

# CENTRAL ROAD DRYSDALE

~~DRAFT~~ DEVELOPMENT CONTRIBUTIONS PLAN

AUGUST ~~2019~~2020 CITY OF GREATER GEELONG

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# 1. INTRODUCTION

## 1.1. BACKGROUND

This Central Road Drysdale Development Contributions Plan (DCP) has been developed to formalise the funding of shared infrastructure to support the development of the Central Road Drysdale precinct (the **Precinct**).

The DCP supports the objectives of the Planning Policy Framework, particularly Clause 19.03-1S, the objective of which is "to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contribution plans".

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the life of a new development. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in future residential areas such as Central Road Drysdale.

## 1.2. THE DCP AREA

The Precinct is located in the township of Drysdale within the City of Greater Geelong and is bounded by Jetty Road to the west, Wyndham Street to the south, Thomas Street and existing residential development to the north, and existing residential development to the east.

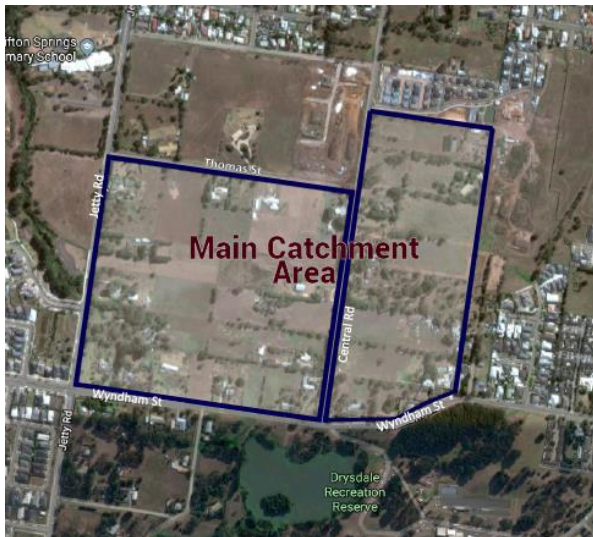
The Precinct is currently within the Rural Living Zone (RLZ) and is proposed to be rezoned to the General Residential Zone (GRZ). The Jetty Road Urban Growth Area is located immediately to the west of the Precinct.

The Precinct includes 41.567 ha of land (excluding existing road reserves) within 28 separate properties, with an average property size of 1.48ha.

The Precinct is the Main Catchment Area (**MCA**) for this DCP. The boundaries of the MCA are shown in Figure 1.

This DCP applies to the entire MCA and requires contributions from all landowners/developers.

**FIGURE 1** MAIN CATCHMENT AREA



Source: Urban Enterprise.

### 1.3. INFRASTRUCTURE DELIVERY

A number of reports have been prepared to identify the infrastructure items required to support development of the Precinct, including roads, intersections, drainage, shared paths and open space. These reports are itemised in Section 3.2.

The infrastructure included in the DCP has been identified to support the entire Precinct. This DCP will enable collection of levies to ensure that shared infrastructure identified in the background reports is funded to enable Council and developers to provide the infrastructure.

This DCP is not the sole source of funding for all infrastructure in the Precinct. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

The infrastructure items will be provided through a number of mechanisms including:

- Subdivision and development construction works by developers;
- Development contributions (as shown in this DCP);
- Utility service provider contributions; and
- Capital works projects by Council and state government agencies.

Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans*.

### 1.4. DCP TIMEFRAME

For the purposes of the DCP a 20-year life has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme.

The 20-year timeframe has been selected to reflect the anticipated take up rate of land in the Precinct.

## 2. STATUTORY FRAMEWORK

### 2.1. PLANNING AND ENVIRONMENT ACT 1987

Part 3B of the Planning and Environment Act 1987 outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for, amongst other things:

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed \$1,150 in 2018-19 financial year (indexed to \$1,190 for the 2019-20 financial year) per dwelling (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

### 2.2. STATE PLANNING POLICY CONTEXT

The Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities;
- Construction of roads, including bicycle, footpaths 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; and
- Buildings and works for or associated with the construction of a maternal and child health centre, child care centre, kindergarten or a combination of these.

Under the Act, a DCP may also include a community infrastructure levy which can be used to fund the construction of all other buildings or facilities used for community of social purposes.

The Ministerial Direction states that a DCP must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school or housing provided by or on behalf of the Department of Health and Human Services.

The Direction also states that the Minister may grant exemptions from the need to comply with this Direction (in relation to a particular DCP) and that any exemption granted may be subject to conditions.

### **2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES**

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007)*. The *Development Contributions Guidelines (2007)* are available through the Department of Environment, Land, Water and Planning (DELWP) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

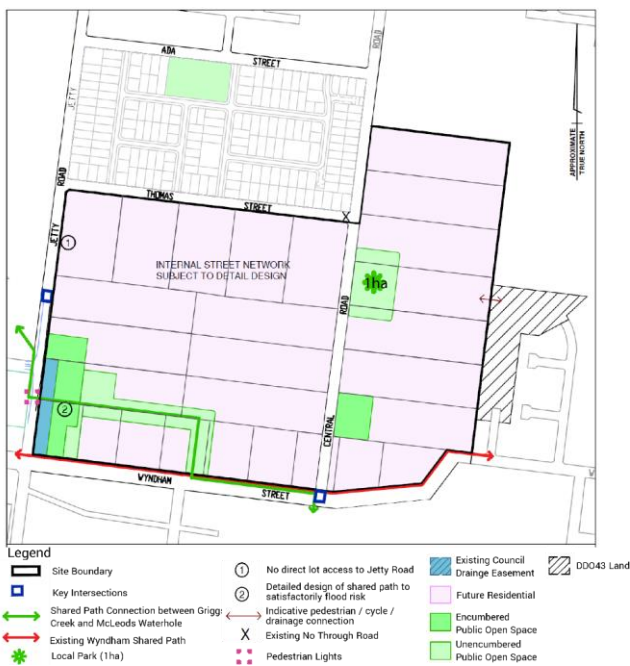
This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act (1987)* and the *Development Contributions Guidelines (2007)*.

### 3. LOCAL STRATEGIC CONTEXT

#### 3.1. LOCAL PLANNING CONTEXT

The Precinct will be developed in accordance with a Development Plan which applies to all land. The Jetty Road / Central Road Development Plan (provided by Tract, July 2019, Jan 2020) (the **Development Plan**) is shown in Figure 2.

