

# MINUTES

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## COUNCIL MEETING

TUESDAY, 15 DECEMBER 2020

7.00PM

HELD VIRTUALLY BY ZOOM AND BROADCAST  
ON THE CITY'S WEBSITE

**COUNCIL:**

Cr S Asher (Bellarine Ward)

Mayor

Cr T Sullivan (Bellarine Ward)

Deputy Mayor

Cr J Mason (Bellarine Ward)

Cr E Kontelj (Brownbill Ward)

Cr S Mansfield (Brownbill Ward)

Cr P Murrily (Brownbill Ward)

Cr B Harwood (Kardinia Ward)

Cr B Moloney (Kardinia Ward)

Cr R Nelson (Kardinia Ward)

Cr A Aitken (Windermere Ward)

Cr K Grzybek (Windermere Ward)

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**MINUTES OF THE COUNCIL MEETING  
OF THE GREATER GEELONG CITY COUNCIL  
HELD VIRTUALLY BY ZOOM AND BROADCAST ON THE CITY'S WEBSITE  
ON TUESDAY, 15 DECEMBER 2020  
COMMENCING AT 7.00 PM**

**PRESENT:** Cr S Asher (Mayor), Crs A Aitken, K Grzybek, B Harwood, E Kontelj, S Mansfield, J Mason, P Murrhiy, B Moloney, R Nelson, T Sullivan

**Also present:** M Cutter (Chief Executive Officer), R Leonard (Director Governance, Strategy and Performance)

**OPENING:** The Mayor declared the meeting open at 7.00pm

**ACKNOWLEDGEMENTS:**

Council acknowledges Wadawurrung Traditional Owners of this land and pays its respects to all Elders past and present and to all Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

**APOLOGIES:** Nil.

**LEAVES OF ABSENCE:** Nil.

**CONFIRMATION OF MINUTES:**

Cr Mansfield moved, Cr Sullivan seconded -

That the Minutes of the Council Meeting held on 1 December 2020 be confirmed.

**Carried.**

**DECLARATIONS OF CONFLICTS OF INTEREST:**

*Cr Mason declared a Conflict of Interest in Agenda Item 1, Amendment C363GGEE Central Road, Drysdale Rezoning – Consideration of Panel Report and Adoption of Amendment in that he has had connections with a landowner who also owns land within Amendment C363GGEE.*

*Cr Mansfield declared a Conflict of Interest in Agenda Item 3, Proposed Ministerial Planning Scheme Amendment – McKellar Centre in that her spouse is the Director of Mental Health Services at Barwon Health.*

*Cr Kontelj declared a Conflict of Interest in Agenda Item 3, Proposed Ministerial Planning Scheme Amendment – McKellar Centre in that his spouse is an employee of Barwon Health working at the McKellar Centre.*

*Cr Kontelj declared a Conflict of Interest in Agenda Item 13, Tender T2000051 Supply of Concrete and Concrete Works in that several of those noted interested parties in the report are customers of the business of which he is a Director.*

*Cr Mason declared a Conflict of Interest in the following report and left the meeting room prior to discussion of the item at 7.06pm*

## **1. AMENDMENT C363GGEE CENTRAL ROAD DRYSDALE REZONING – CONSIDERATION OF PANEL REPORT AND ADOPTION OF AMENDMENT**

**Source:** Planning, Design & Development – Strategic  
Implementation  
**Director:** Gareth Smith

### **Purpose**

1. To consider the Amendment C363ggee Panel Report and adopt the Amendment.

### **Background**

2. On 28 May 2019 Council resolved to prepare and exhibit Amendment C363 to the Greater Geelong Planning Scheme.
3. The Amendment seeks to rezone 28 Rural Living zoned properties on and near Central Road, Drysdale, to facilitate residential development. The Amendment includes overlay controls to manage orderly planning, subdivision design and developer contributions.
4. Exhibition of the Amendment in September and October 2019 resulted in 71 written submissions with opposition from local residents and community associations. Two out of the 20 directly affected landowners are known to object outright to the rezoning.
5. The main issues of objection included that the Amendment is contrary to planning policy and town character; traffic, environmental and drainage impacts; and landowner concerns with the proposed Development Contributions Plan.

### **Key Matters**

6. On 28 January 2020 Council resolved to refer all the submissions to an Independent Panel appointed by the Minister for Planning.
7. The Panel Hearing was initially adjourned by the Panel due to coronavirus restrictions but was ultimately held by video conference on 24, 25, 26 and 27 August 2020.
8. The Panel Report was received on 9 October 2020 and released to the public on 27 October 2020. Under the *Planning and Environment Act* the Planning Authority (i.e. Council) must consider the Panel's report before deciding whether or not to adopt the Amendment.
9. The Panel recommends the Amendment be adopted subject to minor changes to the overlay controls. The Panel said strategic justification for the rezoning is long established and embedded in planning strategies and the planning scheme.
10. The Panel found the Amendment to be entirely consistent with the Drysdale Clifton Springs Structure Plan and emerging policy such as the City's Settlement Strategy.
11. On community concerns about traffic, vegetation, open space and stormwater drainage impacts, the Panel supported the proposed development framework plan (shown in Attachment 2). The Panel also supports the *Central Road Drysdale Development Contributions Plan* that was presented at the Hearing.

12. It is recommended that the Amendment be adopted and submitted to the Minister for Planning requesting approval. The recommended Panel Report changes are generally supported.

**Cr Grzybek moved, Cr Harwood seconded -**

**13. That Council:**

**13.1 Adopt Amendment C363ggee (Attachment 5 of this report); and**

**13.2 Submit the adopted Amendment and prescribed information to the Minister for Planning requesting approval.**

**Carried.**

## **Attachment 1**

### ***Financial Implications***

1. The *Central Road Drysdale Development Contributions Plan* (DCP) forms part of the Amendment and will be an incorporated document in the Greater Geelong Planning Scheme. The DCP will legally bind Council to administer and deliver the plan. The DCP identifies \$7.386 million in new local infrastructure:
  - 1.1 Five road projects including pedestrian signals on Jetty Road and an upgrade of the Central Road/ Wyndham Street intersection;
  - 1.2 Two drainage reserves and associated landscaping and revegetation; and
  - 1.3 Open space improvements to the two new parks and linear reserve including playgrounds and shared use cycle and walking trails.
2. Contributions towards the planned Drysdale Regional Community and Learning Hub in the town centre of more than \$557,000 will also apply.
3. The DCP will enable the collection of levies to ensure the shared infrastructure is funded to enable the City and developers to provide the infrastructure. The City will act as the collecting agency and may deliver infrastructure or enter into agreements with developers to provide land and works in-kind.

### ***Community Engagement***

4. The Amendment was exhibited in accordance with Sections 17, 18 and 19 of the *Planning and Environment Act*. Landowners, local residents and the broader Bellarine community, including community associations, were familiar with the proposed Amendment reflected in the submissions received.
5. The Panel Hearing was convened by video using Microsoft Teams. All parties who requested to be heard at the Hearing successfully participated over the four hearing days. The Panel Report at Section 1.4 provides an overview of the procedural issues, correspondence and re-arrangements caused by the COVID-19 restrictions.
6. The Panel Report was published on the Geelong Australia C363 webpage on 27 October 2020 and all submitters to the Amendment were alerted to the publication. A further alert was provided to submitters of the date this report would be presented at a Council Meeting.

