10	17,201	5.0%	95.0%	\$118,750	\$6.90	2,803	\$19,354	15.5%
51	Infrastructure	Elmhurst Basin - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10	8,012	5.0%	95%	\$118,750	\$14.82	1,649	\$24,436	19.5%
52	Infrastructure	Walker Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
53	Infrastructure	Laidlaw Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95.0%	\$118,750	\$8.86	2,152	\$19,074	15.3%
54	Infrastructure	Murray Drive Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12	6,449	5.0%	95.0%	\$118,750	\$18.41	895	\$16,482	13.2%
55	Infrastructure	Branksome Grove Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10 Area 13	12,878	5.0%	95%	\$118,750	\$9.22	2,006	\$18,498	14.8%
56	Infrastructure	Hunters Knoll - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10 Area 13	12,878	5.0%	95.0%	\$118,750	\$9.22	2,006	\$18,498	14.8%
57	Infrastructure	Hurter-Finch Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95.0%	\$118,750	\$7.10	2,971	\$21,080	16.9%
58	Infrastructure	Ballyshannassy Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12 Area 14	12,941	5.0%	95.0%	\$118,750	\$9.18	2,793	\$25,630	20.5%

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59	Infrastructure	Licola Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 17	5,305	5.0%	95%	\$118,750	\$22.38	840	\$18,811	15.0%
60	Infrastructure	Billabong Park (North) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 17	5,305	5.0%	95.0%	\$118,750	\$22.38	840	\$18,811	15.0%
61	Infrastructure	Manniche Avenue Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 01	2,597	5.0%	95.0%	\$118,750	\$45.72	224	\$10,259	8.2%
62	Infrastructure	Halligan Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 02	5,375	5.0%	95.0%	\$118,750	\$22.09	541	\$11,954	9.6%
63	Infrastructure	Willow Street Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$118,750	\$14.90	765	\$11,402	9.1%
64	Infrastructure	Surrey Drive Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 07 Area 09	15,383	5.0%	95.0%	\$118,750	\$7.72	6,955	\$53,689	43.0%
65	Infrastructure	Middlefield Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03	3,215	5.0%	95.0%	\$118,750	\$36.93	225	\$8,301	6.6%
66	Infrastructure	Cootamundra Walk (Central) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 10	11,228	5.0%	95.0%	\$118,750	\$10.58	1,874	\$19,815	15.9%
67	Infrastructure	Casella Hollow - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95%	\$118,750	\$13.38	1,639	\$21,926	17.5%
68	Infrastructure	Trenham Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95.0%	\$118,750	\$13.38	1,639	\$21,926	17.5%
69	Infrastructure	Sim Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95.0%	\$118,750	\$13.38	1,639	\$21,926	17.5%
70	Infrastructure	Charles Rooks Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
71	Infrastructure	Park Close Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95%	\$118,750	\$8.86	2,152	\$19,074	15.3%
72	Infrastructure	Russell Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 08	2,290	5.0%	95.0%	\$118,750	\$51.86	139	\$7,201	5.8%
73	Infrastructure	Newbiain Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12 Area 14	12,941	5.0%	95.0%	\$118,750	\$9.18	2,793	\$25,630	20.5%
74	Infrastructure	Fulton Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13	4,866	5.0%	95.0%	\$118,750	\$24.40	357	\$8,721	7.0%
75	Infrastructure	Eley Park (North) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area14	4,866	5.0%	95%	\$118,750	\$24.40	357	\$8,721	7.0%
76	Infrastructure	Cloverdale Close Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95.0%	\$118,750	\$7.10	2,971	\$21,080	16.9%
77	Infrastructure	Norma Road Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 15	5,377	5.0%	95.0%	\$118,750	\$22.09	715	\$15,801	12.6%
78	Infrastructure	Ansett Crescent Reserve- Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 14 Area 15 Area 17	17,174	5.0%	95.0%	\$118,750	\$6.91	3,454	\$23,881	19.1%
79	Infrastructure	Collina Glen Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 04 Area 10	17,201	5.0%	95%	\$118,750	\$6.90	2,803	\$19,354	15.5%