**FIGURE 2** JETTY ROAD / CENTRAL ROAD DRYSDALE DEVELOPMENT PLAN (TO BE UPDATED)



Source: Development Plan, provided by Tract July 2019.

#### 3.2. SUPPORTING STUDIES

A number of supporting studies have been prepared which identify the need, standard and costs for the infrastructure items that are to be included in this DCP.

The strategic documents that have informed the provision of infrastructure items to be funded by the DCP are:

- Jetty Road / Central Road Drysdale Landscape Masterplan Report, Tract (July 2019) (**Landscape Masterplan**);
- Traffic and Transport Assessment, Central Road, Drysdale Subdivision, Cardno (September 2018) (**Transport Assessment**);
- Valuation Report, Various Land Parcels – Central & Jetty Road, Westlink (February 2018) (**Valuation Report**);
- Opinion of Probable Cost – Based on Landscape Masterplan, Tract (July 2019) (**Opinion of Probable Cost**);
- Preliminary Estimate of Basin Construction, St Quentin (September 2018) (**Basin Construction Costings**); and

- Central Road Drysdale – Stormwater Management Plan, Water Technology (May 2019) (**Stormwater Management Plan**).

## 4. NEED AND NEXUS

### 4.1. INTRODUCTION

This section identifies the relationship between the proposed development, infrastructure required to support development, and the approach to apportioning the cost of infrastructure items based on the principles of need and nexus.

### 4.2. NEED

The need for a range of infrastructure items to be funded by the DCP has been identified based on the local strategic context and supporting studies. Each item is needed in order to provide for the wellbeing, health and safety of the future residents of the Precinct.

### 4.3. NEXUS

The approach to apportioning the cost of each DCP infrastructure item relies on the nexus principle. The Precinct is deemed to have a nexus with an infrastructure item if the residents of the Precinct are likely to make use of the infrastructure item.

All properties in the MCA will make a contribution towards DCP infrastructure items on an equitable basis if the infrastructure studies identified that the future residents of the property will make use of the item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used for levies in this DCP.

#### 4.4. LAND BUDGET

Table 1 shows the budget of allocated land uses for the MCA. A detailed land budget by title is provided in **Appendix A**.

**TABLE 1** LAND BUDGET SUMMARY

LAND BUDGET	AREA (HA)
Total Site Area	41.576
Drainage Easement	0.437
Retarding Basins	1.585
<i>Sub Total – Encumbered Land</i>	<i>2.022</i>
Land required for roads	0.051
Public Open Space (unencumbered)	2.739 (7.45% of NDA)
<b>Net Developable Area</b>	<b>36.765</b>

Source: Property Land Budget, Tract, July 2019

Approximately 2ha of land within the Precinct is encumbered, including:

- A council easement in the south-west corner of the Precinct which provides for drainage;
- Low-lying land in the south-western corner of the Precinct that is subject to flooding; and
- Low lying land in the eastern section of the Precinct that is subject to flooding.

This encumbered land is proposed to be used for stormwater drainage purposes.

Unencumbered land to be used for open space equates to 7.45% of the Net Developable Area of the Precinct. The approach to the funding and delivery of open space is set out in Section 5.

#### 4.5. DEMAND UNITS

In this DCP, 1 hectare of NDA equates to one demand unit for the Development Infrastructure Levy (**DIL**) and one dwelling equates to one demand unit for the Community Infrastructure Levy (**CIL**). The total number of demand units is shown in Table 2.

**TABLE 2** DEMAND UNITS

LEVY CATEGORY	UNIT	DEMAND UNITS
<b>DIL</b>	NDA (Hectares)	36.765
<b>CIL</b>	Dwellings	550

Source: Property Land Budget, Tract, July 2019

## 5. INFRASTRUCTURE ITEMS

### 5.1. COMMUNITY INFRASTRUCTURE ITEMS

Council has identified a requirement for one community infrastructure item. The item is the Drysdale Regional and Community Learning Hub (CLCF\_1). A "per dwelling" demand unit is used for the collection of CIL.

### 5.2. DEVELOPMENT INFRASTRUCTURE ITEMS

The supporting studies identify ~~the following~~ shared infrastructure types that will be required to support the development. ~~Of those shared infrastructure types, the following are funded by this DCP:~~

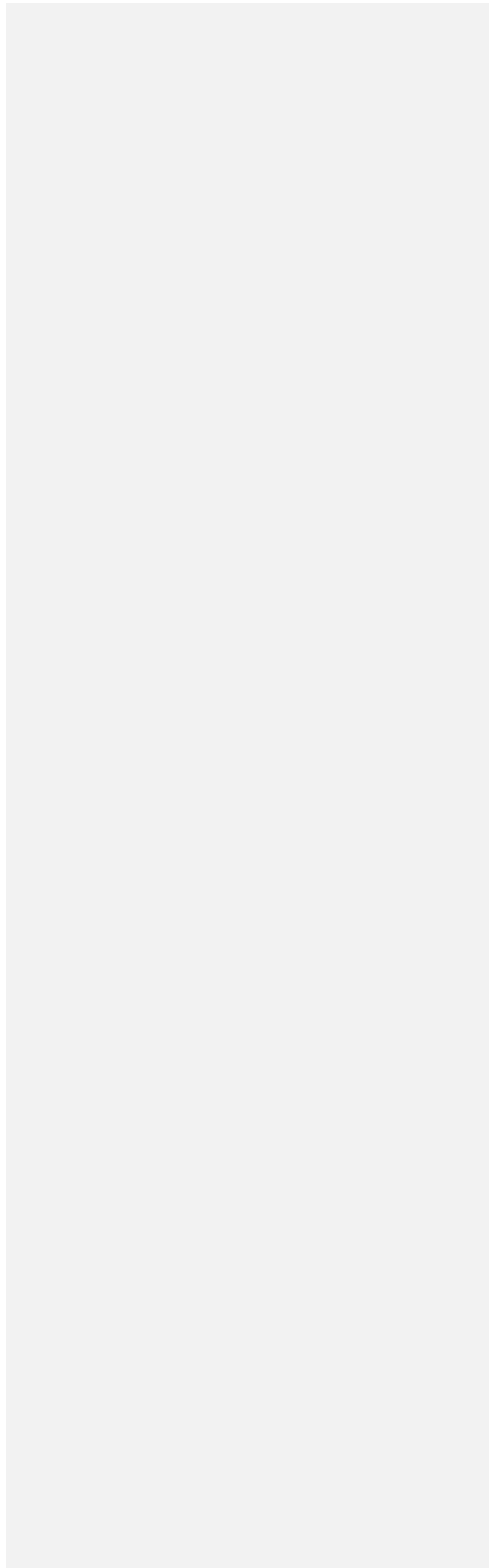
- Shared intersections;
- A signalised pedestrian crossing;
- Public Open Space ~~land and~~ improvements;
- A Pedestrian Link;
- Playgrounds; and
- Drainage land and works.

