

PRESTON MARKET PRECINCT

DRAFT Development Contributions Plan



~~May 2021~~ April 2022

Document control

VERSION	DATE	AUTHOR	NATURE OF CHANGE
1	4 May 2020	R Davies	Working draft report
2	6 August 2020	R Davies	Revised working draft report
3	14 December 2020	R Davies	Revised working draft report
4	22 March 2021	R Davies	Draft report
5	28 April 2021	R Davies	Final draft report
6	April 2022	S Bettiol	Updated final draft report to reflect April 2022 Structure Plan

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SUMMARY

Table 1 provides an overview of the project categories, costs and charges levied by this Development Contributions Plan (DCP). A more detailed explanation of projects funded by this DCP, calculation of contributions, description and costs of projects is listed within this document.

Table 1 Overall summary of costs and charges

SUMMARY: TOTAL COSTS APPORTIONED TO DCP - LAND AND CONSTRUCTION	
PROJECT TYPE	TOTAL COSTS OF PROJECTS
Land and floorspace	\$ 2,630,000 <u>1,101,164</u>
Construction	\$ 10,771,683 <u>9,751,461</u>
Total	\$13,401,683 <u>10,852,625</u>
SUMMARY: TOTAL COSTS BY PROJECT TYPE	
PROJECT TYPE	TOTAL COSTS OF PROJECTS
Intersection projects	\$ 8,454,407 <u>9,190,455</u>
Pedestrian crossing projects	\$ 123,720 <u>161,950</u>
Community building projects	\$ 4,823,556 <u>1,500,220</u>
Total	\$13,401,683 <u>10,852,625</u>
SUMMARY: TOTAL COSTS BY INFRASTRUCTURE CATEGORY	
LEVY	TOTAL COST OF PROJECTS
Total - Development Infrastructure Levy (DIL)	\$ 13,401,683 <u>10,852,625</u>
Total	\$13,401,683 <u>10,852,625</u>
SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE	
MAIN CHARGE AREA	TOTAL COST OF CONTRIBUTION
Residential (MCA1) MCA1 (Non-market uses — residential)	\$ 1,280,571.05 per dwelling
Residential (MCA2)	\$ 1,051,867 per dwelling
MCA1 (Non-market uses — retail) <u>Retail (MCA2)</u>	\$ 303,147.79 per sqm GLFA
MCA1 (Non-market uses — office) <u>Office (MCA2)</u>	\$ 78.6244 per sqm GLFA

1 INTRODUCTION

The Preston Market Precinct is a strategic development site located within the Preston-High Street Major Activity Centre.

In August 2017, the Minister for Planning appointed the Victorian Planning Authority (VPA) as Planning Authority for the precinct and the VPA undertook a review of the planning controls that apply. The Minister then directed the VPA to prepare a structure plan and a planning scheme amendment to guide future planning and development in the precinct.

The VPA has prepared Darebin Planning Scheme Amendment C182. The amendment proposes to rezone the Preston Market Precinct from a Priority Development Zone to an Activity Centre Zone (ACZ) to allow for residential, commercial and mixed-use development. Amendment C182 includes this draft Preston Market Precinct Development Contributions Plan (DCP).

1.1 Site description

The Preston Market Precinct (refer to Plan 1 on the following page) is located 10 kilometres north of Melbourne's central city in the Preston-High Street Major Activity Centre. It is primarily owned by one private landholder, with three other landholders owning small parcels.

The precinct is 5.1 hectares in area and bordered by Murray Road, Cramer Street, St Georges Road (excluding the existing apartment building and rail corridor) and the rear of the High Street shops to the east.

[The eastern side of the precinct accommodates the Preston Market, two supermarkets, a Centrelink office and an uncovered ground level car park.](#)

[The western side of the precinct, adjacent Preston Station, includes vacant lots that have accommodated several uses including a Trugo Club and car parking.](#)

[Preston Market is Melbourne's second largest fresh food market with around 120 traders, including green grocers, delicatessens, a meat and fish section, general food stalls and speciality shops selling plants, clothing and sporting goods.](#)

[Several easements on the land title are in favour of the Darebin City Council and reflect the existing accessways and aisles within the market site.](#)

~~Existing approvals are in place in the precinct for construction of:~~

~~a part six-storey and part nine-storey apartment building with ground floor shops on the north-east corner of St Georges Road and Cramer Street (30 Cramer Street)~~

~~a 14-storey building (accommodating 155 dwellings) and two 10-storey buildings (accommodating 128 dwellings, re-location of the Aldi supermarket, retail and offices) in the north-west portion of the precinct fronting Murray Road.~~

The Preston Market Precinct - Structure Plan, which forms the strategic basis for the Activity Centre Zone planning controls, provides the framework for the redevelopment of the precinct complemented by the market, high density housing, retail, office and community uses (including public open space).

1.2 Purpose

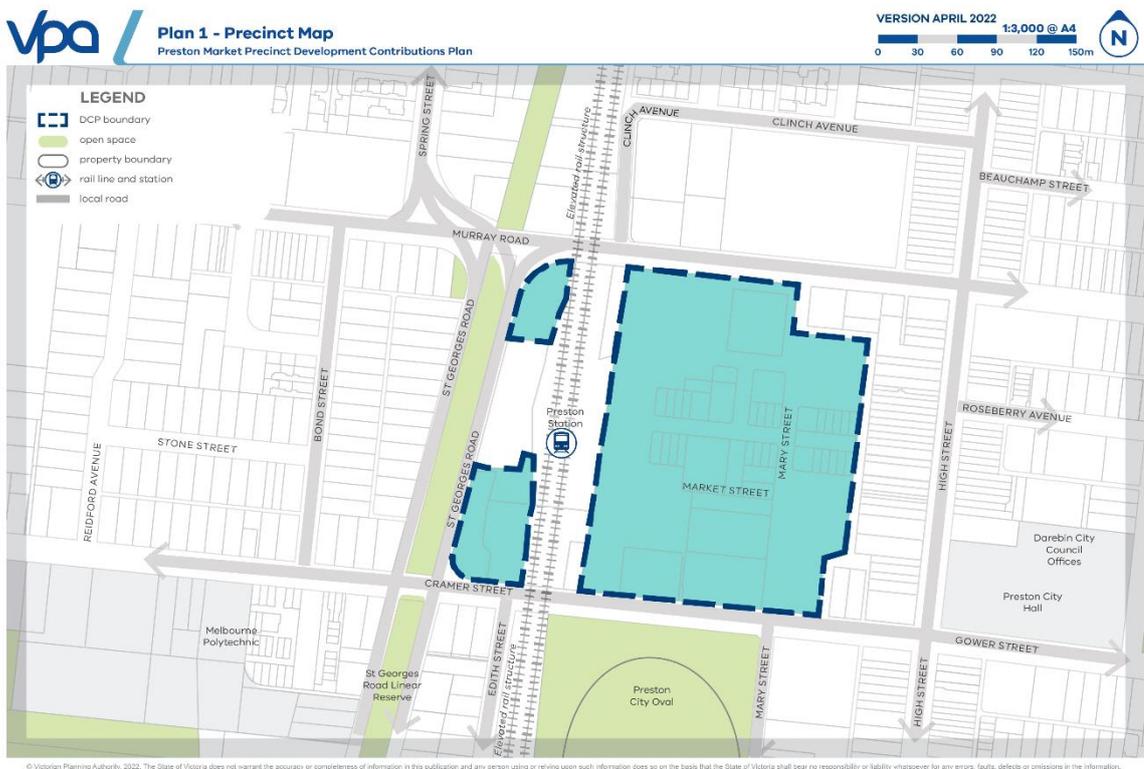
The Preston Market Precinct DCP:

- Outlines projects required to ensure that future residents, visitors and workers within the precinct can be provided with access to the transport and community services necessary to support a future mixed use area
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects

- Ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects
- Provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered.

The DCP is an implementation-based planning tool which identifies the infrastructure items that will be required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

Plan 1 Precinct Map



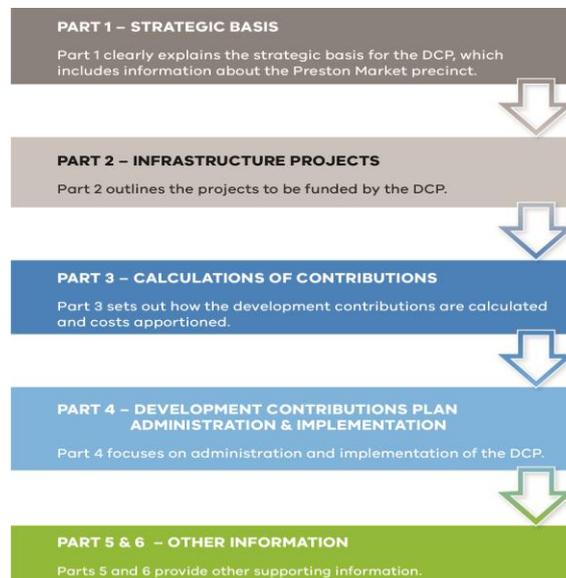
vpa / **Plan 1 - Precinct Map**
Preston Market Precinct Development Contributions Plan

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1.3 Report basis

The DCP document comprises six parts.



1.4 Strategic basis

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the Darebin Planning Scheme. Key documents are:

- the Planning Policy Framework set out in the Darebin Planning Scheme
- *Plan Melbourne 2017-2050*
- *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans*
- the Darebin Planning Scheme – Local Planning Policy Framework
- The Preston Market Precinct – Structure Plan and supporting documents.

These documents set out a broad, long term vision for the development of the precinct and its surrounds.

1.5 Planning and Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Darebin Planning Scheme as well as Victorian Government guidelines. It is consistent with the Minister for Planning's Directions on Development Contributions made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contribution Plan Guidelines.

Pursuant to section 46J(a) of the Act, the DCP provides for the charging of a Development Infrastructure Levy towards works, services or facilities. The DCP is implemented in the Darebin Planning Scheme through Schedule 2 to the DCP Overlay (DCPO2) which applies to the area shown in Plan 1.

The DCP forms part of the Darebin Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 45.06 of the Darebin Planning Scheme.