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80	Infrastructure	Strathdon House car park	2022-2042	\$120,000	CFDI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 33 Area 14 Area 15 Area 16 Area 17	86,540	5.0%	95.0%	\$114,000	\$1.32	18,027	\$23,747	19.8%
81	Infrastructure	Whitehorse Reserve play space	2022-2042	\$75,000	CFDI	Area 07 Area 09 Area 10	23,395	5.0%	95.0%	\$71,250	\$3.05	8,604	\$26,202	34.9%
82	Infrastructure	Benwerrin Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 14	6,492	5.0%	95.0%	\$66,500	\$10.24	1,898	\$19,441	27.8%
83	Infrastructure	Mahoneys Reserve - Playspace renewal - Nhood	2022-2042	\$70,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95%	\$66,500	\$3.97	2,971	\$11,805	16.9%
84	Infrastructure	Forest Hill Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 15	5,377	5.0%	95.0%	\$66,500	\$12.37	715	\$8,848	12.6%
85	Infrastructure	Spark Rise - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$66,500	\$6.77	1,353	\$9,159	13.1%
86	Infrastructure	Beatty Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 06 Area 07	14,398	5.0%	95.0%	\$66,500	\$4.62	6,867	\$31,717	45.3%
87	Infrastructure	Belmore Road Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 01	2,597	5.0%	95%	\$66,500	\$25.60	224	\$5,745	8.2%
88	Infrastructure	Pope Square - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 10	8,012	5.0%	95.0%	\$66,500	\$8.30	1,649	\$13,684	19.5%
89	Infrastructure	Halley Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 10 Area 13 Area 15	18,255	5.0%	95.0%	\$66,500	\$3.64	2,722	\$9,914	14.2%
90	Infrastructure	Tainton Road Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 14	6,492	5.0%	95.0%	\$66,500	\$10.24	1,898	\$19,441	27.8%
91	Infrastructure	Mock Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 15	5,377	5.0%	95%	\$66,500	\$12.37	715	\$8,848	12.6%
92	Infrastructure	Ballina Terrace Reserve Playspace renewal - Local	2022-2042	\$70,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$66,500	\$6.77	1,353	\$9,159	13.1%
93	Infrastructure	Brentford Square Shopping Centre Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 04 Area 05 Area 10 Area 15 Area 16	32,760	5.0%	95.0%	\$66,500	\$2.03	5,446	\$11,055	15.8%
94	Infrastructure	Cobham Corner Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 05	8,877	5.0%	95.0%	\$66,500	\$7.49	1,639	\$12,279	17.5%
95	Infrastructure	Roslyn Street Reserve Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 12	6,449	5.0%	95%	\$66,500	\$10.31	895	\$9,230	13.2%
96	Infrastructure	Streetscape - Box Hill Central Activities Area	2022-2042	\$2,930,000	PADI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	45,792	5.0%	95.0%	\$2,783,500	\$60.79	11,108	\$675,176	23.0%
97	Infrastructure	Municipal Paths and Wayfinding	2022-2042	\$965,000	PADI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	136,183	5.0%	95.0%	\$916,750	\$6.73	26,205	\$176,407	18.3%

Project Number	Project Category	Project Name	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	New Demand Units	Income Estimate by Project	Income Estimate by Project
98	Infrastructure	Action 4.1 – Construct physically separated bicycle paths (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$750,000	PADI	Area 07	19,364	5.0%	95.0%	\$712,500	\$36.80	7,739	\$284,742	38.0%
99	Infrastructure	Streetscape - Vermont Shopping Centre Stage 2	2022-2042	\$700,000	PADI	Area 15 Area 16 Area 17	21,650	5.0%	95%	\$665,000	\$30.72	3,192	\$98,055	14.0%
100	Infrastructure	Action 3.2 – Construct new signalised crossings (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$525,000	PADI	Area 07	19,364	5.0%	95.0%	\$498,750	\$25.76	7,739	\$199,319	38.0%
101	Infrastructure	Streetscape - Blackburn Station Village Masterplan Implementation	2022-2042	\$500,000	PADI	Area 10	12,023	5.0%	95.0%	\$475,000	\$39.51	2,344	\$92,618	18.5%
102	Infrastructure	Action 1.1 – Widen footpaths (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$500,000	PADI	Area 07	19,364	5.0%	95.0%	\$475,000	\$24.53	7,739	\$189,828	38.0%
103	Infrastructure	Intersection Upgrade - Arnold/Nelson (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$350,000	PADI	Area 07	19,364	5.0%	95%	\$332,500	\$17.17	7,739	\$132,879	38.0%
104	Infrastructure	Action 4.2 - Construct bicycle boulevards / low stress cycling streets (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$240,000	PADI	Area 07	19,364	5.0%	95.0%	\$228,000	\$11.77	7,739	\$91,117	38.0%
105	Infrastructure	Roundabout Upgrade - Nelson/Thames (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$180,000	PADI	Area 07	19,364	5.0%	95.0%	\$171,000	\$8.83	7,739	\$68,338	38.0%
106	Infrastructure	Nelson Rd at Spring St -pedestrian crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$180,000	PADI	Area 07	19,364	5.0%	95.0%	\$171,000	\$8.83	7,739	\$68,338	38.0%
107	Infrastructure	Action 8.1 – Improve area-wide wayfinding (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$150,000	PADI	Area 07	19,364	5.0%	95%	\$142,500	\$7.36	7,739	\$56,948	38.0%
108	Infrastructure	Roundabout Upgrade - Thurston/Brougham/Oxford/Surrey (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$130,000	PADI	Area 07	19,364	5.0%	95.0%	\$123,500	\$6.38	7,739	\$49,355	38.0%
109	Infrastructure	Roundabout Upgrade - Nelson/Severn (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$125,000	PADI	Area 07	19,364	5.0%	95.0%	\$118,750	\$6.13	7,739	\$47,457	38.0%
110	Infrastructure	Roundabout Upgrade - Carrington/Thurston (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$105,000	PADI	Area 07	19,364	5.0%	95.0%	\$99,750	\$5.15	7,739	\$39,864	38.0%