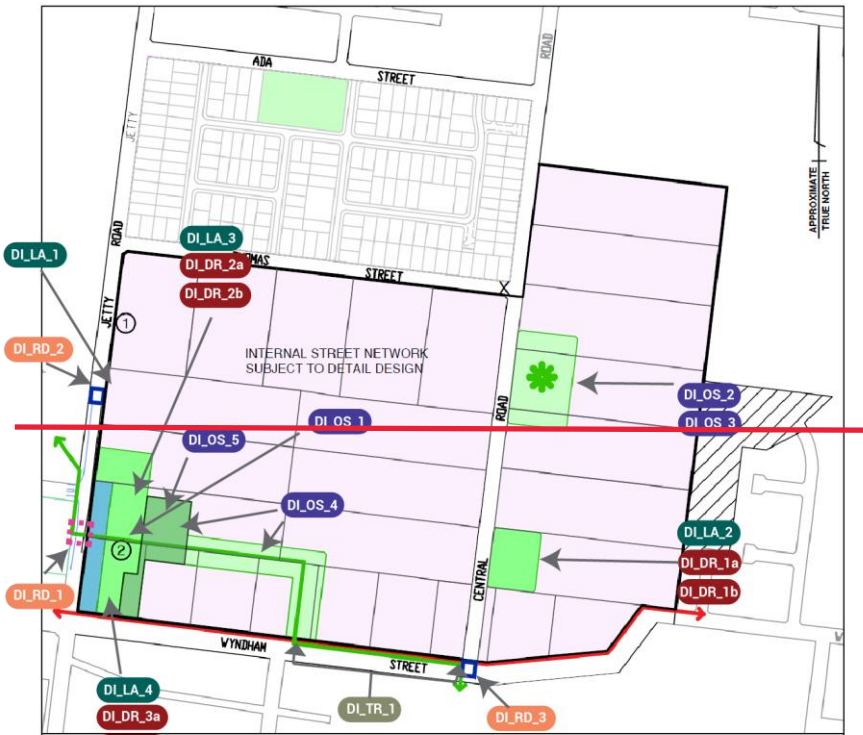
Table 3 provides a summary of the infrastructure items in the DCP, the strategic justification for the item and the trigger for item delivery.

### 5.3. INFRASTRUCTURE LOCATION MAP

The location of each infrastructure project is shown on the maps in Figure 3 and Figure 4.

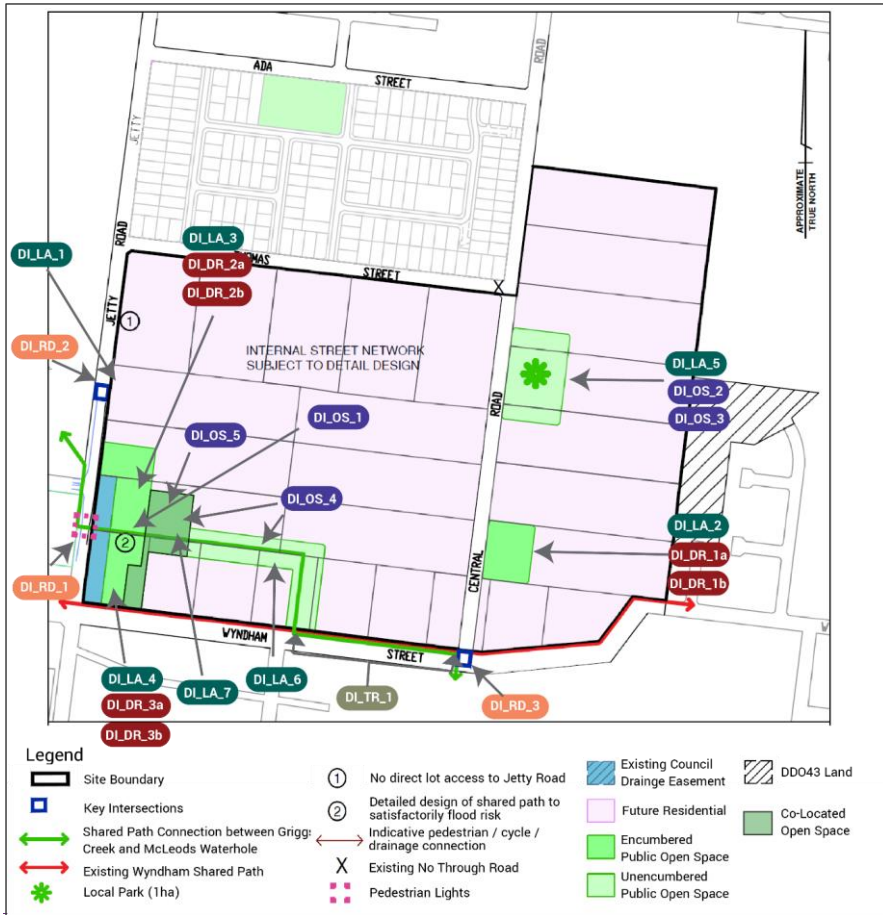
**FIGURE 3** LOCATION OF INFRASTRUCTURE ITEMS (TO BE UPDATED)