1.6 Preston Market Precinct - Structure Plan

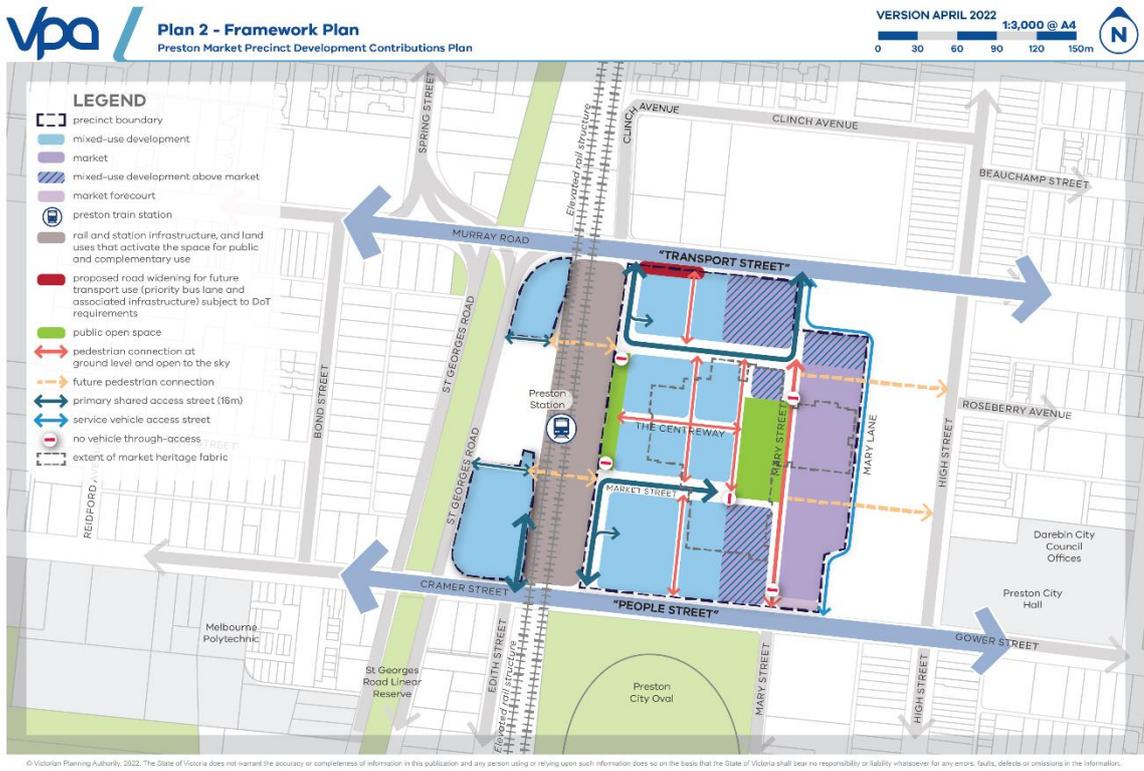
The Structure Plan sets the vision for how land should be developed, illustrates the future urban structure (as per the Framework Plan provided on Plan 2) and describes the objectives to be achieved by future development. The Structure Plan applies to 5.1 hectares of land, as shown on Plan 1.

The DCP has a strong relationship to the Structure Plan. The Structure Plan provides the rationale and justification for infrastructure items that have been identified within the DCP.

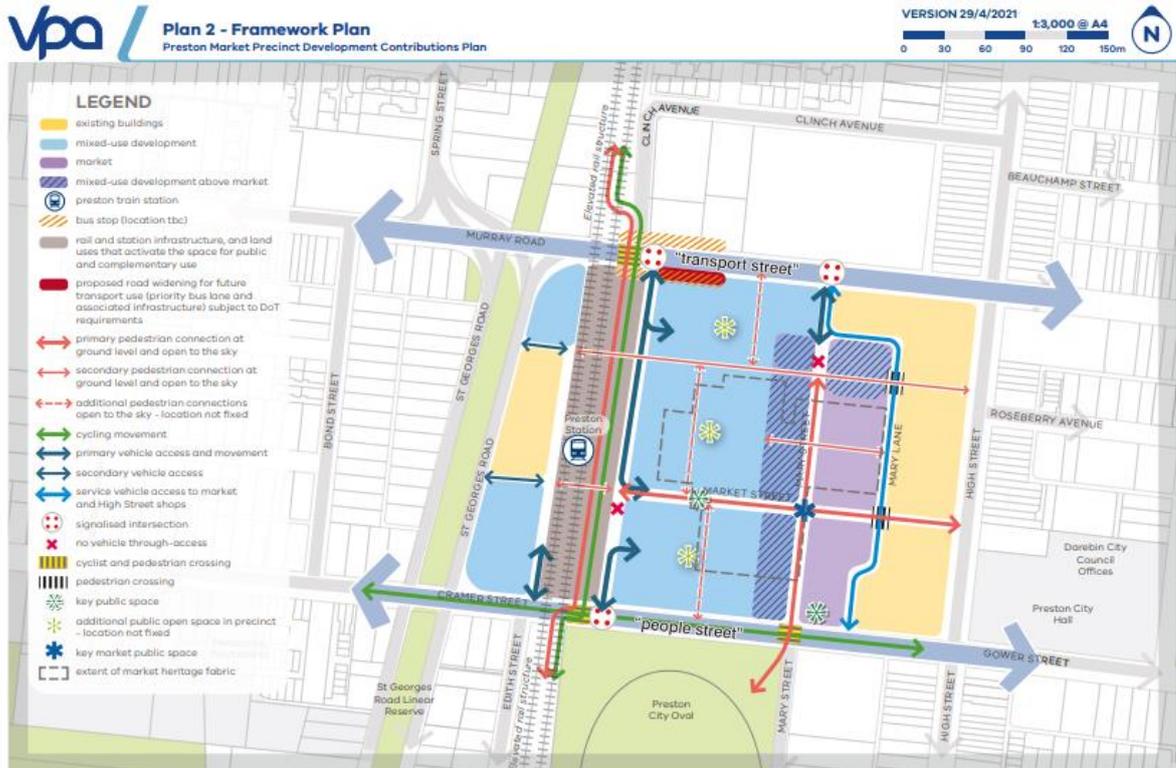
The Framework Plan for the Preston Market Precinct – Structure Plan is illustrated on Plan 2.

The summary land use budget for the precinct is listed at Table 5 and the parcel specific land use budget is listed in Table 10 in Appendix 1.

Plan 2 Framework Plan



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1.7 The area to which the DCP applies

The Preston Market Precinct DCP applies to the same area as the Preston Market Precinct – Structure Plan. The Main Charge Areas (MCAs) identified for the precinct are based on the predominant development outcomes:

- MCA1 (~~Non-market uses~~ – residential)
- [MCA2 \(residential\)](#)
- [MCA2 \(retail\)](#)
- [MCA2 \(office\)](#)
- ~~MCA1 (Non-market uses – retail and entertainment)~~
- ~~_____~~

~~MCA1 (Non-market uses – office)~~

~~MCA2 (Non-market uses – residential).~~

~~Development contributions will not be collected on market uses.~~

The MCAs [have been defined by the area from which the infrastructure item will draw all or most of its usage.](#) ~~are defined by the development type and from which use a given item of infrastructure will draw most of its use.~~ Plan 3 outlines the charge areas.

A breakdown of the MCAs is provided below in Table 2. [All residential development proposed within the precinct will generate demand for community building infrastructure.](#) Therefore, MCA1 is applied across the entire precinct.

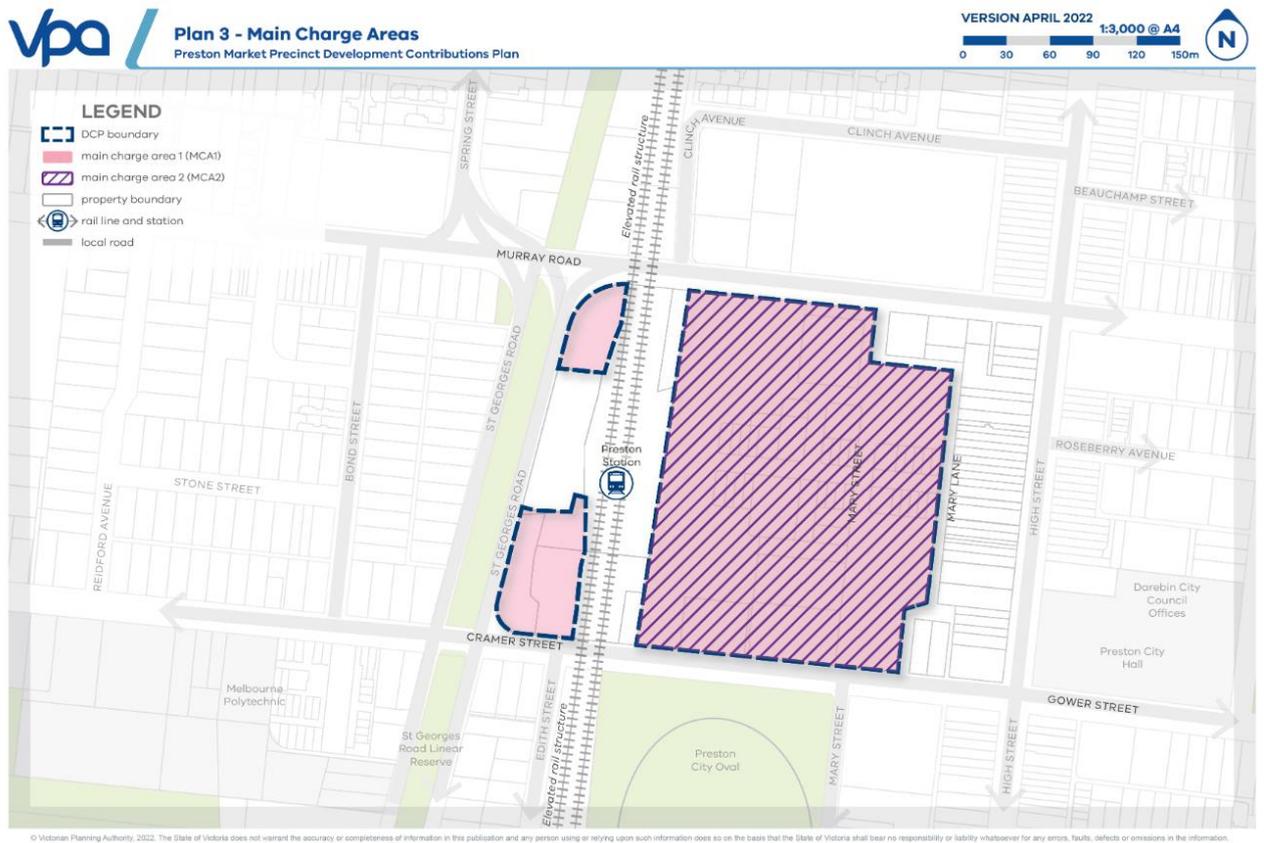
[Only development east of the railway corridor generates demand for new transport infrastructure and, therefore, MCA2 has only been applied to that land.](#) ~~No breakdown is provided for the non-market uses (retail, entertainment and office) in MCA2 as no development contributions are sought for these uses.~~