### ***Social Equity Considerations***

7. The Amendment has appropriately considered social equity issues. The City has engaged with directly affected landowners since 2014 about potential future rezoning and the proposed site framework plan shows how the area will develop.
8. The Amendment will deliver a range of social equity benefits including new road intersections, parklands, trails and footpaths. The DCP will ensure landowners pay their fair share for necessary new site infrastructure, as well as contributing to the planned Drysdale Regional Community and Learning Hub.
9. The City adopted a Social Housing Plan in February 2020. The subject land is located close to community services and Council officers have commenced discussions with the lead developer about how future development can contribute a social or affordable housing component. The rezoning itself will increase residential land supply within a constrained market and contribute to affordable housing.

- There is legislation in place to ensure the owners of 164-168 Wyndham Street are adequately compensated when their land is eventually acquired for drainage and open space purposes. The City seeks a negotiated outcome and has commenced discussions with the owners.

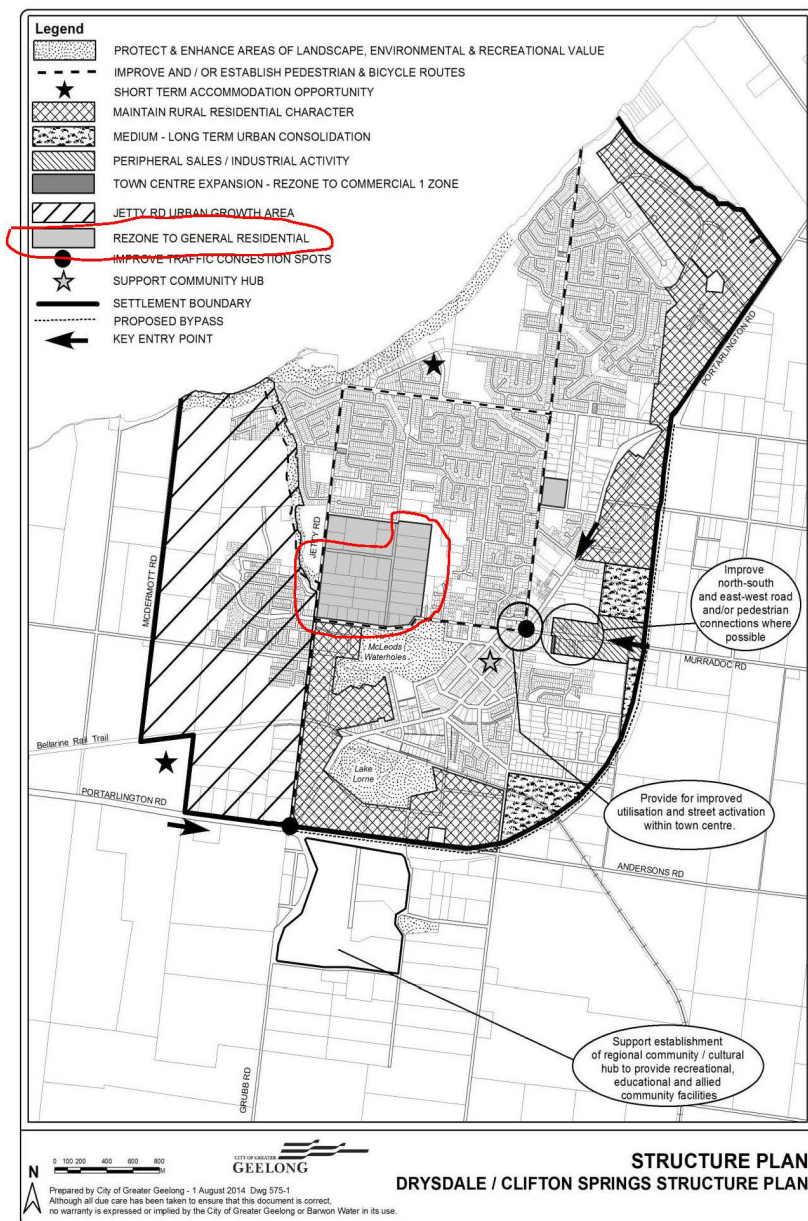
**Policy/Legal/Statutory Implications**

- There is clear support for the Amendment in the planning scheme's Municipal Strategic Statement. Most notably, at Clause 21.14 *Bellarine Peninsula*, the subject land is designated for rezoning to the General Residential Zone (refer to Drysdale Clifton Springs Structure Plan map below).

GREATER GEELONG PLANNING SCHEME

**21.14-11 Drysdale Clifton Springs Structure Plan map**

31/01/2019  
 C376pt1ggee



12. This area is located inside the Drysdale/Clifton Springs urban settlement boundary, close to the town centre, schools, parks, foreshore and developing housing estates at Jetty Road Curlewis, Ada Street and the retirement village on Central Road.
13. The Amendment is also consistent with the City's Settlement Strategy and the emerging State Government Bellarine Peninsula Distinctive Areas and Landscapes (DAL) policy. The Settlement Strategy and DAL seek to consolidate existing town boundaries. The subject land is located inside the Drysdale town boundary. Both policies support the directions for urban growth in the Drysdale/Clifton Springs Structure Plan.

***Alignment to Council Plan***

14. The Amendment aligns with the Sustainable, Built and Natural Environment and Growing our Economy strategic directions in the *Council Plan 2018-22*.

***Conflict of Interest***

15. No City officer involved in the preparation of this report has declared a general or material interest in this matter.

***Risk Assessment***

16. Delay in deciding whether or not to adopt the Amendment is likely to cause uncertainty and distress for directly affected landowners given the land has long been designated in the Greater Geelong Planning Scheme for rezoning to the General Residential Zone. Many of the landowners have made financial and lifestyle decisions about their property based on a strong likelihood of a residential rezoning.
17. Furthermore, the Panel's report fully supports the rezoning and has recommended the Amendment be adopted (with only minor drafting changes to the overlay controls). An alternative decision risks litigation from affected parties. A decision made contrary to direct policy direction in the planning scheme could be open to administrative law challenge through the Court.
18. Delay in adopting the Amendment, and consequently, delay in the Minister approving the Amendment, risks the DCP not being an approved document by the time VCAT hears an appeal in June 2021 from Clifton Springs Holdings (retirement village owner) to strike out the DCP condition on their permit allowing construction of units at 103-111 Central Road. Without an approved DCP the likelihood of the permit condition being struck-out increases. Without the permit condition, there is no statutory mechanism to collect levies from the land and the shortfall in payments of \$260,000 (in 2018 dollars) will be the responsibility of the City.
19. A petition was received in 2019 calling for the construction of pedestrian paths along Central Road which is estimated to cost \$131,000. If residential development does not occur, the City would either fund the works or not proceed with the works.