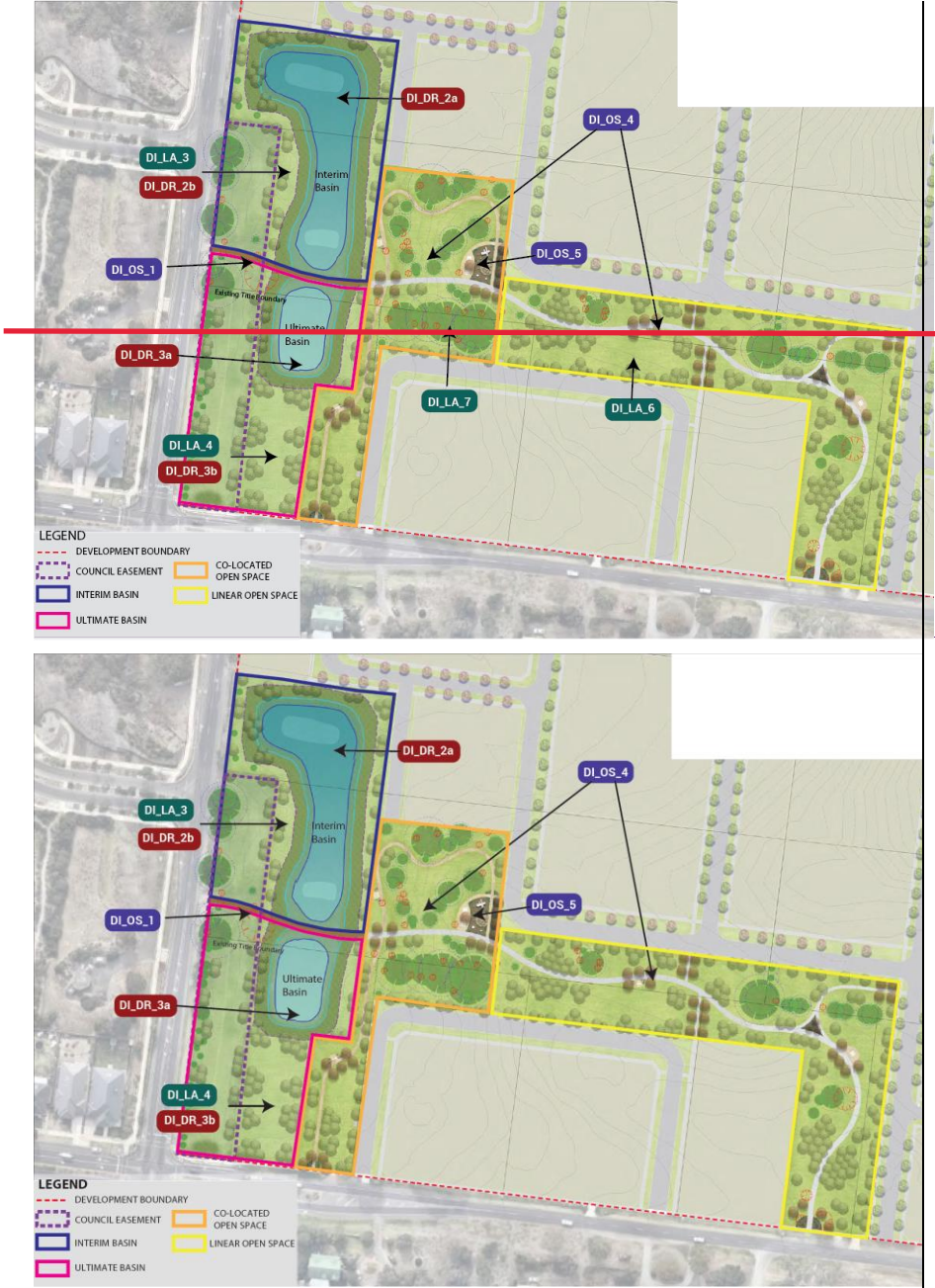
**Legend**

Site Boundary	No direct lot access to Jetty Road	Existing Council Drainage Easement	DD043 Land
Key Intersections	Detailed design of shared path to satisfactorily flood risk	Future Residential	Co-Located Open Space
Shared Path Connection between Grigg Creek and McLeods Waterhole	Indicative pedestrian / cycle / drainage connection	Encumbered Public Open Space	
Existing Wyndham Shared Path	Existing No Through Road	Unencumbered Public Open Space	
Local Park (1ha)	Pedestrian Lights		



Source: Development Plan, provided by Tract in July 2019, Jan 2020. Annotated by Urban Enterprise, 2020/2019.

FIGURE 4 INFRASTRUCTURE LOCATION MAP – SOUTH WEST INSET



Source: Landscape Masterplan, 2019

#### **5.4. INFRASTRUCTURE ITEM LIST**

Table 3 provides details for the full list of infrastructure items, including strategic justification and trigger for delivery.

**TABLE 3** INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
<b>Roads and Trails</b>			
DI_RD_1	<b>Jetty Road Pedestrian Lights:</b> Signalised crossing for pedestrian use.	This project is required to provide a safe crossing for pedestrians.	Prior to statement of compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
DI_RD_2	<b>Jetty Road Intersection:</b> Construction of a safe intersection at the main entry point.	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes. It is also required to ensure safe entry into the precinct.	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
DI_LA_1	<b>Jetty Road Intersection Land:</b> Land for Jetty Road intersection. Total 0.0509ha required.	This project is required to ensure land is available for the main entry point into the precinct and to ensure that the road hierarchy caters for projected traffic volume and to ensure that there is safe entry into the precinct.	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.
DI_RD_3	<b>Central Road / Wyndham Street Intersection:</b> Construction of an upgraded intersection.	This project is required to provide for the orderly and proper development of the area and ensures that the road hierarchy caters for projected traffic volumes.	At or before the creation of the 360th lot in the Precinct or earlier at the discretion of the responsible authority.
DI_TR_1	<b>Wyndham Street Shared Path:</b> Construction of a shared path for use by cyclists and pedestrians with existing Wyndham Street road reserve (north-side), between Linear Open Space and Central Road (250 linear metres).	This project is required to create a shared trail for pedestrians and cyclists.	Within 24 months of delivery of OS_4.
<b>Drainage - Land, Construction and Landscaping</b>			
DI_LA_2	<b>Central Road Basin - Land:</b> Land required for Central Road basin. Total 0.512ha required.	This project is required to provide land for a drainage basin and to ensure development attenuates post development runoff to pre-development levels.	Prior to statement of compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_1a	<b>Central Road Basin - Construction:</b> Shared drainage construction works.	This project is required to construct a basin to ensure development attenuates post development runoff to pre-development levels.	Prior to Statement of Compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
DI_DR_1b	<b>Central Road Basin - Landscaping:</b> Improvements to open space within basin land.	This project is required to provide adequate open space facilities for residents and visitors and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_1a).
DI_LA_3	<b>Jetty Road Basin - Land (Interim):</b> Land required for northern section of the Jetty Road Basin. Total 0.695ha required.	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to Statement of Compliance being issued for the first residential allotment in the Central Road RB drainage catchment (Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_LA_4	<b>Jetty Road Basin - Land (Ultimate):</b> Land required for the southern section of Jetty Road Basin. Total 0.378ha required.	This project is required to provide land for adequate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_2a	<b>Jetty Road Basin - Construction (Interim):</b> Shared drainage construction works.	This project is required to provide the required interim drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the first residential allotment in the Jetty Road RB Drainage Catchment (refer to Figure 3.4 in the Water Technology Stormwater Management Plan).
DI_DR_2b	<b>Jetty Road Basin - Landscaping (Interim):</b> Open space improvements of the northern section of the Jetty Road Basin.	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_2a).
DI_DR_3a	<b>Jetty Road Basin - Construction (Ultimate):</b> Shared drainage construction works.	This project is required to provide the required interim drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels.	Prior to the Statement of Compliance being issued for the residential subdivision in the Jetty Rd RB catchment (refer to Figure 3.4 in Stormwater Management Plan, Water Technology, May 2019) that requires an expansion to the interim drainage basin (approximately 190 lots created within the catchment) or at the discretion of the responsible authority if an alternative approach to drainage works in the catchment is required.
DI_DR_3b	<b>Jetty Road Basin - Landscaping (Ultimate):</b> Open space improvements of the southern section of the Jetty Road basin.	This project is required to support the drainage function of the retarding basins for residents and to ensure development attenuates post development runoff to pre-development levels.	Concurrent with the associated drainage basin works (DI_DR_3a).