Project Number	Project Category	Project Name	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	New Demand Units	Income Estimate by Project	Income Estimate by Project
111	Infrastructure	Action 2.1 – Upgrade footpaths to meet DDA requirements, where possible (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	PADI	Area 07	19,364	5.0%	95%	\$95,000	\$4.91	7,739	\$37,966	38.0%
112	Infrastructure	Action 15.1 – Create parklets (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	PADI	Area 07	19,364	5.0%	95.0%	\$95,000	\$4.91	7,739	\$37,966	38.0%
113	Infrastructure	Rutland Rd - pedestrian crossing near William (Zebra) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
114	Infrastructure	Prospect St at Young St- Pedestrian crossing (Zebra or wombat) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
115	Infrastructure	Glenmore St at linear park- Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95%	\$61,750	\$3.19	7,739	\$24,678	38.0%
116	Infrastructure	William St at linear park - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
117	Infrastructure	Thames St at Box Hill Gardens entrance - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
118	Infrastructure	Wellington Rd -midblock Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
119	Infrastructure	Action 6.1 – Revitalise laneways (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$50,000	PADI	Area 07	19,364	5.0%	95%	\$47,500	\$2.45	7,739	\$18,983	38.0%
120	Infrastructure	Action 7.2 – Improve public end-of-trip facility provision, i.e. Bike Parking (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$18,000	PADI	Area 07	19,364	5.0%	95.0%	\$17,100	\$0.88	7,739	\$6,834	38.0%
121	Infrastructure	Reconstruction Wellington Road, Box Hill	2022-2042	\$800,000	RDDI	Area 07	19,557	5.0%	95.0%	\$760,000	\$38.86	7,760	\$301,548	37.7%
122	Infrastructure	Reconstruction Windsor Crescent, Surrey Hills	2022-2042	\$600,000	RDDI	Area 06 Area 08	6,218	5.0%	95.0%	\$570,000	\$91.67	870	\$79,782	13.3%
123	Infrastructure	Reconstruction Monash Street, Box Hill South – (between Piedmont St to Naples St) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$231,000	RDDI	Area 11	9,610	5.0%	95%	\$219,450	\$22.83	1,089	\$24,856	10.8%

Project Number	Project Category	Project Name	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	New Demand Units	Income Estimate by Project	Income Estimate by Project
124	Infrastructure	Raised Threshold Treatment - Station/Oxford (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$160,000	RDDI	Area 07	19,557	5.0%	95.0%	\$152,000	\$7.77	7,760	\$60,310	37.7%
125	Infrastructure	Raised Threshold Treatment - Station/Ashted (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$160,000	RDDI	Area 07	19,557	5.0%	95.0%	\$152,000	\$7.77	7,760	\$60,310	37.7%
126	Infrastructure	Alwyn Street, Mitcham, Traffic Improvements	2022-2042	\$150,000	RDDI	Area 05	16,506	5.0%	95.0%	\$142,500	\$8.63	2,621	\$22,624	15.1%
127	Infrastructure	Reconstruction Watts St / Court St Laneway – (11 Court Street to Thames St) -- cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$133,000	RDDI	Area 09	4,591	5.0%	95%	\$126,350	\$27.52	759	\$20,896	15.7%
128	Infrastructure	Action 16.1 – Provide area-wide parking wayfinding (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	RDDI	Area 07	19,557	5.0%	95.0%	\$95,000	\$4.86	7,760	\$37,694	37.7%
129	Infrastructure	Reconstruction Sydenham Lane, Surrey Hills – (Valonia Ave to Beatrice Ave) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$98,000	RDDI	Area 08	2,714	5.0%	95.0%	\$93,100	\$34.30	216	\$7,400	7.6%
130	Infrastructure	Reconstruction Kerr Lane, Box Hill North – (Woodhouse Gve to Station St) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$74,000	RDDI	Area 02	6,844	5.0%	95.0%	\$70,300	\$10.27	694	\$7,128	9.6%
131	Infrastructure	Raised Threshold Treatment - Station/Cambridge (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	RDDI	Area 07	19,557	5.0%	95%	\$61,750	\$3.16	7,760	\$24,501	37.7%
132	Infrastructure	Raised Threshold Treatment - Whitehorse/Shipley (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	RDDI	Area 07	19,557	5.0%	95.0%	\$61,750	\$3.16	7,760	\$24,501	37.7%
133	Infrastructure	Action 13.2 – Undertake area-wide speed limit reductions (installation of speed limit signs) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$50,000	RDDI	Area 07	19,557	5.0%	95.0%	\$47,500	\$2.43	7,760	\$18,847	37.7%

APPENDIX 6: DCP REPORTING REQUIREMENTS

Reporting requirements as per Ministerial Direction on the Preparation and Content of Development Contribution Plans and Ministerial Reporting Requirements for Development Contribution Plans as at 11 October 2016 are set out below.

Annexure MINISTERIAL REPORTING REQUIREMENTS

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

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

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

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

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

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

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

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



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