***Environmental Implications***

20. The Amendment is supported by technical assessments that address stormwater quantity and quality management, traffic management, vegetation and public open space. This information has informed the site's development framework plan.

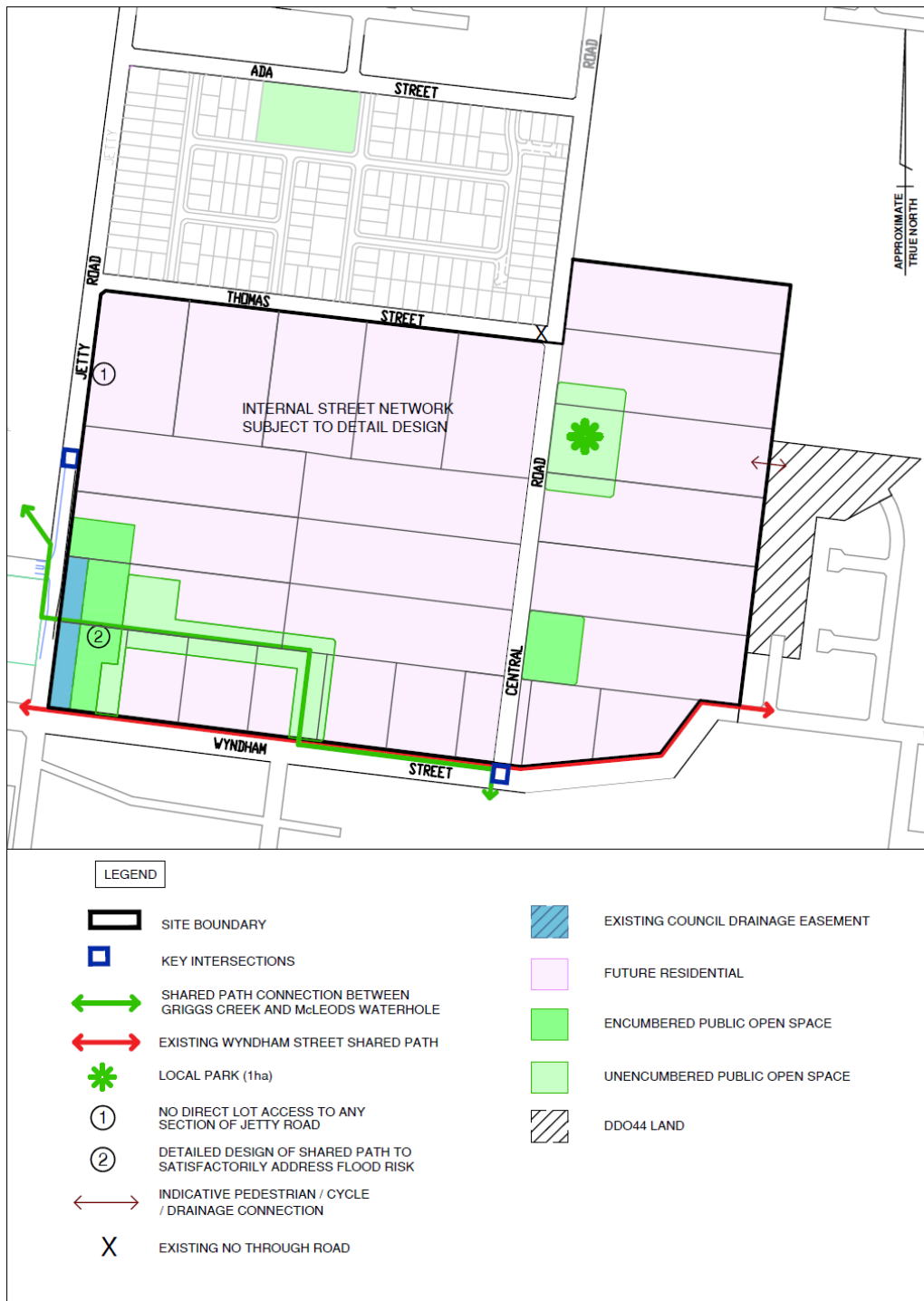
**Background**

1. In July 2017 the consultant acting for McLeods Developments Pty Ltd lodged a planning scheme amendment request to rezone 28 Rural Living Zone properties on either side of Central Road, Drysdale, to facilitate conventional residential development.
2. The Amendment land (red line and red shaded) is shown on the aerial map below:



3. Amendment C363 recommended for adoption in this report makes the following changes to the Greater Geelong Planning Scheme:
  - 3.1 Rezone the subject land (as shown on the above map) from Rural Living Zone to General Residential Zone Schedule 1;
  - 3.2 Rezone the retirement village land (already developed) at 91-101 Central Road, Drysdale, from Rural Living Zone to General Residential Zone Schedule 1;
  - 3.3 Apply a Development Plan Overlay to the land being rezoned, except 91-101 and 103-111 Central Road, Drysdale (both developed and vacant retirement village land);
  - 3.4 Apply a Development Contributions Plan Overlay to the land being rezoned, except 91-101 Central Road, Drysdale (developed retirement village land);
  - 3.5 Apply a Design and Development Overlay to 1-20 Sheileen Court and 23 Marsh Court, Drysdale (shown on the above map as 'under-utilised residential land');
  - 3.6 Insert associated schedules to the Development Plan Overlay, Development Contributions Plan Overlay and Design and Development Overlay; and
  - 3.7 Incorporate the document *Central Road Drysdale Development Contributions Plan November 2020 Post Panel Version 1.9*.
4. At its meeting on 28 May 2019 Council resolved to exhibit the Amendment subject to Ministerial authorisation, which was granted on 8 August 2019. The Amendment was placed on public exhibition between 5 September and 14 October 2019.
5. A total of 71 submissions were received. The submissions were categorised as follows:
  - 5.1 8 submissions from directly affected landowners (i.e. it is their land proposed to be rezoned). Of the eight, two objected to their land being rezoned, one sought clarifications, while the other submissions supported the Amendment.
  - 5.2 Barwon Water submitted that future residential development can be supplied with water and sewerage services.
  - 5.3 41 submissions from local residents and Bellarine Peninsula community groups objecting to the Amendment.
  - 5.4 21 submissions from Marsh Court and connecting court residents objecting to the proposed road connection to the proposed new estate.
6. Key issues raised in submissions were grouped under the following themes: (1) strategic planning policy and town character; (2) Marsh Court; and (3) directly affected landowners.
7. A report to the Council Meeting of 28 January 2020 both summarised all the submissions and provided an officer response to the issues raised. Council agreed with the Marsh Court objectors to remove the planned road connection and submissions for minor changes to the Development Contributions Plan. Other objecting submissions were not supported.
8. Council resolved to refer all the submissions to an Independent Panel appointed by the Minister for Planning under Section 23 of the *Planning and Environment Act* and submit to the Panel its response to the submissions generally as outlined in the council report.
9. The Amendment C363ggee Panel was appointed on 11 February 2020.
10. The Central Road Drysdale Framework Plan, which formed part of the Amendment documents referred to the Panel, shows the location of planned uses and infrastructure

(below). The rezoning will facilitate development of at least 550 dwellings, with a one-hectare park on the east side of Central Road and a linear open space and drainage reserve connecting Griggs Creek to the Drysdale Recreation Reserve.