Project Code	Project Name and Description	Project Strategic Justification	Delivery Trigger
<b>Public Open Space - Land, Improvements and Landscaping</b>			
DI_OS_1	<b>Jetty Road Basin - Pedestrian link:</b> Construction of shared use cycling and pedestrian trail connecting the linear open space to Jetty Road between the interim and ultimate Jetty Road drainage basins.	This project is required to provide passive open space and active transport access for residents and visitors.	Within 24 months of a Statement of Compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.
DI_LA_5	<del><b>Central Road 1ha Reserve - Land:</b> Land required for Central Road reserve. Total 1ha required.</del>	<del>This project is required to provide adequate land for open space for residents and visitors.</del>	<del>As subdivision of each affected property progresses or earlier at the discretion of the responsible authority.</del>
DI_OS_2	<b>Central Road 1ha Reserve - Landscaping:</b> Open space improvements to 1ha reserve.	This project is required to provide adequate open space facilities for residents and visitors.	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
DI_OS_3	<b>Central Road 1ha Reserve - Playground:</b> Open space improvement (playground construction).	This project is required to provide adequate open space facilities for residents and visitors.	Within 24 months of the relevant section of the open space reserve being vested in Council.
DI_LA_6	<del><b>Linear Open Space - Land:</b> Land required for linear open space. Total 1.060ha required.</del>	<del>This project is required to provide adequate land for open space for residents and visitors.</del>	<del>As subdivision of each affected property progresses or earlier at the discretion of the responsible authority.</del>
DI_OS_4	<b>Linear and Co-Located Open Space - Landscaping:</b> Open space improvement in the linear reserve and co-located open space including a shared path.	This project is required to provide adequate open space facilities for residents and visitors.	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.
DI_LA_7	<del><b>Co-Located Open Space - Land:</b> Land required for Co-located open space. Total 0.679 required.</del>	<del>This project is required to provide adequate land for open space for residents and visitors.</del>	<del>As subdivision of each affected property progresses or earlier at the discretion of the responsible authority.</del>
DI_OS_5	<b>Co-Located Open Space - Playground:</b> Open space improvement (playground construction).	This project is required to provide adequate open space facilities for residents and visitors.	Within 24 months of the relevant section of the open space reserve being vested in Council.
DI_OS_6	<del><b>Open Space Cash Contribution</b> (2.56% of NDA) top up to meet 10% of NDA.</del>	<del>This project is required to meet the statutory requirements of Clause 53.01 of the Greater Geelong Planning Scheme.</del>	<del>Contribution payable for each stage of subdivision.</del>
<b>Other Items</b>			
DI_P_1	<b>Planning Costs:</b> Preparation of DCP including infrastructure design and costing, land valuation and land capability studies.	Item required to prepare appropriate planning for the residential development. This includes land valuation and infrastructure design and costing.	Complete.
<b>Community Infrastructure</b>			
CI_CF_1	<b>Regional Community and Learning Hub:</b> Construction of a Regional Community and Learning Hub, to service existing and new Drysdale and Clifton Springs catchment.	Projections indicate the demand for library services by 2018 will be sufficient to support a regional Community and Learning Hub in Drysdale in the order of 1,000 square metres.	Expected delivery between 2022 and 2025 at Council's discretion.

## 5.5. PUBLIC OPEN SPACE CONTRIBUTIONS

This DCP includes development contributions to public open space (both land and improvements). Land for public open space through the DCP is equivalent to 7.45% of the NDA.

In addition to the land contribution, the DCP also includes a cash contribution equivalent to 2.55% of the NDA to ensure compliance with the statutory requirements of a 10% public open space contribution in Clause 53.01 of the Greater Geelong Planning Scheme. The Greater Geelong Planning Scheme (at Clause 53.01) provides that all subdivisions of land zoned for residential purposes which creates two or more additional lots must make a contribution for public open space on a sliding scale of 0% to 10% depending on the number of lots created. This DCP does not include any public open space land items – all land is to be provided through Clause 53.01. Improvements to the open space areas included in the DCP.

In some cases the proportion of land to be provided as public open space in accordance with the Development Plan is expected to exceed the required contribution under Clause 53.01. In these cases, the relevant landowners will be compensated by Council for any over-provision which will be secured through a section 173 agreement. Where the proportion of land to be provided as public open space is less than the required contribution under Clause 53.01, the relevant landowners will be required to pay the balance of the contribution to Council in accordance with Clause 53.01.

## 5.6. DRAINAGE

Based on hydrological analysis undertaken by Water Technology, two retarding basins (Jetty Road basin and Central Road basin) are required to ensure appropriate stormwater management within the Precinct. The Stormwater Management Plan identifies that the Jetty Road retarding basin can be constructed in two stages (ie an interim and ultimate basin).

The Stormwater Management Plan identifies that the Jetty Road Ultimate Basin (DI\_DR\_3a) would need to be constructed at the point when 16 hectares of the relevant catchment have been developed (equivalent to between 160 lots and 193 lots).

Therefore, this DCP includes separate items for the interim and ultimate Jetty Road Basins.

### 5.6.1. DRAINAGE SPECIAL CHARGES SCHEME

In 2017, the Council of Greater Geelong introduced a Special Charge Scheme for Central Road<sup>1</sup>. This scheme was necessary due to the developer of a Retirement Village in Central Road, Clifton Springs contributing the full construction cost (\$1,492,827) of a main drainage outfall to Griggs Creek which benefited 38 properties.