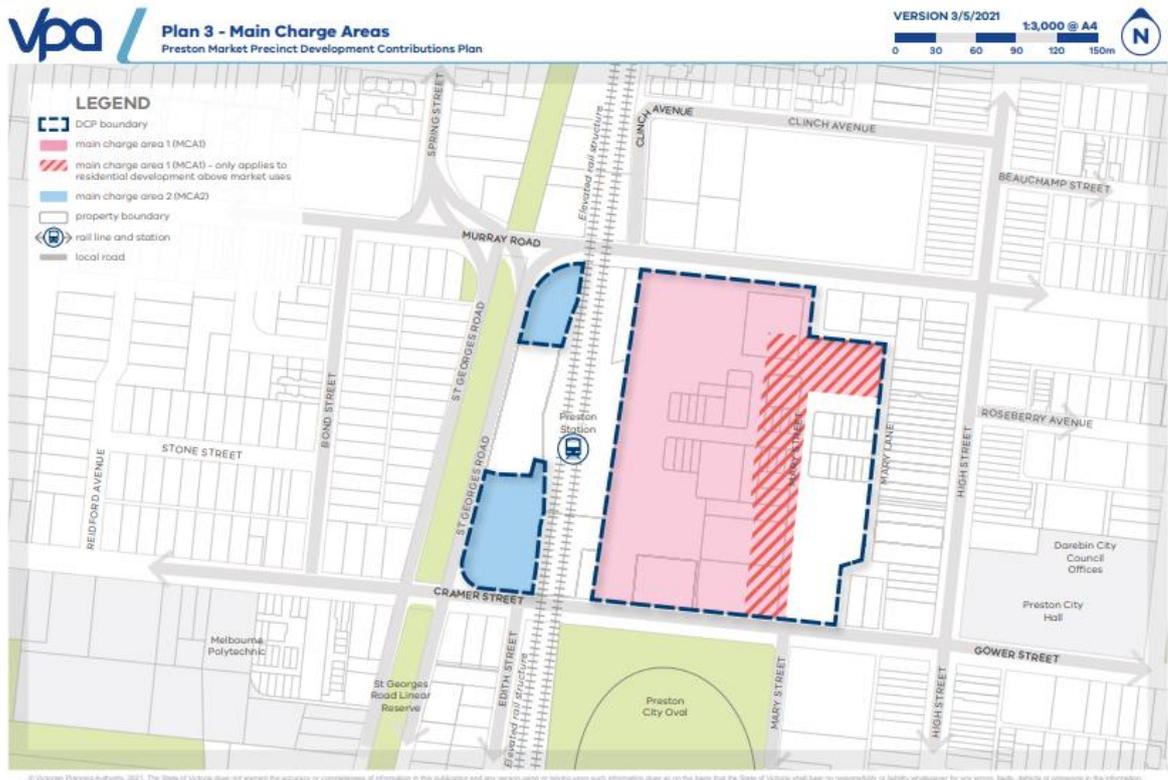
[The DCP will not apply to any land use defined as ‘market’.](#)

Table 2 Charge areas

Type	Units	
MCA1 (Non-market uses residential)	1,912 172	Dwelling units
MCA2 (residential)	915	Dwelling units
MCA24 (Non-market uses retail)	24,934 27,604	sqm gross leasable floor area
MCA24 (Non-market uses office)	4,400 2,180	sqm gross leasable floor area
MCA2 (Non-market uses residential)	288	Dwelling units

Plan 3 Main charge areas





1.8 Infrastructure items included in the DCP

The need for the infrastructure items set out in this DCP has been determined according to the anticipated development scenario as described in the Preston Market Precinct - Structure Plan.

Infrastructure items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure. New development does not have to trigger the need for new items in its own right. An item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development facilitated by the Structure Plan in the precinct. A new development initiative is deemed to have a nexus with an item if future residents are expected to make use of that item.

A summary of how each item relates to projected urban renewal development is set out below and individual item use apportionments are identified in Table 7.

The items that have been included in this DCP all have the following characteristics, namely they:

- Are essential to the health, safety and well-being of the community
- Will be used by a broad cross-section of the community
- Reflect the vision and strategic aspirations as expressed in the Preston Market Precinct - Structure Plan
- Are not recurrent items, and
- Are the basis for the future development of an integrated network.

1.9 Items not included in the DCP

1.9.1 Developer works

The following items are not included in the DCP. They must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies when delivering new development in the precinct.

- Internal streets and associated traffic management measures, including streets on the edge of the precinct, except where specified as DCP projects
- Intersections and access points connecting the development to the existing and planned road network, except where specified as DCP projects
- Water, sewerage, underground power, gas and telecommunications services
- Stormwater drainage and water quality works
- Local pedestrian or bicycle pathways and/or connections to the regional and/or district pathway network, except where specified as DCP projects
- Basic levelling, seeding, water tapping and landscaping of local parks
- Local park masterplans and any agreed associated works required by the Structure Plan
- Council's plan checking and supervision costs.
- ~~Council works associated with implementation of its 'Streets for people' policy.~~

The items listed above are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP.

They may be further addressed and defined by an agreement under section 173 of the Act and/or conditions in planning permits.

1.9.2 Public open space contributions

This DCP does not provide funding towards the cost of land [or construction](#) for local parks (credited open space). Local parks are provided through Clause 53.01 of the Darebin Planning Scheme.

1.9.3 Affordable housing

This DCP does not provide funding towards the cost of land for affordable housing. Affordable housing for the precinct will be provided through a separate agreement between the landowners and council.

2 INFRASTRUCTURE PROJECTS

2.1 Infrastructure project categories

The following projects are included in the DCP (refer to Table 3 and Plan 4):

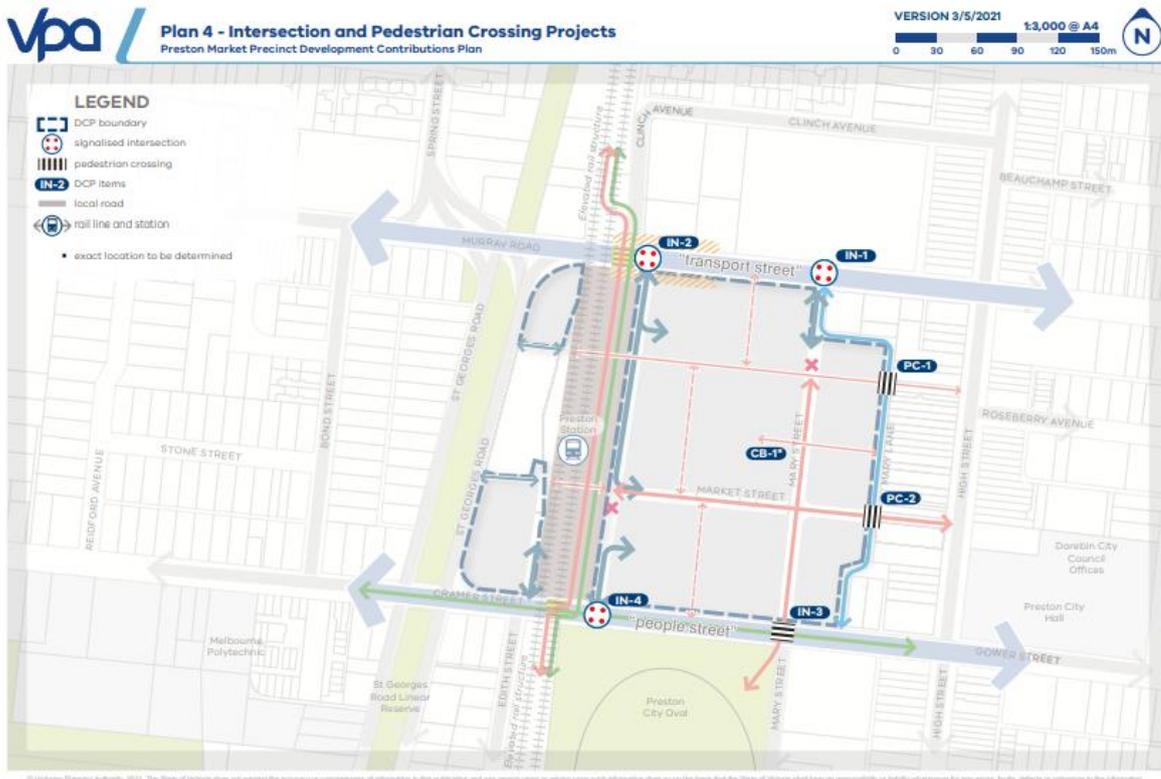
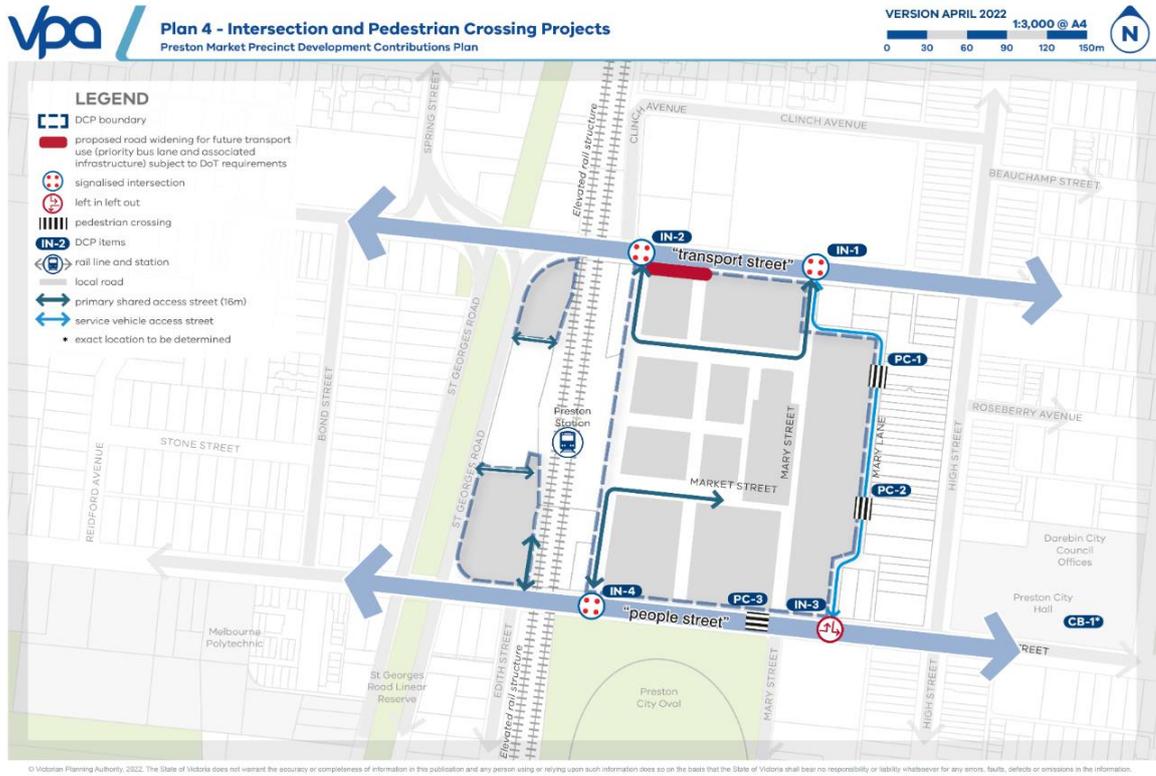
- [CB – community building projects](#)
- IN – intersection projects
- PC – pedestrian crossing projects
- ~~CB – community building projects~~