11. Five late submissions were received after the Panel appointment. The submissions were accepted by the City, considered under delegation and referred to the Panel.
12. Four of these submissions were supportive; three from directly affected landowners, and one from a resident of the Bellarine Springs Retirement Village who in 2019 had organised a Central Road footpath petition. The Bellarine Catchment Network objected to the Amendment.

## **Discussion**

13. The Panel Hearing, originally scheduled for early April 2020, was adjourned by the Panel due to coronavirus pandemic government restrictions. The Panel ultimately decided to conduct the Hearing by video conference, and a Hearing was held on 24, 25, 26 and 27 August 2020. All parties who requested to be heard at the Hearing (and others who preferred to observe only) successfully participated over the four hearing days.
14. The Panel considered all written submissions, undertook site visits and read a large volume of technical reports. At the Hearing, the Panel had the benefit of expert evidence in the fields of DCP economics and stormwater and drainage.
15. Parties to the Hearing included: Council officers; the proponent (represented by Maddocks Lawyers); the owners of 164-168 Wyndham Street; Clifton Springs Holdings (Bellarine Springs Retirement Village represented by Best Hooper); other directly affected landowners and the Drysdale Clifton Springs Curlewis Association.
16. There were no submissions from objectors to the exhibited future road connection to Marsh Court at the Hearing. This is because Council had agreed to remove reference to a vehicle link when the submissions were considered at the Council Meeting of 28 January 2020. This issue was however still considered by the Panel.
17. The Panel's report was received by Council officers dated 9 October 2020 and released to the public on 27 October 2020. Under Section 27 of the *Planning and Environment Act* the Planning Authority (i.e. Council) must consider the report before deciding whether or not to adopt the Amendment. The Panel recommended the Amendment be adopted.
18. This report recommends the Amendment be adopted and the adopted Amendment is shown in **Attachment 5**.
19. **Attachment 3** is the Executive Summary of the Panel Report and contains the consolidated panel recommendations (i.e. all the recommended changes to the Greater Geelong Planning Scheme). The full Panel Report is available on the City's amendment's webpage - [www.geelongaustralia.com.au/amendments](http://www.geelongaustralia.com.au/amendments).
20. **Attachment 4** shows the consolidated Panel recommendations in table format and a brief response to each recommendation.

## **City response to Panel Report**

21. This section of the report summarises the issues identified by the Panel and provides a City response to the Panel's conclusions and recommendations.
22. The Panel Report outlined the state, regional and local planning policy context in relation to the Amendment and proceeded to discuss the following issues:
  - 22.1 Strategic justification
  - 22.2 Drainage and open space
  - 22.3 Traffic and transport
  - 22.4 Marsh Court connection
  - 22.5 Development contributions
  - 22.6 Environmental and biodiversity impacts
  - 22.7 Social impacts

### Strategic justification

23. The Panel considered whether the Amendment has sufficient strategic justification to progress. Council submitted the Amendment implements the Planning Policy Framework while the proponent said the strategic intent of the land has long been known.
24. Objecting submissions believed the Amendment to be contrary to the Drysdale Clifton Springs Structure Plan (the 'Structure Plan'), the Settlement Strategy and the distinctive areas and landscapes process. The Drysdale Clifton Springs Curlewis Association said the Amendment was premature, as the Structure Plan was at the end of its 10-year lifespan and should be reviewed prior to the rezoning going ahead. Submitters expressed concern about the loss of the town's rural lifestyle character and 'rural break' within the town which they say the Structure Plan seeks to protect.
25. The Panel accepted that the strategic justification for the rezoning is long established and has been embedded in planning strategies and the Planning Scheme for some time. The Panel said the Amendment is entirely consistent with the Structure Plan, which has been in place for some 10 years and reflects the 1992 Structure Plan. The Panel went on to say (p. 15):

*"The subject land is within the town's settlement boundary, and clearly identified in the Structure Plan for urban growth and rezoning to General Residential Zone. This is in notable contrast to other areas within the town boundary, which the Structure Plan identifies as being retained for rural living."*
26. According to the Panel the Amendment is consistent with the Settlement Strategy. It found this Strategy directs growth on the Bellarine to three designated locations – one of which is Drysdale/Clifton Springs. The Panel said the Strategy builds on current policy directions that support growth within these towns in order to take the pressure off the sensitive coastal and rural environments in between townships. The Panel also found the policy directions about protecting rural breaks on the Bellarine refer to rural breaks between townships, not pockets of rural living within town boundaries.
27. The Panel accepted Council's submission that there is unlikely to be anything arising from the distinctive areas and landscapes process that fundamentally alters this policy position. The Panel anticipates that the Statement of Planning Policy for the Bellarine Peninsula will reinforce the policy of directing growth to within the three growth town boundaries in order to protect the valued landscapes in between townships.
28. Regarding review of the Structure Plan, the Panel did not consider it is necessary or appropriate to delay the Amendment. Despite its age, the Panel found the Structure Plan remains consistent with current and emerging policy in the Planning Scheme, including the Bellarine Peninsula Localised Planning Statement and the Settlement Strategy.
29. The Panel concluded that the Amendment should proceed and recommended adoption.
30. The City sees the Panel's findings as confirmation of the clear policy direction to rezone the subject land to facilitate residential development.

### Drainage and open space

31. The proposed drainage and open space network within the subject land was the most contentious and sensitive issue considered by the Panel. The Panel Report at chapter 4.1 outlined the key issues, particularly the downstream retarding basins to be co-located with open space and their impact on the land at 164-168 Wyndham Street.
32. The Report included a map from the *Central Road Drysdale Development Contributions Plan* (DCP) of the downstream co-located drainage and open space land planned to connect to Griggs Creek and McLeods Waterholes via a linear link (shown below):



33. The Panel identified the main issues to be: (1) whether the Amendment has appropriately considered stormwater management; and (2) whether the downstream drainage retarding basins should be located as proposed. The Panel had the benefit of expert evidence on water and drainage from Mr Bishop of Water Technology.
34. The Panel noted that the owners of 164-168 Wyndham Street are directly impacted – their residence, a glass art studio and an extensive garden are identified in the Framework Plan as a co-located drainage and open space reserve.
35. The landowners objected to the Amendment, primarily on the basis that the destruction of their home is not required to construct the southern retarding basin. The footprint of the southern retardation basin sits just to the north of their dwelling. They questioned whether Council could consider a design that allowed for their dwelling to remain in place.
36. The landowners also submitted that the Amendment financially impacts them, and discriminates against them, as theirs is the only land designated as encumbered land for drainage and open space. Their property cannot be subdivided for housing like other properties within the subject land, making it *“unlikely that anyone will want to buy our property other than the developer driving the rezoning”*. They questioned whether the real purpose for acquiring their land was for drainage, or for open space. They submitted that there is plenty of vacant land within the amendment area on which open space could be constructed, and it seemed particularly unfair and unreasonable to identify the land on which their home is located as open space.
37. The Panel considered whether it is possible to revisit the downstream retarding basin designs and provide an outcome that will impact less on the dwelling at 164-168 Wyndham Street. The Panel accepted that the general location of the downstream retarding basins takes advantage of the lowest point in the topography of the land, water

flows and existing conditions. The Panel was of the opinion that it is unlikely any basin design reduction would leave the property completely unimpacted.