Four of these properties (Property 1, 19, 20 and 21) are within the MCA for this DCP. Given that these properties drain to the north and will utilise separate drainage, these properties are not subject to drainage infrastructure contributions in this DCP.

## 5.7. CHARGE AREAS

The Charge Areas for this DCP are shown in Figure 5 and are defined by the properties included and excluded from the drainage requirements of the DCP. Properties identified in Charge Area 1 generate a need for drainage infrastructure, while properties in Charge Area 2 form part of the Special Charge Scheme discussed in Section 5.6.1.

Table 4 shows the demand units for each Charge Area and the total MCA.

<sup>1</sup> City of Greater Geelong, Minutes of Ordinary Meeting, 27 June 2017.

**TABLE 4** CHARGE AREA DEMAND UNITS (DIL)

LEVY CATEGORY	DEMAND UNITS (HA)
Charge Area 1	28.753
Charge Area 2	8.012
<b>Total MCA</b>	<b>36.765</b>

Source: Property Land Budget, Tract, July 2019

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**FIGURE 5** CHARGE AREA MAP



Source: Urban Enterprise, 2019

### 5.8. ITEMS NOT FUNDED BY THE DCP

The DCP does not fund the following items which are to be delivered by developers:

- Local roads (land and construction);
- [Open space land \(to be funded through Clause 53.01\)](#);
- Land subject to a drainage easement (to be vested in Council at the time the relevant property is subdivided);
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications; and
- Special Charges required for drainage purposes and any other drainage infrastructure required to meet Council requirements within Charge Area 2.

## 6. CALCULATION OF LEVIES

### 6.1. INTRODUCTION

The method of levy calculation is described in this section.

### 6.2. PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 5. The costs are expressed in September 2018 values and will be indexed annually in accordance with the method specified in this DCP.

### 6.3. COST APPORTIONMENT METHOD

The cost of each of the infrastructure items has been apportioned based upon the likelihood that an item will be used residents within and external to the MCA.

The method and justification for the cost apportionment that has been used for each infrastructure item is outlined in Table 5.

For each item in the DCP, the cost attributable to the MCA has been specified in Table 5. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the MCA for each infrastructure item.

All items are fully funded by this DCP, with the exception of CL\_CF\_1 which has usage demand generated from outside the Precinct. This item is located outside the MCA, with 93.9% of demand being generated by households external to the Precinct.

### 6.4. CALCULATION OF LEVIES

The cost attributable to the MCA for each infrastructure item is then divided by the number of demand units for that item to calculate the levy for each item. In this case, the number of demand units for each item is the number of hectares of NDA (for the DIL) and number of dwellings (CIL).

The levy amounts for each item are then aggregated to form an overall levy per demand unit for each Charge Area.

Table 5 provides details of the levy calculations for each infrastructure item. The levy amounts apply to any development type in each Charge Area.

**TABLE 5** INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

PROJECT CODE	PROJECT NAME	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT	CIL AMOUNT
<b>Roads and Trails</b>							
DLRD_1	Jetty Road Pedestrian Lights	\$372,566.72	0%	\$372,566.72	36.765	\$10,133.64	
DLRD_2	Jetty Road Intersection	\$310,777.97	0%	\$310,777.97	36.765	\$8,453.02	
DLA_1	Jetty Road Intersection - Land	\$66,170.00	0%	\$66,170.00	36.765	\$1,799.79	
DLRD_3	Central Road / Wyndham Street Intersection	\$450,901.43	0%	\$450,901.43	36.765	\$12,264.31	
DLTR_1	Wyndham Street Shared Path	\$40,000.00	0%	\$40,000.00	36.765	\$1,087.98	
<b>Subtotal</b>		<b>\$1,240,416.12</b>		<b>\$1,240,416.12</b>		<b>\$33,738.75</b>	
<b>Drainage - Land, Construction and Landscaping</b>							
DLA_2	Central Road Basin - Land	\$665,600.00	0%	\$665,600.00	28.753	\$23,148.70	
DLDR_1a	Central Road Basin - Construction	<del>\$277,660.60</del> \$95,426.66	0%	<del>\$277,660.60</del> \$426.66	28.753	<del>\$9,656.68</del> \$10,622.34	
DLDR_1b	Central Road Basin - Landscaping	\$95,874.90	0%	\$95,874.90	28.753	\$3,334.40	
DLA_3	Jetty Road Basin - Land (Interim)	\$903,500.00	0%	\$903,500.00	28.753	\$31,422.56	
DLA_4	Jetty Road Basin - Land (Ultimate)	\$567,000.00	0%	\$567,000.00	28.753	\$19,719.52	
DLDR_2a	Jetty Road Downstream Basin - Construction (Interim)	<del>\$297,430.83</del> \$27,173.91	0%	<del>\$297,430.83</del> \$173.91	28.753	<del>\$10,344.26</del> \$11,378.68	
DLDR_2b	Jetty Road Downstream Basin - Landscaping (Interim)	\$142,992.30	0%	\$142,992.30	28.753	\$4,973.09	
DLDR_3a	Jetty Road Downstream Basin - Construction (Ultimate)	<del>\$292,409.35</del> \$1,650.29	0%	<del>\$292,409.35</del> \$650.29	28.753	<del>\$10,169.62</del> \$11,186.58	
DLDR_3b	Jetty Road Downstream Basin - Landscaping (Ultimate)	\$112,200.00	0%	\$112,200.00	28.753	\$3,902.17	
<b>Subtotal</b>		<del>\$3,354,667.98</del> \$441,418.06		<del>\$3,354,667.98</del> \$41,418.06		<del>\$116,671.00</del> \$119,688.06	
<b>Public Open Space - Land, Improvements and Landscaping</b>							
DLOS_1	Jetty Road Basin - Pedestrian link	\$525,800.00	0%	\$525,800.00	36.765	\$14,301.52	
<del>DLA_5</del>	<del>Central Road 1ha Reserve - Land</del>	<del>\$1,300,000.00</del>	<del>0%</del>	<del>\$1,300,000.00</del>	<del>36.765</del>	<del>\$35,359.40</del>	
DLOS_2	Central Road 1ha Reserve - Landscaping	\$491,419.50	0%	\$491,419.50	36.765	\$13,366.38	
DLOS_3	Central Road 1ha Reserve - Playground	\$116,600.00	0%	\$116,600.00	36.765	\$3,171.47	