Table 3 Infrastructure Projects

Preston Market Precinct - Infrastructure Projects			
DCP Project ID	Project Title & Description	Charge Areas Contributing	Indicative Provision Trigger
CB-01	Community centre – provision of 1,800 sqm multipurpose centre within a broader development located in the Darebin City Council - Civic Precinct. Works include fit out of a yet-to-be-constructed building for use as a kindergarten with indoor and outdoor learning spaces, community services area, maternal and child health centre, landscaping and provision of all connections for utility services and telecommunications.	MCA1	At time of the Preston Market Precinct's redevelopment.
IN-01c	Mary Street/ Murray Road signalised T-intersection – construction of a signalised T-intersection with pedestrian crossings. Works include modifications to kerbs, drainage pits, signage and power poles and new line marking including pedestrian crossings (one with a raised threshold treatment).	MCA 2 4	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct.
IN-02L	Clinch Avenue/ Murray Road signalised cross intersection Land for a proposed road widening for future transport use (priority bus lane and associated infrastructure) subject to DoT requirements is also included.	MCA2	At time of subdivision.
IN-02c	Clinch Avenue/ Murray Road signalised cross intersection – construction of a signalised cross-intersection with pedestrian crossings. Works include tree removal, modifications to kerb, drainage pits, signage and power poles and new line marking including pedestrian crossings (one with a raised threshold treatment). Land for a proposed road widening for future transport use (priority bus lane and associated infrastructure) subject to DoT requirements is also included.	MCA 2 4	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct.
IN-03c	Mary Street/ Cramer Street unsignalised T-intersection —construction of an unsignalised T-intersection with raised pedestrian threshold treatment. Works include tree removal, landscaping, modifications to kerb, drainage pits, signage and power poles, new line marking	MCA 2 4	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct. the adjacent site

Preston Market <u>Precinct</u> - Infrastructure Projects			
DCP Project ID	Project Title & Description	Charge Areas Contributing	Indicative Provision Trigger
	(including a cycle lane) and a raised pedestrian threshold treatment.		
IN-04c	Cramer St signalised T-intersection (western end near rail line) - construction of a signalised T-intersection to provide access between Cramer Street and the precinct and a separate pedestrian crossing to Preston Oval. Works include tree removal, modifications to kerb, drainage pits, signage and power poles, new line marking (including cycle lanes), provision for pedestrian crossings at the intersection (including a raised threshold treatment) and a separate pedestrian crossing west of the intersection to provide access to Preston Oval.	MCA 2 ⁴	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct . the adjacent site
PC-01c	Mary Street (rear of High Street shops) Pedestrian crossing – construction of a raised pedestrian zebra crossing. Works include new raised crossing pavement, new kerb, two bollards, removal of existing pole signage, line marking, signage and regrading of existing footpath to match height of new raised crossing.	MCA 2 ⁴	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct . Significant works to the walls of the existing market buildings abutting Mary St
PC-02c	Mary Street (rear of High Street shops) Pedestrian crossing – construction of a raised pedestrian zebra crossing. Works include raised pavement, new kerb, line marking, signage, modifications to existing drainage pits and regrading of existing footpath to match height of new raised crossing.	MCA 2 ⁴	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct . At the time of significant works to the existing market buildings abutting Mary St
PC-03c	Cramer Street (between Preston City Oval and Preston Market Precinct) – construction of a raised pedestrian zebra crossing. Works include new raised crossing pavement, new kerb, two bollards, removal of existing pole signage, line marking, signage and regrading of existing footpath to match height of new raised crossing.	MCA 2	At time of subdivision or redevelopment of the adjacent land within the Preston Market Precinct.
CB-1	Community centre – provision of an 'in building' 1,800 sqm multipurpose centre. Works include fit out of an unidentified building for use as a kindergarten with indoor and outdoor learning spaces, community services area, maternal and child health centre, car parking (within a basement), landscaping (if applicable), office space for community services, signage, removal of contaminated soil, provision of all connections for utility services and telecommunications.	MCA 1 (Residential) and MCA 2 (Residential)	At time of building once a location on the site has been agreed

Plan 4 Intersection and pedestrian crossing projects



2.2 Project timing

Each item in the DCP has an assumed indicative provision timing as specified in Table 3. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared.

Darebin City Council, as the Collecting Agency, will monitor and assess the required timing for individual items and have regard to its capital works program and indicative provision timing.

The Collecting Agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency
- Network priorities require the delivery of works or land to facilitate broader road network connections. The Collecting Agency may seek an amendment to the DCP to adjust indicative provision triggers as part of the five-year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under section 173 of the Act.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 of this DCP and acknowledging the Development Agency's capacities to provide the balance of funds not recovered by this DCP.

2.3 Distinction between Development Infrastructure and Community Infrastructure

In accordance with the Act and the *Ministerial Direction on Development Contributions* pursuant to Section 46J of the Act, the DCP must make a distinction between 'development' and 'community' infrastructure.

The Preston Market Precinct DCP has been prepared in accordance with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, Part A: Ministerial Direction* (2016). These provide for Development Infrastructure Levies to fund:

- a) Acquisition of land for:
 - roads
 - public transport corridors
 - drainage
 - public open space, and
 - community facilities, including but not limited to, those listed under clause (f).
- b) Construction of roads, including the construction of bicycle and foot paths, and traffic management and control devices
- c) Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops
- d) Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment
- e) Drainage works
- f) Buildings and works for or associated with the construction of:
 - a maternal and child health care centre
 - a child care centre
 - a kindergarten, or
 - any centre which provides these facilities in combination.

Community infrastructure includes projects involving the construction of buildings or facilities used for community and social purposes that fall outside of those able to be funded under the development infrastructure levy. There are no community infrastructure projects identified for the Preston Market Precinct.

3 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Setting projected dwelling and non-residential floorspace yields (Table 25)
- Calculation of equivalence ratios between each of the major land uses (Table 46)
- Calculation of projects costs, including construction, land and floorspace costs (refer Table 57)
- Summary of costs payable for each infrastructure project (refer Table 68), and
- Charges for contributions levies against [infrastructure-development](#) types (refer Table 69).

3.1 Calculation of projected dwelling and floorspace projections

The following section sets out the projected dwelling and non-residential floorspace projections for the DCP. Equivalence ratios are then calculated to quantify the impacts of non-residential gross leasable floorspace areas to a common metric, the dwelling unit.

3.1.1 Equivalence ratios

Each development type (residential, retail, ~~entertainment and~~ office) places a different demand on the infrastructure required to be provided by this DCP. While residential development in urban renewal areas generally imposes a need for transport, ~~community, recreation and public realm improvements~~ and [community infrastructure](#), non-residential development is generally assumed to only generate a need for transport infrastructure. Some DCPs attribute some open space upgrades to non-residential land uses to acknowledge their likely significant use by on-site workers. However, as the public open space contribution for the site under Clause 53.01 of the Planning Scheme includes land and cash for embellishments, no levy is required under this DCP.

In this DCP, residential development outcomes are quantified by dwelling yields, while non-residential development types (retail, ~~and commercial~~ and office) are quantified according to [Gross Leasable Floorspace Area \(GLFA\)](#) in square metres). A metric, the 'equivalence ratio', is used to standardise all development outcomes to a common 'equivalence unit'.

If a typical ~~medium-density~~ dwelling is set as one equivalence unit, then it is necessary to calculate an 'equivalence ratio' for each of the relevant non-residential development types. In this scenario, the equivalence ratio is the GLFA (in square metres) for each non-residential development type that places demand on infrastructure equivalent to that created by a single ~~medium-density~~ residential dwelling.

In calculating equivalence ratios for each non-residential development type, it has been assumed that non-residential development generates demand for transport projects, but not for community building ~~or sporting reserve~~ projects. [Accordingly, MCA 2 requires the implementation of an equivalence ratio to take into account the differing levels of usage generated by the different land uses on transport infrastructure. Whereas as the need for a community building is assumed to only be generated by residential development the use of equivalence ratios is not applicable for MCA 1.](#)

[Utilising data from the Traffic Modelling Report prepared by Ratio, April 2022,](#) ~~t~~The following method has been ~~used-applied~~ to calculate ~~an~~ equivalence ratios for the Preston Market Precinct (see also Table 4) ~~for the transport infrastructure~~:

- Determine the [AM and PM average peak](#) ~~PM-peak~~ hour traffic movements generated by a single (~~medium-density~~) dwelling
- Determine the [AM and PM average](#) peak hour traffic movements generated by each square metre of gross floorspace for each non-residential development type
- Calculate the ratio of traffic movements to each dwelling unit or each square metre of gross floorspace for each land use respectively
- Standardise the non-residential ratios to the dwelling ratio, and

- Multiply the standardised ratio by the number of dwellings or floorspace to determine dwelling equivalent units.