38. The Panel agreed with Council's view that providing a co-located drainage reserve and parkland around the downstream retarding basins represents a good planning outcome. The Panel said the landscape and engineering plans that form part of the DCP show the area around the downstream basins to include a sediment drying area, wetland planting, scattered native tree planting and shared paths to link into the overall open space network.
39. The Panel noted this reserve will function in association with the existing 25-metre-wide drainage easement that runs north-south through the property at 164-168 Wyndham Street. The Panel pointed to a statement from Council's senior engineer that allowing dwellings between major flood control features presents safety and management risks and would result in a poor planning outcome.
40. The Panel further accepted that Council and the Proponent have made every effort to provide a reasonable, logical timeframe for when the land at 164-168 Wyndham Street may be required. The Panel accepted that it is Council's preferred approach for the acquisition of the land to be negotiated. The Panel said regardless of the eventual method of acquisition, the landowners are entitled to fair and reasonable compensation for their land, and there are legal processes in place to ensure this will occur.
41. In conclusion, the Panel supported the exhibited drainage and landscape plans. The Panel found that these plans provide for an appropriate drainage concept design and open space layout that utilises the best locations for drainage assets.
42. The Panel also provided comments in relation to the predicament faced by the owners of 164-168 Wyndham Street (p. 23):

*"The Panel shares the landowners' concerns that they have little control over the timing of the acquisition of their land and will, in effect, be living in limbo until they are approached by a buyer for their property (be that a developer, or Council as the development agency responsible for delivering the retarding basins under the DCP). Ultimately, no real certainty can be provided as to when this can be achieved, being dependent on lot take up and developer interest in the area. It may be that COVID-19 slows the demand for new housing stock in the area, but that is difficult to predict.*

*The Panel acknowledges that this creates much uncertainty for the landowners about their future, and that this is a cause of significant distress. It encourages Council and the Proponent to continue to maintain a constructive and sensitive dialogue with the landowners, and to provide them with as much information as possible about the likely staging of development, the timing of the construction of the downstream retarding basins and the timing of the need to acquire their land. At least this will enable the landowners to plan for their future in an informed way."*

43. The City agrees with the Panel's comments and has commenced discussions with the landowners. It is the City's intention to continue discussions and provide support and information to the landowners in a timely manner.
44. On the broader network, the Panel was satisfied the Functional Design Report and the Stormwater Management Plan appropriately demonstrate that the proposal will not result in adverse off-site flood or drainage impacts or increased flood risk, and that it meets water quality treatment targets.

45. The Panel did not agree with requests by CardnoTGM on behalf of two affected landowners to allow greater development staging flexibility in the Development Plan Overlay (DPO) Schedule. The Panel did however recommend a minor change to the overlay to provide clarity around the staging of infrastructure, which the City supports.

#### Traffic and Transport

46. The Panel considered whether the Amendment had appropriately considered any potential traffic impacts, noting the findings from the Traffic and Transport Assessment – a technical report submitted with the Amendment.
47. The Panel summarised objecting submissions generally as being concerned about the impact of additional dwellings on traffic and congestion in the local area, and the potential to create a safety hazard for school children, pedestrians and residents of the Bellarine Springs Retirement Village. The Drysdale Clifton Springs Curlewis Association said the traffic assessment was overly conservative and further analysis should be undertaken.
48. A resident of the Bellarine Springs Retirement Village submitted that most petitioners (to an earlier July 2019 petition advocating for a footpath along Central Road) and retirement village residents strongly support the rezoning of the subject land, as this is the essential pre-cursor to the construction of a footpath.
49. CardnoTGM submitted that the Framework Plan in the DPO Schedule should include an internal road layout concept to assist with staging and future interconnection with individually owned land holdings. Neither Council nor the Proponent supported this request.
50. The Panel found that the Traffic and Transport Assessment included a comprehensive analysis of the impact that development traffic would have on the local network, including Signalised and Unsignalised Intersection Design and Research Aid (SIDRA) analysis.
51. The Assessment concluded that, based on the modelling, the predicted increase in traffic generated by the development can be easily accommodated on the local road network without any unacceptable impacts on congestion. The Panel concluded that even if the estimates of dwelling density on the subject land are overly conservative as the Drysdale Clifton Springs Curlewis Association suggested, the modelling demonstrated that there is more than enough capacity in the local network to absorb higher increases in traffic than those assumed in the Assessment.
52. The Panel agreed with Council that the road upgrades and other transport related projects identified in the Assessment, which will either be funded under the DCP or delivered as part of developer works as the subject land is developed, will benefit not just the residents of the new development but also the broader community.
53. The Panel also concluded there is no justification for showing an indicative internal road network on the Framework Plan in the DPO Schedule.
54. The City supports the conclusions of the Panel.

#### Marsh Court connection

55. The Amendment proposes to apply Design and Development Overlay Schedule 44 (DDO44) to properties at 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, to provide for a connection between land in Marsh Court and Sheileen Court and the subject land. The exhibited DDO44 provided for a road and drainage link, but in response to submissions Council proposes to amend this to require a linear reserve for pedestrian, bicycle and drainage use only.

56. The Panel accepted Council's assessment that the road link would have unacceptable impacts on the amenity of residents in Marsh Court, and that the necessary drainage connection can be provided through a linear municipal reserve.
57. The Panel concluded that it supports Council's proposed post-exhibition change.
58. The Panel further recommended associated changes to the DPO Schedule and DDO44, which are accepted by the City. The Panel Report did not comment on a further proposed change to the DPO Schedule by Council in its Part B panel hearing submission. The change related to off-site drainage works (if required) prior to preparation of the DPO Schedule development plan and there were no opposing submissions at the hearing.
59. All the changes agreed and adopted by the City are shown in Attachment 5.