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<del>DLLA_6</del>	<del>Linear Open Space - Land</del>	<del>\$1,517,776.00</del>	<del>0%</del>	<del>\$1,517,776.00</del>	<del>36.765</del>	<del>\$41,282.81</del>	
DL_OS_4	Linear and Co-Located Open Space - Landscaping	\$786,809.10	0%	\$786,809.10	36.765	\$21,400.84	
<del>DLLA_7</del>	<del>Co-Located Open Space - Land</del>	<del>\$942,796.20</del>	<del>0%</del>	<del>\$942,796.20</del>	<del>36.765</del>	<del>\$25,643.62</del>	
DL_OS_5	Co-Located Open Space - Playground	\$48,950.00	0%	\$48,950.00	36.765	\$1,331.42	
<del>DL_OS_6</del>	<del>Public Open Space Cash Contribution</del>	<del>\$1,253,612.32</del>	<del>0%</del>	<del>\$1,253,612.32</del>	<del>36.765</del>	<del>\$34,097.68</del>	
Subtotal		<del>\$6,983,763.12</del> \$1,969,578.60		<del>\$1,969,578.60</del> \$6,983,763.12		<del>\$189,955.14</del> \$53,571.63	
<b>Other Items</b>							
DLP_1	Planning Costs	\$265,000.00	0%	\$265,000.00	36.765	\$7,207.88	
<b>Community Infrastructure</b>							
CLCF_1	Regional Community and Learning Hub	\$9,100,000.00	93.29%	\$557,039.51	550		\$1,012.80
Subtotal		\$9,365,000.00		\$822,039.51		\$7,207.88	\$1,012.80
TOTAL		<del>\$15,929,662.70</del> \$20,943,847.22 1,030,597.30		<del>\$7,386,702.21</del> \$12,400,886.73 7,636.81		<del>\$211,189.26</del> \$347.57 2,763,589.82	\$1,012.80

**6.5. LEVY RATES PER DEMAND UNIT**

A summary of the DIL and CIL payable for each Charge Area per demand unit by infrastructure type is outlined in Table 6. These contributions are in September 2018 dollars. Table 6 will be indexed annually in accordance with the method specified in Section 7.

**TABLE 6** DEVELOPMENT AND COMMUNITY INFRASTRUCTURE LEVY BY DEMAND UNIT

Levy Type	CHARGE AREA 1		CHARGE AREA 2	
	DIL Amount (September 2018)	CIL Amount (September 2018)	DIL Amount (September 2018)	CIL Amount (September 2018)
Roads and Trails	\$33,738.75	\$0	\$33,738.75	\$0
Drainage	<del>\$116,671.00</del> \$119,688.06	\$0	\$0.00*	\$0
Public Open Space	<del>\$53,571.63</del> \$189,956.14	\$0	<del>\$53,571.63</del> \$189,956.14	\$0
Other items	\$7,207.88	\$0	\$7,207.88	\$0
Community Infrastructure	\$0	\$1,012.80	\$0	\$1,012.80
<b>Total DIL</b>	<del>\$211,189.26</del> <del>\$347,572.76</del> <del>\$350,589.82</del>	<b>\$1,012.80</b>	<del>\$94,518.26</del> <del>\$230,901.76</del>	<b>\$1,012.80</b>

Source: Urban Enterprise, ~~2020~~ 2019

\*Development in Charge Area 2 will need to meet Council drainage infrastructure requirements separate to the DCP.

## 7. ADMINISTRATION AND IMPLEMENTATION

### 7.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in September 2018 dollars. These will be indexed annually according to the following method:

The development contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
  - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or similar index if not available.
  - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land to be acquired under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

The CIL cap (currently \$1,190 per dwelling for the 2019-20 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

### 7.2. VALUATION OF LAND

Valuations for land to be acquired under this DCP were provided by a qualified independent valuer. Land to be acquired was valued based on the 'before and after method'.

### 7.3. COLLECTING AGENCY

The City of Greater Geelong Council is the collecting agency pursuant to section 46K of the *Planning and Environment Act* (1987).

### 7.4. DEVELOPMENT AGENCY

The City of Greater Geelong is the development agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act* (1987).

## 7.5. COLLECTION OF LEVIES

The DIL will be payable to and collected by the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

### DEVELOPMENT REQUIRING A PERMIT

A planning permit for the development of land to which this DCP applies must include a condition requiring the applicant to:

- Pay the DIL to the collecting agency within a time specified by the collecting agency which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with the collecting agency to pay the DIL to the collecting agency within the time for payment specified in the agreement.

### DEVELOPMENT NOT REQUIRING A PERMIT

For a development which does not require a planning permit, the party who proposes to develop the land must:

- Pay the DIL to the collecting agency within a time and in a manner specified by the collecting agency which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with the collecting agency to pay the DIL to the collecting agency within the time specified in the agreement.

### SUBDIVISIONS

In respect of the subdivision of land affected by the DCP, the following applies:

- A requirement may be imposed, including by a planning permit condition requiring payment of the DIL as a precondition to any statement of compliance being issued.
- If a staged subdivision, the DIL will be payable in respect of the NDA within the relevant stage, excluding any residual or superlot.
- In respect of any residual or superlot, the DIL will be incurred upon the subsequent subdivision or development of such lot.

### COMMUNITY INFRASTRUCTURE LEVY

The CIL will be collected by the City of Greater Geelong at the Building Approval Stage in accordance with section 46(0) of the *Planning & Environment Act* (1987). However, developers/landowners are strongly encouraged to pay the CIL before the issue of a Statement of Compliance to simplify collection of development contributions, reduce the administrative burden on Council and facilitate the early provision of community infrastructure.

## 7.6. ADMINISTRATIVE PROCEDURES

The collecting agency will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the Planning and Environment Act (1987), or any new Ministerial Directions relating to development contributions.

A formal review of this DCP will be required every five years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Planning and Environment Act (1987)*. All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

If Council resolves not to proceed with any of the infrastructure projects listed in this DCP, the responsible authority will comply with section 46(Q) of the *Planning and Environment Act (1987)*.

### **7.7. PROVISION OF LAND AND WORKS IN-KIND**

Payment of development contributions is to be made in cash (i.e. a financial contribution). Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the collecting agency.

The collecting agency may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure (including land) can be provided in-kind under this agreement.

Where a developer intends to undertake any DCP works in-kind, this must first be agreed to by the responsible authority.