Table 4 Calculation of equivalence ratios

ITEMS ATTRIBUTABLE TO MAIN CHARGE AREA 2							
Land Use Type	Number	Unit of Measure	Average peak traffic movements	Total Traffic Movements (AM/PM Avg peak)	Dwelling Equivalence ratio	Dwelling Equivalent Units	% Dwelling Equivalent Units
Residential	915	dwellings / units	0.1 per dwelling	91.5	1.000	915	8.6%
Retail	27,604	m2 GLFA	3.5 per 100m2	966.14	10.559	9,661	90.4%
Office	2,180	m2 GLFA	0.5 per 100m2	10.9	0.119	109	1.0%
						10,685	100.0%

Land-Use Type	Number	Unit of Measure	Average AM/PM Peak Traffic Movements	Total Traffic Movements	Standardise	Dwelling Equivalent Units	% Dwelling Equivalent Total
Residential	1,912	dwelling units	0.25 per dwelling	478	1.00	1,912	53.02%
Retail	24,931	sqm leasable floorspace	2.97 per 100 sqm	740	1.55	1,549	42.95%
Office	4,400	sqm leasable floorspace	1.58 per 100 sqm	70	0.15	145	4.03%
TOTAL				1,288		2,606	100%

3.2 Calculation of Contributions Charges

3.2.1 Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 5. Project construction cost sheets for each project has been prepared by Cardno in consultation with Darebin City Council, Department of Transport and the VPA (refer to Appendix 1). The costs are detailed in the *Preston Market Precinct - Summary Report, Concept Design and Costings for Traffic and Community Infrastructure Projects, Cardno 2021*.

Community building construction cost sheets were prepared by Cardno based on the findings of the Preston Market Precinct Social Infrastructure Assessment (ASR November 2019 and supplementary report March 2022), the Preston Market Traffic and Transport Assessment (Cardno June 2021) and in consultation with Darebin City Council and the VPA (refer to Appendix 2).

Table 5 Calculation of construction and land costs by project

Refer to the following page.

DCP Project No.	Project	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	Cost indexed 2019	Cost indexed 2020	Cost indexed 2021	% Apportioned to DCP (Internal Use)	Total cost attributable to MCA	Cost attributable to Residential (MCA 1)	Cost per dwelling residential I (MCA1)	Cost attributable to Residential (MCA 2)	Cost per dwelling residential I (MCA 2)	Cost attributable to retail (MCA 2)	Cost per sqm of retail GLFA (MCA 1)	Cost attributable to office (MCA 1)	Cost per sqm of office GLFA (MCA 1)	Total Cost Attributable to MCA
Community Buildings					1.033400	1.017100	1.012600			100%	1,172							
CB-01c	Community Centres	\$0.00	\$3,203,556.00	\$3,203,556.00	\$3,310,555	\$3,367,165	\$3,409,592	44%	\$1,500,220	\$1,500,220.28	\$1,280.05	\$-	\$-	\$-	\$-	\$-	\$-	\$3,409,591.54
	Sub-Total Community Centres	\$-	\$3,203,556	\$3,203,556	\$3,310,555	\$3,367,165	\$3,409,592		\$1,500,220	\$1,500,220	\$1,280	\$-	\$-	\$-	\$-	\$-	\$-	\$3,409,592

Intersection Projects					1.0901	1.0190	0.9815					8.6%	915	90.4%	27,604	1.0%	2180	
IN-01c	Mary Street / Murray Road signalised T-intersection	\$0.00	\$826,314	\$826,314.00	\$900,765	\$917,879	\$900,899	100%	\$900,899	\$-	\$-	\$77,144.73	\$84.31	\$814,564.01	\$29.51	\$9,189.92	\$4.22	\$900,898.65
IN-02L	Clinch Avenue / Murray Road signalised cross intersection	\$1,010,000.00		\$1,010,000.00	\$-	\$-	\$-	100%	\$1,010,000	\$-	\$-	\$86,487.17	\$94.52	\$913,209.99	\$33.08	\$10,302.84	\$4.73	\$1,010,000
IN-02c	Clinch Avenue / Murray Road signalised cross intersection	\$0.00	\$3,265,185.00	\$3,265,185.00	\$3,559,378	\$3,627,006	\$3,559,907	100%	\$3,559,907	\$-	\$-	\$304,837.88	\$333.16	\$3,218,754.84	\$116.60	\$36,314.02	\$16.66	\$3,559,906.74
IN-03c	Cramer Street unsignalised T-intersection	\$0.00	\$750,303	\$750,303.00	\$817,905	\$833,446	\$818,027	100%	\$818,027	\$-	\$-	\$70,048.34	\$76.56	\$739,633.87	\$26.79	\$8,344.56	\$3.83	\$818,026.76
IN-04c	Mary Street / Cramer Street signalised T-intersection (western end near rail line)	\$0.00	\$2,577,783	\$2,577,783.00	\$2,810,041	\$2,863,432	\$2,810,459	100%	\$2,810,459	\$-	\$-	\$240,661.98	\$263.02	\$2,541,127.53	\$92.06	\$28,669.02	\$13.15	\$2,810,458.54
	Sub-Total Intersections	\$1,010,000	\$7,419,585	\$8,429,585.00	\$8,088,090	\$8,241,763	\$8,089,291		\$9,099,291	\$-	\$-	\$779,180	\$852	\$8,227,290	\$298	\$92,820	\$43	\$8,089,291

Pedestrian Crossing Projects					1.0901	1.0190	0.9815					8.6%	915	90.4%	27,604	1.0%	2,180	
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PC-01c	Mary Street (rear of High Street shops) Pedestrian crossing	\$0.00	\$55,678	\$ 55,678.00	\$ 60,695	\$ 61,848	\$ 60,704	100%	\$ 60,704	\$ -	\$ -	\$ 5,198.10	\$ 5.68	\$ 54,886.27	\$1.99	\$619.23	\$0.28	\$ 60,703.60
PC-02c	Mary Street (rear of High Street shops) Pedestrian crossing	\$0.00	\$68,042	\$ 68,042.00	\$ 74,173	\$ 75,582	\$ 74,184	100%	\$ 74,184	\$ -	\$ -	\$ 6,352.41	\$ 6.94	\$ 67,074.46	\$2.43	\$756.73	\$0.35	\$ 74,183.60
PC-03c	Cramer Street (between Preston City Oval and Preston Market Precinct) Pedestrian Crossing	\$0.00	\$24,822	\$ 24,822.00	\$ 27,058	\$ 27,573	\$ 27,062	100%	\$ 27,062	\$ -	\$ -	\$ 2,317.38	\$ 2.53	\$ 24,469.04	\$0.89	\$276.06	\$0.13	\$ 27,062.48
Sub-Total Pedestrian Crossings		\$ -	\$ 148,542	\$ 148,542.00	\$ 161,926	\$ 165,002	\$ 161,950		\$ 161,950	\$ -	\$ -	\$ 13,868	\$ 15	\$ 146,430	\$ 5	\$ 1,652	\$ 1	\$ 161,950
TOTALS		\$ 1,010,000	\$ 10,771,683	\$ 11,781,683	\$ 11,560,570	\$ 11,773,931	\$ 11,660,832		\$ 10,761,461	\$ 1,500,220	\$ 1,280	\$ 793,048	\$ 867	\$ 8,373,720	\$ 303	\$ 94,472	\$ 44	\$ 11,660,832

Residential (MCA1) per dwelling	\$1,280						
Residential (MCA2) per dwelling		\$867					
Retail (MCA2) per sqm GLFA			\$303				
Office (MCA2) per sqm GLFA				\$44			

~~3.2 Calculation of Contributions Charges~~

~~3.2.1 Calculation of costs~~

~~Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 7.5. Project construction cost sheets for traffic management projects have been prepared by Cardno Consultants for traffic management projects and in consultation with Darebin City Council, Department of Transport and the VPA (refer to Appendix 1).~~

~~Community building construction cost sheets were prepared by Cardno Consultants based on the findings of the Preston Market Precinct Social Infrastructure Assessment (ASR November 2019 and supplementary report February 2022) and in consultation with Darebin City Council and the VPA (refer to Appendix 2).~~

3.3 Cost apportionment

This DCP apportions a charge to all new development within the MCA according to each site's projected shared use of an identified infrastructure item. Since development contributions charges are levied prior to construction, a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the projected development outcomes and estimated shared use of each infrastructure project.

This DCP calculates what each new development should pay towards provision of each identified infrastructure project. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by the total demand units (dwellings, or non-residential floorspace) for each of the main charge areas.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as developer works construction requirement as set out in Section 1.9, an existing local DCP, an agreement under section 173 of the Act, or as a condition on an existing planning permit.

The balance of the cost of the items not recovered under this DCP will be funded by alternative sources such as Council rates or State funding.

3.3.1 Public open space contributions

Local parks are provided through Clause 53.01 of the Darebin Planning Scheme and no contribution for local parks are included in this DCP.

3.3.2 Land valuation

An area of land ~~to be acquired~~ ~~required to be provided~~ through the DCP was identified in detailed drawings based on information drawn from the Preston Market Precinct - Structure Plan. A description of the area was provided to Westlink Consulting, a registered valuer, to assess the land value for each property that is contributing public land required by the DCP.

The land value was then used to determine the value of the project land component included within this DCP (see table 5).

3.3.3 External use

Allowance has been made for external use of the Community Infrastructure project identified in this DCP.

To ensure infrastructure costs are apportioned on the basis of projected 'share of usage', the Community Building project will be externally apportioned to account for demand for the project not being wholly attributed to the Preston Market Precinct.