#### Development contributions

60. The Panel provided an overview of the proposed Central Road Drysdale Development Contributions Plan (DCP) and supporting overlay (DCPO8), including post-exhibition changes proposed by Council and supported by the Proponent.
61. The Panel accepted changes relating to:
  - 61.1 The removal of GST from project costings
  - 61.2 The removal of public open space land and cash contributions, and instead collect open space contributions under Clause 53.01 of the Planning Scheme (noting open space improvements such as playgrounds and trails will be retained)
  - 61.3 Other minor corrections as identified at the Panel Hearing.
62. None of these changes were contested. The Panel then recommended changes to the DCP, which are accepted by the City as shown in Attachment 5.
63. Most of the DCP discussion at the Hearing centred on the objecting submission from Clifton Springs (Holdings) Pty Ltd, which operates the Bellarine Springs Retirement Village on Central Road.
64. The last remaining part of the retirement village to be developed is at 103-111 Central Road. The Amendment proposes to rezone and apply the DCPO8 to 103-111 Central Road. The Panel Report notes that by the time of the Hearing, Council had issued a Notice of Decision (NOD) to Grant a Permit for development of this vacant land for an extension of the retirement village. The NOD includes a condition requiring the payment of a Development Infrastructure Levy in accordance with any approved DCP prior to occupation of any building authorised by the planning permit. In effect, the condition means the retirement village owner will be bound by the DCP in the same way as the adjoining housing developer.
65. Clifton Springs Holdings' primary submission was that the DCP and DCPO8 should not apply to 103-111 Central Road. It submitted that condition 6 of the NOD was unlawful insofar as it seeks to retrospectively apply the DCP, and that it was proposing to appeal against the condition at VCAT (*which it has since commenced*).
66. Clifton Springs Holdings submitted that there was insufficient nexus between the extension of the retirement village and the infrastructure items listed in the DCP – village residents are unlikely to use the infrastructure to be funded under the DCP, so they shouldn't be required to pay for it. They also submitted that 'retirement village' is a different land use to 'dwelling' that generates less demand for off-site infrastructure. If the DCP is applied to the retirement village, it should not be levied at the same rate as dwellings in the new estates.

67. Council rejected the submissions of Clifton Springs Holdings as did Mr Shipp, who provided development contributions expert evidence at the Hearing.
68. In its findings, the Panel said it was not persuaded that the DCP and DCPO8 should not apply to the retirement village land. Nor was the Panel persuaded that there is insufficient nexus between the retirement village and the need for the infrastructure that will be funded under the DCP to justify exempting the retirement village from the DCP. In the Panel's opinion residents of a retirement village are independent, mobile and able to use community infrastructure and facilities just as they would if they were living in the adjacent residential subdivision.
69. Regarding the permit condition, the Panel said questions about the legality of seeking to retrospectively apply a DCP are not matters before the Panel. The Panel also concluded that the retirement village should be subject to the same Community Infrastructure Levy rate as the surrounding development.
70. The City agrees with the findings of the Panel, other than the recommendation to exempt any future subdivision of pre-approved development from the DCP and DCPO8 (refer to pages 34-35 of the report for the Panel's reasons).
71. The Panel agreed with Clifton Springs Holdings that a future subdivision of a previously approved development should be exempt, contrary to the evidence of Mr Shipp that this is standard practice. Mr Shipp said it is appropriate for any subdivision which occurs following gazettal of the Amendment to make a development contribution in accordance with the DCP, regardless of whether a planning permit for the use and/or development has been previously issued.
72. The City agrees with the evidence of Mr Shipp. Such an exemption is not stated in either the 2007 DCP Guidelines or the development contributions Ministerial Direction. The reason for the Panel recommending the exemption is to avoid double dipping should the retirement units be constructed, a levy paid and then at some later point the units are subdivided (and a second levy sought). This scenario is highly unlikely but equally important, the exemption would apply to all the Amendment land – not just 103-111 Central Road. This means that other land parcels where buildings and works are constructed in accordance with a permit approved before the DCP takes effect, may also be exempt. This situation would undermine the DCP finances.
73. The City as administrator of the DCP, is responsible for record keeping and ensuring there is no 'double-dipping' when land is subdivided and a Development Infrastructure Levy paid. This responsibility extends to all DCPs applied in the Greater Geelong Planning Scheme. The Panel's concerns are unfounded and not supported.

#### Environmental and biodiversity impacts

74. The Panel considered whether the biodiversity impacts of the proposed Amendment are acceptable. Their report outlined the key findings of the ecological (Okologie Consulting) and arboricultural (Let's Talk About Trees) assessments.
75. Chapter 4.5 of the Panel Report referred to several community submissions that raised environmental and biodiversity concerns:
  - 75.1 lot sizes and open space areas were not enough to allow large trees to be planted to replace those that will be lost when the land is developed
  - 75.2 Bellarine Catchment Network submitted the Amendment would limit opportunities for connectivity through the landscape, and opportunities for revegetation and restoration projects
  - 75.3 reduced local biodiversity by destroying wildlife habitats and turning open green spaces into housing

- 75.4 additional dwellings would result in increased pollution and contribute to climate change, and that it is imperative that 'green belts' through residential areas are protected.
76. In its discussion, the Panel said it acknowledges local community concerns about environmental and biodiversity impacts, but no evidence was presented that the subject land contains significant ecological values or performs any significant biodiversity function. According to the Panel, while the assessments conducted to date are preliminary, they have identified no protected species or native vegetation of significant value on the land – and have concluded that the presence of protected species is unlikely due to an absence of suitable habitat.
77. The Panel agreed with Council that the land is not subject to any overlay that protects environmental values, nor is it identified in any Structure Plan, study or other strategic document as having any significant environmental values.
78. The Panel further considered (p. 40):
- “...that the creation of the linear open space linking Griggs Creek and McLeods Waterholes will generate an environmental benefit for the community. It will extend an existing corridor along the creek to the foreshore, and will link existing water features, providing possible habitat links as well as recreational links for the community to enjoy. If the linear open space is properly planned and vegetated, it will provide more suitable habitat and greater connectivity than currently exists on or through the subject land.”*
79. The Panel therefore concluded that there is no basis on which the Amendment should not be supported on environmental or biodiversity grounds.
80. The City supports this finding and believes the delivery of 2.739 hectares of public open space (not counting the drainage reserves) provides a real opportunity to retain canopy trees and recreate natural habitat.

### Social impact

81. The owners of 164-168 Wyndham Street have constructed a glass art studio on their property. This property is designated as a drainage and open space reserve, and ultimately the house, garden and glass studio will need to be removed. The owners open the studio to the local community and to visiting artists, donating their time and materials and providing mentorship to students and local artists.
82. The Panel Report quoted directly from the owners of 164-168 Wyndham Street and the Drysdale Clifton Springs Curlewis Association about the important role the studio plays in community arts and cultural activities, including the Festival of Glass.
83. The Panel was in no doubt that the glass art studio makes a significant contribution to the cultural life of the Drysdale/Clifton Springs community. The Panel found that notwithstanding the value of this asset to the landowners and the community, it is not enough justification to halt the Amendment.
84. It is the opinion of the Panel that the loss of the studio does not alter the overall finding that, on balance, the Amendment will deliver net community benefit. The Panel noted that the land at 164-168 Wyndham Street may not be required for some years and encouraged the landowners to relocate the studio to another suitable location in Drysdale with Council support.
85. The City agrees with the findings of the Panel.
86. The rezoning will not impact on the ability of the owners to continue with their glass art home business or participate in community activities for several years to come. As noted

in an earlier section of this report, Council officers have commenced discussions with the landowners.

## C363ggee Panel Report Executive Summary

Greater Geelong Planning Scheme Amendment C363ggee | Panel Report | 9 October 2020

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### Executive summary

Greater Geelong Planning Scheme Amendment C363ggee (the Amendment) seeks to rezone land in Central Road, Drysdale from Rural Living Zone to General Residential Zone, apply overlays and make associated changes to the Greater Geelong Planning Scheme to enable conventional residential development of the land.