In determining whether to agree to the provision of works in lieu of cash, the collecting agency will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of cash.
- Works must be provided to a standard that generally accords with the DCP unless agreed between the collecting agency and the developer.
- Detailed design must be approved by the collecting agency and generally accord with the standards outlined in the DCP unless agreed by the collecting agency and the developer.
- The construction of works must be completed to the satisfaction of the collecting agency.
- The impact on the DCP must be cost and revenue neutral.

Where the collecting agency agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided must equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind cannot be offset against future levy payments, the developer must be reimbursed by the collecting agency for any excess credit at such time that cash to the equal value of the excess credit has been received by the collecting agency from other landowners in the Main Catchment Area;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral; and
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the method outlined in Section 7.1.

### **7.8. LAND**

As with works-in-kind, the provision of land would be agreed between the developer and the responsible authority pursuant to Section 173 of the *Planning and Environment Act (1987)*. The value of the off-set for providing land will equal the value shown in the DCP, subject to indexation.

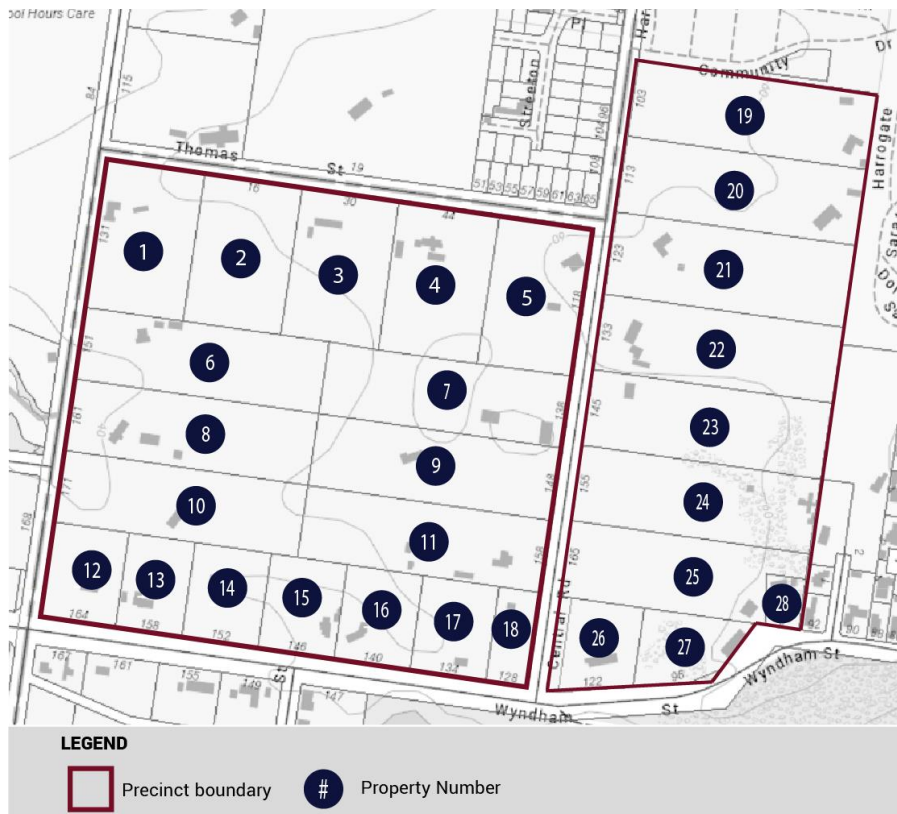
# APPENDICES

## APPENDIX A DETAILED LAND BUDGET

TABLE 7 LAND BUDGET

	PROPERTY NUMBER	TOTAL AREA (ha)	EXISTING DRAINAGE EASEMENT	WETLAND / RETARDING BASIN	UNENCUMBERED OPEN SPACE <i>(to be funded via clause 53.01)</i>			LAND FOR ROADS	N/A (ha)
					Co-located	Linear	1ha Park		
131-149 Jetty Road	Property 1	1.797						0.009	1.788
16-28 Thomas Street	Property 2	1.554							1.554
30-42 Thomas Street	Property 3	1.549							1.549
44-56 Thomas Street	Property 4	1.678							1.678
118-136 Central Road	Property 5	1.599							1.599
151-159 Jetty Road	Property 6	1.922						0.042	1.880
138-146 Central Road	Property 7	1.958							1.958
161-169 Jetty Road	Property 8	1.970		0.328					1.642
148-156 Central Road	Property 9	1.971							1.971
171-179 Jetty Road	Property 10	1.971	0.187	0.367	0.379	0.245			0.793
158-166 Central Road	Property 11	1.971				0.113			1.858
164-169 Wyndham Street	Property 12	0.809	0.250	0.378	0.178				0.003
158-162 Wyndham Street	Property 13	0.708			0.122	0.037			0.550
152-156 Wyndham Street	Property 14	0.809				0.166			0.643
146-150 Wyndham Street	Property 15	0.809				0.420			0.389
140-144 Wyndham Street	Property 16	0.809				0.079			0.730
134-138 Wyndham Street	Property 17	0.810							0.810
128-138 Wyndham Street	Property 18	0.450							0.450
103-111 Central Road	Property 19	2.223							2.223
113-121 Central Road	Property 20	2.041							2.041
123-131 Central Road	Property 21	2.159					0.199		1.960
133-143 Central Road	Property 22	2.033					0.642		1.391
145-153 Central Road	Property 23	2.033					0.159		1.874
155-163 Central Road	Property 24	2.332							2.332
165-173 Central Road	Property 25	1.826		0.512					1.314
122-126 Wyndham Street	Property 26	0.862							0.862
96 Wyndham Street	Property 27	0.716							0.716
94 Wyndham Street	Property 28	0.207							0.207
<b>TOTAL</b>		<b>41.576</b>	<b>0.437</b>	<b>1.585</b>	<b>0.679</b>	<b>1.060</b>	<b>1.000</b>	<b>0.051</b>	<b>36.765</b>

**FIGURE 6** PROPERTY NUMBER MAP



Source: VicPlan, 2018 base map annotated by Urban Enterprise, 2019

APPENDIX B DCP INFRASTRUCTURE PROJECT SHEETS

## APPENDIX C INTERSECTION LAYOUT PLANS AND COSTINGS

APPENDIX D LANDSCAPING PLANS AND COSTINGS

## APPENDIX E DRAINAGE PLANS AND COSTINGS

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