~~The Preston Market Precinct DCP has been determined on the basis that each project is entirely attributed to the precinct. As such, no external apportionment has been factored in the DCP.~~

3.3.4 Summary of contributions

Table 6 sets out a summary of costs payable for each infrastructure category

Table 6:

SUMMARY: TOTAL COSTS APPORTIONED TO DCP - LAND AND CONSTRUCTION	
<u>PROJECT TYPE</u>	<u>TOTAL COSTS OF PROJECTS</u>
<u>Land and floorspace</u>	\$2,630,000 1,101,164
<u>Construction</u>	\$10,771,683 9,751,461
Total	\$13,401,683 10,852,625
SUMMARY: TOTAL COSTS BY PROJECT TYPE	
<u>PROJECT TYPE</u>	<u>TOTAL COSTS OF PROJECTS</u>
<u>Intersection projects</u>	\$8,454,407 9,190,455
<u>Pedestrian crossing projects</u>	\$123,720 161,950
<u>Community building projects</u>	\$4,823,556 6,635,8101,500,220
Total	\$13,401,683 10,852,625
SUMMARY: TOTAL COSTS BY INFRASTRUCTURE CATEGORY	
<u>LEVY</u>	<u>TOTAL COST OF PROJECTS</u>
<u>Total - Development Infrastructure Levy (DIL)</u>	\$13,401,683 10,852,625
Total	\$13,401,683 10,852,625
SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE	
<u>MAIN CHARGE AREA</u>	<u>TOTAL COST OF CONTRIBUTION</u>
<u>Residential (MCA1) MCA1 (Non-market uses — residential)</u>	\$1,280 4,571.05 per dwelling
<u>Residential (MCA2)</u>	\$1,051 -867 per dwelling
<u>MCA1 (Non-market uses — retail)Retail (MCA2)</u>	\$303 147.79 per sqm GLFA
<u>MCA1 (Non-market uses — office)Office (MCA2)</u>	\$78.6 244 per sqm GLFA
<u>MCA2 (non-market uses — residential)</u>	\$2,192.53 dwelling

Table 6 sets out the charges payable for each development outcome.

Table 6 Summary of contributions rates for development outcomes

SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY BY MAIN CHARGE AREA		
<u>Project Type</u>	<u>Total Costs of Projects</u>	
<u>MCA1: Non-market uses — residential</u>	\$4,571.07 .05	per dwelling
<u>MCA1: Non-market uses — retail</u>	\$147.79	per sqm GLFA
<u>MCA1: Non-market uses — office</u>	\$78.62	per sqm GLFA
<u>MCA2: Non-market uses — residential</u>	\$2,192.38	per dwelling

4 ADMINISTRATION & IMPLEMENTATION

This section details how the DCP will be administered and includes the timing of payment, provision of works and land “in kind” and how the DCP fund will be managed in terms of reporting, indexation and review periods.

The Development Infrastructure Levy (DIL) for the Preston Market Precinct DCP applies to subdivision and/or development of land. Darebin City Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

4.1 Payment of contributions levies and payment timing

4.1.1 Development infrastructure levy

For subdivision of land and buildings

A development infrastructure levy must be paid to the Collecting Agency for the land after certification of the relevant plan of subdivision, but not more than 21 days prior to the issue of Statement of Compliance in respect to the relevant plan, or otherwise be included in an implementation agreement under section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance. Additionally, a Schedule of Development Contributions must be submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions made in respect of prior stages to the satisfaction of the Collecting Agency, or otherwise be included in an implementation agreement under section 173 of the Act.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid on the subject land, an infrastructure levy must be paid to the Collecting Agency. Payments must be in accordance with the provisions of the approved DCP for each demand unit (per dwelling/floorspace) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components).

The Collecting Agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Act or propose another arrangement acceptable to the Collecting Agency in respect of the proposed works and/or land to be provided in kind.

Where no planning permit is required

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Prior to the commencement of any development, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the DCP for the land unless some other arrangement has been agreed to by the Collecting Agency in a section 173 agreement.
- If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under section 173 of the Act in respect of the proposed works or provision of land that is proposed to be provided in kind.

4.1.2 Works in kind

The Collecting Agency may permit development proponents to undertake works in lieu of cash payments, providing that:

- The works constitute projects funded by the DCP
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the Collecting Agency and the Development Agency
- Detailed design must be approved by the Collecting Agency and the Development Agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the Collecting Agency and the Development Agency
- The construction of works must be completed to the satisfaction of the Collecting Agency and the Development Agency
- There should be no negative financial impact on the DCP to the satisfaction of the Collecting Agency
- In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the Collecting Agency. Temporary works will not be accepted as works in kind.

Where the Collecting Agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided (unless an alternative approach is agreed with the Collecting Agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the Collecting Agency.
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent.
- No further financial contributions will be required until the agreed value of any credits is used.

4.1.3 For significant landholdings

In the scenario that there is a large, consolidated land holding within the precinct, it is encouraged that a Works in Kind agreement is established to facilitate coordinated and efficient implementation of infrastructure projects. Such Works in Kind agreements should prioritise a credit for any provision of land. The provision of land within this DCP is required to facilitate the transport outcome for the precinct. Therefore, it would be appropriate to credit the provision of land in lieu of cash payments to facilitate early and timely delivery of the precinct.

In addition to land, any 'construction' infrastructure listed within this DCP, if associated with a large, consolidated land holding, is also encouraged to be incorporated within a Works in Kind agreement.

Consistent with the description in the previous Works in Kind section, any agreement that facilitates works being provided by a development proponent in lieu of cash contribution arrangement is subject to agreement between the Development and Collecting Agencies.

4.1.3.1.4 Credit for over provision

Where the Collecting Agency agrees that a development proponent can deliver an infrastructure item (either works and/or land) the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the Collecting Agency to provide a reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction will need to be negotiated with and agreed to by the Collection Agency. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in this DCP, subject to revaluation and indexation of the land according to Section 4.3.

4.2 Funds administration

The administration of the development contributions made under the DCP will be held until required for provision of the items in that class of development (transport, community buildings or sporting reserves). Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the *Local Government Act 1993* and the Act.

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

- Amount and timing of funds collected
- Source of the funds collected
- Amount and timing of expenditure on specific projects
- Project on which the expenditure was made
- Account balances for individual project classes
- Details of works-in-kind arrangements for project provision
- Pooling or quarantining of funds to deliver specific projects where applicable.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this DCP, as required under Section 46Q of the Act.

Should the Collecting Agency resolve to not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

4.3 Construction and land value costs indexation

Capital costs of all infrastructure items, including land, are in 2022 dollars ([2021-22 Financial Year](#) ~~June quarter~~) and will be adjusted by the Collecting Agency annually for inflation.

In relation to the costs of infrastructure items other than land, the cost must be adjusted according to the following methods:

- Roads and intersections – in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria
- All other infrastructure items - in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Land values will be adjusted on 1 July every second year following a revaluation by a registered valuer of properties with land required by the DCP. Within 14 days of the revaluation, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

4.4 Development contributions plan review period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the Preston Market Precinct Area. The 'full development' horizon of land within the current precinct to the year ~~2037~~2034 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Darebin Planning Scheme through Amendment C182.

This DCP will end within 15 years from the date upon which this DCP is first incorporated into the Darebin Planning Scheme, when the DCP is removed from the Planning Scheme.

The DCP may be revised and updated. This may require an amendment to the Darebin Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of this DCP.

This review is anticipated to include:

- Updates to any aspect of the plans as required
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger
- Review of estimated dwellings and retail and commercial floorspace (this will also be required if the ACZ is subject to a substantive amendment), and
- Review of land values for land to be purchased through the plan.

4.5 Adjustment to the scope of DCP projects

While the infrastructure projects in the DCP have been costed to a concept level of detail, all of them will require a detailed design process prior to construction.

As part of detailed design, the Council or a development proponent with the consent of the Council may amend or modify some aspects of projects, so long as they are still generally in accordance with the ACZ and any direction regarding the scope outlined in the DCP.

A development proponent may also propose material changes to the use and development of land from that contemplated in the ACZ, leading to an increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requirement for the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

4.6 Collecting agency (agency responsible for collecting infrastructure levy)

Darebin City Council is the Collecting Agency pursuant to section 46K(1)(fa) of the Act which means that it is the ~~public authority~~municipal council to whom all levies are payable. As the Collecting Agency, Darebin City Council is responsible for the administration of this DCP and also its enforcement pursuant to section 46QC of the Act.

4.7 Development agency (agency responsible for works)

Darebin City Council is the Development Agency pursuant to section 46I (1) (fb) of the Act which means that it is the municipal council and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works. ~~In the future the designated Development Agency for several intersection infrastructure projects may change from Darebin City Council to VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads.~~

4.8 Implementation mechanism

Under Section 46P of the Act, the Collecting Agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be agreed with the Collection Agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 12 to the Activity Centre Zone (ACZ) for the Preston Market Precinct requires an application for subdivision or development to be accompanied by a Public Infrastructure Plan (PIP) to the satisfaction of the responsibility authority. The PIP needs to show the location, type, staging and timing of infrastructure on the land as identified in the Preston Market Precinct ACZ or reasonably required as a result of the subdivision or development of the land and address the following:

- The traffic management works required by this DCP
- Stormwater drainage and water quality works
- Road works internal or external to the land consistent with any relevant traffic report or assessment
- The reserving or encumbrance of land for infrastructure, including for public open space and community facilities
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the Preston Market Precinct DCP
- The effects of the provision of infrastructure on the land or any other land, and
- Any other relevant matter related to the provision of infrastructure reasonably as required by the responsible authority.

Through the approval of these agreements, Darebin City Council (acting as the Collecting Agency) will consider if and what infrastructure should be provided as works-in-kind under this DCP in accordance with Section 46P of the Act. The agreement must include a list of the DCP infrastructure projects which the Collecting Agency has agreed to in writing, and detailing if the projects are to be provided as works and/or land in lieu.

5 OTHER INFORMATION

5.1 Acronyms

'the Act'	Planning and Environment Act 1987
ACZ	Activity Centre Zone
CIL	Community Infrastructure Levy
DCC	Darebin City Council
DCP	Development Contributions Plan
DIL	Development Infrastructure Levy
GLFA	Gross Leasable Floor Area
Ha	Hectares
MCA	Main Charge Area
MCH	Maternal & Child Health
NDA	Net Developable Area
PIP	Precinct Infrastructure Plan
Sqm	Square Metres
VPA	Victorian Planning Authority

5.2 Glossary

Collecting Agency

A person/authority specified in a development contributions plan as a person/authority to whom a community infrastructure levy or development infrastructure levy is payable.

Community Infrastructure

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

Development Agency

A person/authority specified in a Development Contributions Plan as a person/authority responsible for the provision of works, services or facilities or for the plan preparation costs for which a community infrastructure levy or development infrastructure levy or part of a levy is payable.

Development Contributions Plan

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the Planning and Environment Act 1987.

Gross Leasable Floor Area

Gross Leasable Floor Area (GLFA) is the amount of floor space available to be rented in a commercial property. Specifically, GLFA is the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors.