The Amendment was exhibited from 5 September to 14 October 2019 and received 76 submissions (including 5 late submissions). While the Amendment received some support from landowners within the subject land, the majority of submissions objected to the Amendment or parts of it.

Key issues raised in objecting submissions included:

- the Amendment is inconsistent with key policies relating to the Bellarine Peninsula, including the *Drysdale and Clifton Springs Structure Plan* September 2010 (the Structure Plan)
- the Structure Plan is out of date and the Amendment should be postponed until the Structure Plan is reviewed
- concerns about the impacts of the proposed development on the rural character of Drysdale/Clifton Springs
- concerns in relation to the location of proposed drainage retarding basins and the associated co-located open space, in particular its impact on 164-168 Wyndham Street
- traffic and transport concerns (both local and regional)
- concerns with the proposed road connection between the subject land and residential land to the east in Marsh and Sheileen Courts
- concerns over whether there was enough nexus between the Bellarine Springs Retirement Village and the planned infrastructure to warrant including the retirement village land in the Development Contributions Plan Overlay
- environmental and biodiversity concerns, including the loss of vegetation, green open spaces and habitat for wildlife
- concerns over the loss of a glass art studio, an important asset that contributes to the artistic and cultural life of the local community (as well as its owners).

After careful consideration of the submissions, evidence and other material provided to it, the Panel concludes that the Amendment should be supported. The strategic justification for the rezoning is long established and has been embedded in planning strategies and the Planning Scheme for some time. The Amendment is entirely consistent with the Structure Plan, as well as the Bellarine Peninsula Localised Planning Statement and emerging policy such as the Settlement Strategy which seeks to direct growth on the Bellarine Peninsula to three designated growth locations (one of which is Drysdale/Clifton Springs) in order to take the pressure off the sensitive coastal and rural environments in between townships.

The Stormwater Management Plan and accompanying landscape masterplan provide for an appropriate drainage concept design and open space layout that utilises the best locations for drainage assets. The Panel is satisfied that the Proponent has thoroughly investigated the drainage issues, and there is no other logical location for the southern retarding basin proposed to be located at 164-168 Wyndham Street.

While the southern retarding basin may not be required for some years, the retention of the existing dwelling and glass art studio at 164-168 Wyndham Street will not be possible when the subject land is fully developed. This is clearly distressing for the landowners and creates much uncertainty for them. Legislation is in place to ensure that the landowners will be adequately compensated when their land is eventually acquired. In the meantime, the Panel strongly encourages Council and the Proponent to continue to maintain a constructive and sensitive dialogue with the landowners, and to provide them with as much information as possible about the likely staging of development, the timing of the construction of the retarding basins and the timing of the need to acquire their land. This will enable the landowners to plan for their future in an informed way.

Traffic modelling demonstrates that local traffic impacts of the development can be appropriately managed, and there is no basis on which the Amendment should not be supported on traffic or transport grounds. General concerns about congestion on the Bellarine Peninsula because of Bellarine townships being designated in local policy as commuter towns is beyond the scope of the Amendment and this Panel's remit.

The Panel supports Council's proposed post-exhibition change to convert the Marsh Court connection from a road and drainage connection to a pedestrian, cycling and drainage connection. It accepts Council's position that a road connection would have unacceptable amenity impacts on the residents of Marsh Court.

The Panel supports the application of the Central Road Development Contributions Plan (the DCP) to the subject land, and considers that the DCP has been prepared in accordance with the appropriate principles and guidelines. It supports Council's proposed post-exhibition changes to the DCP, including removing GST from some of the infrastructure costings, and removing open space land and cash in lieu contributions from the DCP and instead collecting these under Clause 53.01 of the Planning Scheme.

The Panel was not persuaded that there is insufficient nexus between the retirement village and the infrastructure to be provided under the DCP to justify removing the undeveloped portion of the retirement village from the DCP Overlay. That said, the Panel does consider that a future subdivision of retirement village units constructed in accordance with a permit approved before the DCP takes effect should be exempt from levies. This is because the demand for infrastructure is created by the construction and occupation of the units, not subsequent changes to the title arrangements.

There is no basis on which the Amendment should not be supported on environmental or biodiversity grounds. There was no evidence that the subject land supports particularly high quality native vegetation or suitable habitat for listed or threatened flora or fauna. Existing high value trees have been identified and are sought to be retained in the design of the development where practicable. Trees and native vegetation will be subject to further assessment as a development plan is prepared.

While the eventual loss of the glass art studio at 164-168 Wyndham Street will represent a significant loss to the landowners and to the artistic and cultural life of the Drysdale community more broadly, it is not a sufficient justification to halt the Amendment. It does not, in the Panel's opinion, alter the overall finding that on balance, the Amendment will deliver net community benefit.

### Consolidated recommendations

Based on the reasons set out in this Report, the Panel recommends:

1. Adopt Amendmet C363ggee to the Greater Geelong Planning Scheme as exhibited subject to the following changes.

#### Changes to the Development Plan Overlay Schedule 37

2. Amend the exhibited Development Plan Overlay Schedule 37 to:
  - a) as shown in Council's Part A version, to convert the road and drainage link between the residential land in Marsh and Sheileen Courts and the land in the Development Plan Overlay Schedule 37 to a municipal reserve with a pedestrian, cycling and drainage link
  - b) replace the final dot point under Urban Design Masterplan with the following:
    - The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.
  - c) replace the first dot point under Open Space and Landscape Masterplan with the following:
    - Public open space generally in accordance with the Framework Plan that forms part of this Schedule. Encumbered land shall not be credited as Public Open Space including land required for the future stormwater retarding basins.

#### Changes to the Design and Development Overlay Schedule 44

3. Amend the exhibited Design and Development Overlay Schedule 44 to:
  - a) replace the dot point in Clause 3.0 with the following:
    - A linear municipal reserve (or reserves) suitable to carry overland flow paths must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road, Drysdale) at a suitable location approved by the Responsible Authority.
  - b) include the other changes shown in Council's Part A version.

#### Changes to the Development Contributions Plan and Development Contributions Plan Overlay

4. Amend the exhibited Central Road Drysdale Development Contributions Plan to:
  - a) remove Goods and Services Tax from the costings for the following projects:
    - DI\_DR\_1a (Central Road Basin – Construction)
    - DI\_DR\_2a (Jetty Road Downstream Basin – Construction (interim))
    - DI\_DR\_2b (Jetty Road Downstream Basin – Construction (ultimate))
  - b) remove the following Public Open Space items:
    - DI\_LA\_5 (Central Road 1Ha reserve – Land)
    - DI\_LA\_6 (Linear Open Space – Land)
    - DI\_LA\_7 (Co-Located Open Space – Land)
    - DI\_OS\_6 (Public Open Space Cash Contribution)

- c) make various consequential changes to the text and Tables 5 and 6 as shown in Council's Part A version
  - d) replace 'Central Road RB' with 'Jetty Road RB' in the delivery trigger for DI\_LA\_3 in Table 3
  - e) replace 'interim' with 'ultimate' in the description of DI\_DR\_3a in Table 3 and Appendix B
  - f) remove 'Land' from the heading 'Public Open Space - Land, Improvements and Landscaping' in Table 5
  - g) amend section 7.5 (Collection of levies) to replace the first dot point with the following:
    - Subdivision of land (except subdivision of buildings and works constructed in accordance with a permit approved before this Development Contributions Plan takes effect).
  - h) include the other changes shown in Council's Part A version.
5. Amend the exhibited Development Contributions Plan Overlay Schedule 8 to:
- a) include the changes shown in Council's Part A version, consequential on the changes referred to in Recommendation 4(a), 3(b) and 3(c)
  - b) add the following provision to Clause 4.0:

The Development Contributions Plan does not apply to the following type of development:

    - Subdivision of buildings and works constructed in accordance with a permit approved before the gazettal of Amendment C363ggee to the Greater Geelong Planning Scheme.