~~Land Budget Table~~

~~A table setting out the total Precinct area, net developable area and main land uses proposed within the Precinct.~~

Local Parks (Credited Open Space)

Open space that is set aside [in Schedule 1 to the Activity Centre Zone \(ACZ\) for the Preston Market Precinct](#) for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

Net Developable Area

Total amount of land within the Precinct that is made available for development of housing and employment buildings, including lots and local streets. Does not include community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

~~Public Open Space~~

~~Land that is set aside in the Precinct structure plan for public recreation or for similar purposes. Incorporates both active and passive open space.~~

Uncredited Open Space

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, landfill, conservation and heritage areas. This land may be used for a range of activities (e.g. walking paths, sports fields).

6 APPENDICES

6.1 Appendix 1 - Project cost sheets ~~for intersection and road projects~~

[CB -01 - Community Building](#)

Appendix B					
Description:		Community Facilities - Existing Building Fitout			
Civil Component Number:		C-02			
Group	Sub Item	Qty	Unit	Rate (P90)	Amount P(90)
Building	Fitout Works - non integrated (Harlock Consulting)	1	No.	2355556.00	2355556.00
	Survey/ Design Fees	1	%	5.00	117777.80
Delivery	Supervision and Project Management	1	%	9.00	212000.04
	Environmentally Sustainable Design	1	%	2.00	471111.12
	Contingency	1	%	20.00	471111.20
Total	Excluding Delivery				2,355,556
	Including Delivery				3,203,556

IN-01c – Mary Street / Murray Road signalised intersection

Appendix B					
Description:		Murray Rd / Mary St - Signalised T-Intersection			
Civil Component Number:		TR-03-SK003			
Group	Sub Item	Qty	Unit	Rate	Amount
Pavement Works	Profile existing intersection asphalt to provide skid resistance	310	m2 of Pavement	40.00	12400.00
	Hump asphalt disposal fee (inc. transport)	115	m2	26.79	3080.85
	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
	Pavement trenching for new kerb and lighting conduits	1	Item	3000.00	3000.00
	Construct hump (Asphalt Size 10 Type N)	115	m2	57.15	6572.25
Concrete Works	Kerb and Channel	8	m	169.00	1352.00
	Traffic Island	20	m	77.60	1552.00
	Construct Pram Ramp	4	Item	1321.00	5284.00
	Concrete Removal	6	m3	260.00	1560.00
Drainage	Drainage – Sub-soil drainage	8	m	43.40	347.20
Traffic signals	Traffic Signals (all inclusive)	3	Item/ Per Leg	128786.34	386359.02
	Additional mast arm, signal lantern and induction detection loop for bus priority signalisation	2	Item	11000.00	22000.00
Street Lighting	Street Lighting - Intersections	1	Item/ Per Leg	8000.00	8000.00
Misc	Regulatory Signage	10	Item	380.39	3803.90
	Additional signage plates	10	Item	240.00	2400.00
	Line marking	1658	m2 of Pavement	4.09	6781.22
	Line marking removal	54	m2 of Pavement	89.23	4818.42
	Tactile Pavers (Hazard only)	10	Item	319.78	3197.80
Other	Power pole relocation	1	Item	36000.00	36000.00
	Sign/infrastructure removal	2	Item	360.00	720.00
	Telstra pit relocations	2	Items	7200.00	14400.00
	Removal of pedestrian signals	1	Item	3000.00	3000.00
	Service proving	1	Item	3600.00	3600.00
	Service protection/relocation (water/sewer)	60	m	402.50	24150.00
Delivery	Council Fees	1	%	3.25	18114.81
	VicRoads Fees	1	%	1.00	5573.79
	Traffic Management	1	%	7.00	39016.51
	Environmental Management	1	%	0.50	2786.89
	Surveying and Design	1	%	5.00	27868.93
	Supervision and Project management	1	%	9.00	50164.08
	Site Establishment	1	%	2.50	13934.47
	Contingency	1	%	20.00	111475.73
Total	Excluding Delivery				557,379
	Including Delivery				826,314

IN-02c – Clinch Avenue / Murray Road signalised cross intersection

Appendix B					
Description:		Murray Rd - western end: - Signalised Cross-intersection			
Civil Component Number:	TR-04-SK004				
Group	Sub Item	Qty	Unit	Rate	Amount
Siteworks/ Earthworks	Site Preparation	2979	m2	4.96	14775.84
	Earthworks	455	m3	40.52	18436.60
Road Pavement	Reconstruct Murray Street Pavement (Type N Pavement)	344	m2	213.19	73337.36
	Construct Proposed Road Pavement (Type N Pavement)	506	m2	213.19	107874.14
	Subgrade Preparation	346	m2	16.16	5591.36
	Profile existing intersection asphalt to provide skid resistance	744	m2 of Pavement	40.00	29760.00
	Hump asphalt disposal fee (inc. transport)	88	m2	26.79	2357.52
	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
	Construct hump (Asphalt Size 10 Type N)	88	m2	57.15	5029.20
	Pavement trenching for new kerb	1	Item	15000.00	15000.00
	Pavement Removal	299	m3	200.00	59800.00
Concrete Works	Kerb and Channel	348	m	169.00	58812.00
	Construct Pram Ramp	6	Item	1321.00	7926.00
	Traffic Island	116	m2	77.60	9001.60
	Concrete Removal	31	m3	260.00	8060.00
Drainage	Drainage – Sub-soil drainage	348	m	43.40	15103.20
	Subsoil drainage clean out	0	Item	0.00	0.00
	Construct 375 class 4 pipe for road drainage	22	m	374.06	8229.32
Traffic signals	Traffic Signals (all inclusive)	4	Item/ Per Leg	128786.34	515145.36
	Additional mast arm, signal lantern and induction detection loop for bus priority signalisation	2	Item	11000.00	22000.00
Landscape	Tree Removal	4	No.	500.00	2000.00
Street Lighting	Street Lighting - Intersections	1	Item/ Per Leg	125000.00	125000.00
Misc	Regulatory Signage	10	Item	380.39	3803.90
	Additional signage plates	10	Item	240.00	2400.00
	Line marking	2316	m2 of Pavement	4.09	9472.44
	Tactile Pavers (Hazard only)	6	Item	319.78	1918.68
Other	Contaminated soil disposal and replacement allowance	455	m3	1440.00	655200.00
	Hostile vehicle bollards	20	no.	3670.00	73400.00
	Concrete protection slab for 22kV line, including necessary relocation of other services	1	Item	110111.00	110111.00
	Service protection/relocation (water/sewer)	93	m	420.00	39060.00
	Service protection/relocation (telco/gas/electricity)	109	m	960.00	104640.00
	Water pit relocation	2	Item	2400.00	4800.00
	Telstra pit relocations	2	Items	7200.00	14400.00
	Sign/infrastructure removal	4	Item	360.00	1440.00
	Power pole relocation	2	Item	36000.00	72000.00
Service proving	1	Item	3600.00	3600.00	
Delivery	Council Fees	1	%	3.25	71580.78
	VicRoads Fees	1	%	1.00	22024.86
	Traffic Management	1	%	7.00	154173.99
	Environmental Management	1	%	0.50	11012.43
	Surveying and Design	1	%	5.00	110124.28
	Supervision and Project management	1	%	9.00	198223.70
	Site Establishment	1	%	2.50	55062.14
	Contingency	1	%	20.00	440497.10
Total	Excluding Delivery				2,202,486
	Including Delivery				3,265,185

IN-03c – Cramer Street unsignalised T-intersection

Appendix B	
Description:	Cramer St / Mary St - unsignalised T-intersection
Civil Component Number:	TR-07-SK0005

Group	Sub Item	Qty	Unit	Rate	Amount
Siteworks/ Earthworks	Site Preparation	2194	m2	4.96	10882.24
	Earthworks	180	m3	40.52	7293.60
Road Pavement	Reconstruct Mary Street Pavement (Type N Pavement)	336	m2	213.19	71631.84
	Subgrade Preparation	68	m2	16.16	1098.88
	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
	Construct hump (Asphalt Size 10 Type N)	105	m2	57.15	6000.75
	Pavement Removal	197	m3	200.00	39400.00
Concrete Works	Kerb and Channel	78	m	169.00	13182.00
	Construct concrete kerb island with granitic gravel infill	15	m2	77.60	1164.00
	Reconstruct Asphalt footpath	60	m2	141.87	8512.20
	Concrete Removal	8	m3	260.00	2080.00
Drainage	Install drain at raised platform crossing	9	m	298.21	2683.89
	Break into existing driange and conncet new pipe	2	m	705.03	1410.06
	Drainage - pits	1	No.	2806.10	2806.10
	Drainage – Sub-soil drainage	87	m	43.40	3775.80
	Subsoil drainage clean out	0	Item	0.00	0.00
	Construct 375 class 4 pipe for road drainage	23	m	374.06	8603.38
Traffic signals	Traffic Signals (all inclusive)	0	Item/ Per Leg	128786.34	0.00
Landscape	Tree Planting	0	No.	363.01	0.00
	Landscaping	0	m2	25.16	0.00
	Topsoil Seeding	0	m2	8.44	0.00
	Tree Removal	3	No.	500.00	1500.00
Street Lighting	Street Lighting - Road	0	m	225.67	0.00
	Street Lighting - Intersections	1	Item/ Per Leg	15000.00	15000.00
Misc	Regulatory Signage	10	Item	380.39	3803.90
	Landscape maintenance (intersections)	0	Item	71344.66	0.00
	Landscape maintenance (roads)	0	m2 of l'scape	2.90	0.00
	Additional signage plates	10	Item	240.00	2400.00
	Line marking (pavement)	336	m2 of Pavement	3.11	1044.96
	Line marking (zebra crossing)	35	m2 of Pavement	32.15	1125.25
	Tactile Pavers (Hazard only)	10	Item	319.78	3197.80
Other	Contaminated soil disposal and replacement allowance	197	m3	1440.00	283680.00
	Supply and install green non slip long life paint for bike lanes	35	m2	202.00	7070.00
	Remove existing road hump	9	m	257.42	2316.78
	Existing Sign removal	9	Item	31.11	279.99
	Service proving	1	Item	3600.00	3600.00
	Remove existing Bollards	1	Item	1000.00	1000.00
Delivery	Council Fees	1	%	3.25	16560.16
	VicRoads Fees	0	%	0.00	0.00
	Traffic Management	1	%	7.00	35668.04
	Environmental Management	1	%	0.50	2547.72
	Surveying and Design	1	%	5.00	25477.17
	Supervision and Project management	1	%	9.00	45858.91
	Site Establishment	1	%	2.50	12738.59
	Contingency	1	%	20.00	101908.68
Total	Excluding Delivery				509,543
	Including Delivery				750,303

IN-04c – Cramer Street signalised T-intersection (western end near rail line)

Appendix B					
Description:		Cramer St - western end: Signalised T-intersection (incl. Cramer St pedestrian crossing to Preston Oval)			
Civil Component Number:		TR-06-SK0007			
Group	Sub Item	Qty	Unit	Rate	Amount
Sitemworks/ Earthworks	Site Preparation	3910	m2	4.96	19393.60
	Earthworks	300	m3	34.07	10221.00
Road Pavement	Construct Proposed Street & turning lane Pavement, (Type N Pavement)	471	m2	213.19	100412.49
	Subgrade Preparation	94	m2	16.16	1522.27
	Pavement Removal	374	m3	220.00	82280.00
	Skid resistance profiling and resheeting at intersection	275	m2	40.00	11000.00
	LX crossing	1	Item	35629.83	35629.83
	Raised threshold crossing	1	Item	24701.26	24701.26
Concrete Works	Kerb and Channel	173	m	169.00	29237.00
	Reconstruct concrete kerb island with concrete infill	83	m2	84.07	6977.81
	Reconstruct Asphalt footpath	227	m2	141.87	32204.49
	Construct Pram Ramp	2	No.	1321.00	2642.00
	Concrete Removal	11	m3	312.00	3432.00
Drainage	Construct 375 class 4 pipe for road drainage	20	m	374.06	7481.20
	Break into existing driange and connect new pipe	1	m	705.03	705.03
	Drainage - pits	1	No.	2806.10	2806.10
	Drainage – Sub-soil drainage	173	m	43.40	7508.20
	Subsoil drainage clean out	0	Item	0.00	0.00
Traffic signals	Traffic Signals (all inclusive)	3	Item/ Per Leg	128786.34	386359.02
Landscaping	Landscaping	0	m2	25.16	0.00
	Topsoil Seeding	0	m2	8.44	0.00
	Tree Removal	1	No.	500.00	500.00
Street Lighting	Street Lighting - Road	0	m	225.67	0.00
	Street Lighting - Intersections	1	Item/ Per Leg	103000.00	103000.00
Misc	Regulatory Signage	10	No.	380.39	3803.90
	Line marking (pavement)	1539	m2 of Pavement	4.09	6294.51
	Line marking (zebra crossing)	30	m2 of Pavement	38.58	1157.40
	Line marking removal	10	m2 of Pavement	89.23	892.30
	Tactile Pavers (Hazard only)	2	No.	319.78	639.56
Other	Contaminated soil disposal and replacement allowance	471	m3	1440.00	678240.00
	Supply and install green non slip long life paint for bike lanes	93	m2	202.00	18786.00
	Relocate Power Pole	1	No.	36000.00	36000.00
	Existing Sign relocation	8	No.	31.11	248.88
	Service proving	1	Item	3600.00	3600.00
	Raise existing drainage pits and convert to junction pits	4	No.	1428.13	5712.52
	Raise existing pits	3	No.	660.00	1980.00
	Decommission shared user path for future LXRP works	1	Item	4000.00	4000.00
Service protection/relocation (telco/gas/electricity)	114	m	960.00	109440.00	
Delivery	Council Fees	1	%	3.25	56511.27
	VicRoads Fees	1	%	1.00	17388.08
	Traffic Management	1	%	7.00	121716.59
	Environmental Management	1	%	0.50	8694.04
	Surveying and Design	1	%	5.00	86940.42
	Supervision and Project management	1	%	9.00	156492.75
	Site Establishment	1	%	2.50	43470.21
	Contingency	1	%	20.00	347761.67
Total	Excluding Delivery				1,738,808
	Including Delivery				2,577,783

PC-01c – Mary Street (rear of High Street shops) pedestrian crossing

Appendix B					
Description:		Mary St - Raised pedestrian zebra crossing			
Civil Component Number:		TR-01-SK001			
Group	Sub Item	Qty	Unit	Rate	Amount
Siteworks/ Earthworks	Site Preparation	1	Item	2500.00	2500.00
	Hump asphalt disposal fee (inc. transport)	38	m2	26.79	1018.02
Pavement	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
	Construct hump (Asphalt Size 10 Type N)	38	m2	57.15	2171.70
Concrete Works	Kerb and Channel	35	m	169.00	5915.00
	SUP/ Footpath	27	m2	73.63	1988.01
	Traffic Island	53	m2	84.07	4455.71
	Construct Pram Ramp	2	Item	1321.00	2642.00
Drainage	Drainage – Sub-soil drainage	35	m	43.40	1519.00
Landscape	Tree Planting	0	No.	363.01	0.00
	Landscaping	0	m2	25.16	0.00
	Topsoil Seeding	0	m2	8.44	0.00
Street Lighting	Street Lighting - Road	0	m	225.67	0.00
	Street Lighting - Intersections	0	Item/ Per Leg	55617.74	0.00
Misc	Regulatory Signage (1 plate and pole)	2	Item	380.39	760.78
	Additional signage plates	6	Item	240.00	1440.00
	Remove existing sign pole	2	Item	31.11	62.22
	Line marking	38	m2 of Pavement	32.15	1221.70
	Tactile Pavers (Hazard only)	2	Item	319.78	639.56
	Sign removal and disposal	2	Items	300.00	600.00
	Bollard installation	2	Items	3279.00	6558.00
	Adjust Existing pit lids	2	Items	660.00	1320.00
Delivery	Council Fees	1	%	3.25	1228.88
	VicRoads Fees	0	%	0.00	0.00
	Traffic Management	1	%	7.00	2646.82
	Environmental Management	1	%	0.50	189.06
	Surveying and Design	1	%	5.00	1890.59
	Supervision and Project management	1	%	9.00	3403.05
	Site Establishment	1	%	2.50	945.29
Contingency	1	%	20.00	7562.34	
Total	Excluding Delivery				37,812
	Including Delivery				55,678

PC-02c – Mary Street (rear of High Street shops) pedestrian crossing

Appendix B					
Description:		Mary St - Raised pedestrian zebra crossing			
Civil Component Number:		TR-02-SK002			
Group	Sub Item	Qty	Unit	Rate	Amount
Siteworks/ Earthwork	Site Preparation	1	Item	2500.00	2500.00
	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
Road Pavement	Construct hump (Asphalt Size 10 Type N)	105	m2	57.15	6000.75
	Hump asphalt disposal fee (inc. transport)	38	m2	26.79	1018.02
Concrete Works	Kerb and Channel	51	m	169.00	8619.00
	Adjust existing path	15	m2	73.63	1104.45
	Construct Pram Ramp	2	Item	1321.00	2642.00
	Traffic Island	66	m2	84.07	5548.62
Drainage	Drainage – Sub-soil drainage	51	m	43.40	2213.40
	Install drain at raised platform crossing	6	m	298.21	1789.26
	Break into existing driange and conncet new pipe	2	m	705.03	1410.06
Traffic signals	Traffic Signals (all inclusive)	0	Item/ Per Leg	128786.34	0.00
Landscape	Tree Planting	0	No.	363.01	0.00
	Landscaping	0	m2	25.16	0.00
	Topsoil Seeding	0	m2	8.44	0.00
Street Lighting	Street Lighting - Road	0	m	225.67	0.00
	Street Lighting - Intersections	0	Item/ Per Leg	55617.74	0.00
	Regulatory Signage (1 plate and pole)	4	Item	380.39	1521.56
	Additional signage plates	6	Item	240.00	1440.00
	Remove existing sign pole	4	Item	31.11	124.44
	Line marking	115	m2 of Pavement	32.15	3697.25
	Tactile Pavers (Hazard only)	2	Item	319.78	639.56
	Sign removal and disposal	1	Items	300.00	300.00
	Adjust Existing pit lids	4	Items	660.00	2640.00
Delivery	Council Fees	1	%	3.25	1501.77
	VicRoads Fees	0	%	0.00	0.00
	Traffic Management	1	%	7.00	3234.59
	Environmental Management	1	%	0.50	231.04
	Surveying and Design	1	%	5.00	2310.42
	Supervision and Project management	1	%	9.00	4158.75
	Site Establishment	1	%	2.50	1155.21
	Contingency	1	%	20.00	9241.67
Total	Excluding Delivery				46,208
	Including Delivery				68,042

PC-03c – Cramer Street (between Preston City Oval and Preston Market Precinct) pedestrian crossing.

Appendix B					
Description:		Cramer St - Raised pedestrian zebra crossing			
Civil Component Number:	TR-05-SK007				
Group	Sub Item	Qty	Unit	Rate	Amount
Siteworks/ Earthworks	Site Preparation	1	Item	2500.00	2500.00
Pavement	Hump asphalt disposal fee (inc. transport)	56	m2	26.79	1500.24
	Profile existing asphalt to provide a key in joint	1	Item	3000.00	3000.00
	Construct hump (Asphalt Size 10 Type N)	56	m2	57.15	3200.40
Concrete Works	Kerb and Channel	0	m	169.00	0.00
	Adjust Footpath	1	Item	1200.00	1200.00
Drainage	Drainage – Sub-soil drainage	0	m	43.40	0.00
Misc	Regulatory Signage (1 plate and pole)	2	Item	380.39	760.78
	Additional signage plates	6	Item	240.00	1440.00
	Remove existing sign pole	2	Item	31.11	62.22
	Line marking	56	m2 of Pavement	32.15	1800.40
	Tactile Pavers (Hazard only)	4	Item	319.78	1279.12
Other					
Delivery	Council Fees	1	%	3.25	544.15
	VicRoads Fees	1	%	1.00	167.43
	Traffic Management	1	%	7.00	1172.02
	Environmental Management	1	%	0.50	83.72
	Surveying and Design	1	%	5.00	837.16
	Supervision and Project management	1	%	9.00	1506.88
	Site Establishment	1	%	2.50	418.58
	Contingency	1	%	20.00	3348.63
Total	Excluding Delivery				16,743
	Including Delivery				24,822

PRESTON MARKET PRECINCT

DRAFT Development Contributions Plan



April 2022