## Panel Recommendations and Response

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
1	Adopt Amendment C363ggee to the Greater Geelong Planning Scheme as exhibited subject to the following changes.		
2	<p>Changes to the Development Plan Overlay Schedule 37</p> <p>Amend the exhibited Development Plan Overlay Schedule 37 to:</p> <p>a) as shown in Council's Part A version, to convert the road and drainage link between the residential land in Marsh and Sheileen Courts and the land in the Development Plan Overlay Schedule 37 to a municipal reserve with a pedestrian, cycling and drainage link.</p> <p>b) replace the final dot point under Urban Design Masterplan with the following: •The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.</p> <p>c) replace the first dot point under Open Space and Landscape Masterplan with the following:</p> <ul style="list-style-type: none"> <li>• Public open space generally in accordance with the Framework Plan that forms part of this Schedule. Encumbered land shall not be credited as Public Open Space including land required for the future stormwater retarding basins.</li> </ul> <p><i>No panel recommendation on Council's submission to add a drainage provision in section 2.0.</i></p>	<p>Agreed</p> <p>Agreed</p> <p>Not agreed. This change was proposed by the proponent at the hearing &amp; not supported by Council in its closing submission, for the following reasons:</p> <ul style="list-style-type: none"> <li>• the 10 per cent open space provision should remain consistent with other similar DPOs applied in the Greater Geelong Planning Scheme;</li> <li>• reference to being generally in accordance with the framework plan is already mentioned in the second last DPO37 provision.</li> </ul> <p>Consistent with Council's Part B submission, amend the exhibited Development Plan Overlay Schedule 37 Section 2.0 by adding the following provision: 'Drainage works in association with development of 1 Sheileen Court, 2-20</p>	Attachment 5

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
	<p><i>No panel recommendation on the proponent's submission to change the vegetation assessment provision.</i></p> <p><i>No panel recommendation on Council's verbal hearing submission to remove the DPO37 map from 103-111 Central Road, Drysdale.</i></p>	<p>Sheileen Court and 23 Marsh Court, Drysdale.'</p> <p>This change was proposed by the proponent at the hearing. Consistent with Council's closing submission, amend the exhibited Development Plan Overlay Schedule 37 by adding the following sentence at the end of the vegetation assessment provision: 'Assessment can be undertaken in stages as site access permits.'</p> <p>This parcel is owned by Clifton Springs (Holdings) and a NOD permit has been issued allowing use &amp; development of a retirement village.</p>	
3	<p>Changes to the Design and Development Overlay Schedule 44 Amend the exhibited Design and Development Overlay Schedule 44 to:</p> <p>a) replace the dot point in Clause 3.0 with the following:</p> <ul style="list-style-type: none"> <li>• A linear municipal reserve (or reserves) suitable to carry overland flow paths must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road, Drysdale) at a suitable location approved by the Responsible Authority.</li> </ul> <p>b) include the other changes shown in Council's Part A version.</p>	<p>Agreed, with the inclusion of the words "and a shared pedestrian/cycle path" after the word "paths".</p> <p>Agreed</p>	Attachment 5
4	<p>Changes to the Development Contributions Plan and Development Contributions Plan Overlay</p> <p>a) remove Goods and Services Tax from the costings for the following projects:</p> <ul style="list-style-type: none"> <li>• DI_DR_1a (Central Road Basin – Construction)</li> <li>• DI_DR_2a (Jetty Road Downstream Basin – Construction (interim))</li> <li>• DI_DR_2b (Jetty Road Downstream Basin – Construction (ultimate))</li> </ul> <p>b) remove the following Public Open Space items:</p> <ul style="list-style-type: none"> <li>• DI_LA_5 (Central Road 1Ha reserve – Land)</li> <li>• DI_LA_6 (Linear Open Space – Land)</li> <li>• DI_LA_7 (Co-Located Open Space – Land)</li> <li>• DI_OS_6 (Public Open Space Cash Contribution)</li> </ul>	<p>Agreed</p> <p>Agreed</p>	Attachment 5

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C363	City Response	Reference
	<p>c) make various consequential changes to the text and Tables 5 and 6 as shown in Council's Part A version</p> <p>d) replace 'Central Road RB' with 'Jetty Road RB' in the delivery trigger for DI_LA_3 in Table 3</p> <p>e) replace 'interim' with 'ultimate' in the description of DI_DR_3a in Table 3 and Appendix B</p> <p>f) remove 'Land' from the heading 'Public Open Space - Land, Improvements and Landscaping' in Table 5</p> <p>g) amend section 7.5 (Collection of levies) to replace the first dot point with the following:</p> <ul style="list-style-type: none"> <li>• Subdivision of land (except subdivision of buildings and works constructed in accordance with a permit approved before this Development Contributions Plan takes effect).</li> </ul> <p>h) include the other changes shown in Council's Part A version.</p>	<p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Not agreed as explained in the <i>Discussion</i> section of this report.</p> <p>Agreed</p>	
5	<p>Amend the exhibited Development Contributions Plan Overlay Schedule 8 to:</p> <p>a) include the changes shown in Council's Part A version, consequential on the changes referred to in Recommendation 4(a), 3(b) and 3(c).</p> <p>b) add the following provision to Clause 4.0: The Development Contributions Plan does not apply to the following type of development:</p> <ul style="list-style-type: none"> <li>• Subdivision of buildings and works constructed in accordance with a permit approved before the gazettal of Amendment C363ggee to the Greater Geelong Planning Scheme.</li> </ul>	<p>Agreed, noting the reference '3(b) and 3(c)' is an error and should read: '4(b) and 4(c)'.</p> <p>Not agreed as explained in the <i>Discussion</i> section of this report.</p>	Attachment 5

## Amendment C363ggee Adoption Documents

*Planning and Environment Act 1987*

### GREATER GEELONG PLANNING SCHEME

#### AMENDMENT C363ggee

#### INSTRUCTION SHEET

The planning authority for this amendment is Greater Geelong City Council.

The Greater Geelong Planning Scheme is amended as follows:

#### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 4 attached map sheets.

#### **Zone Maps**

1. Amend Planning Scheme Map No. 59 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".

#### **Overlay Maps**

2. Amend Planning Scheme Map No. 59DDO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".
3. Amend Planning Scheme Map No. 59DPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363ggee".
4. Amend Planning Scheme Map No. 59DCPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C363".

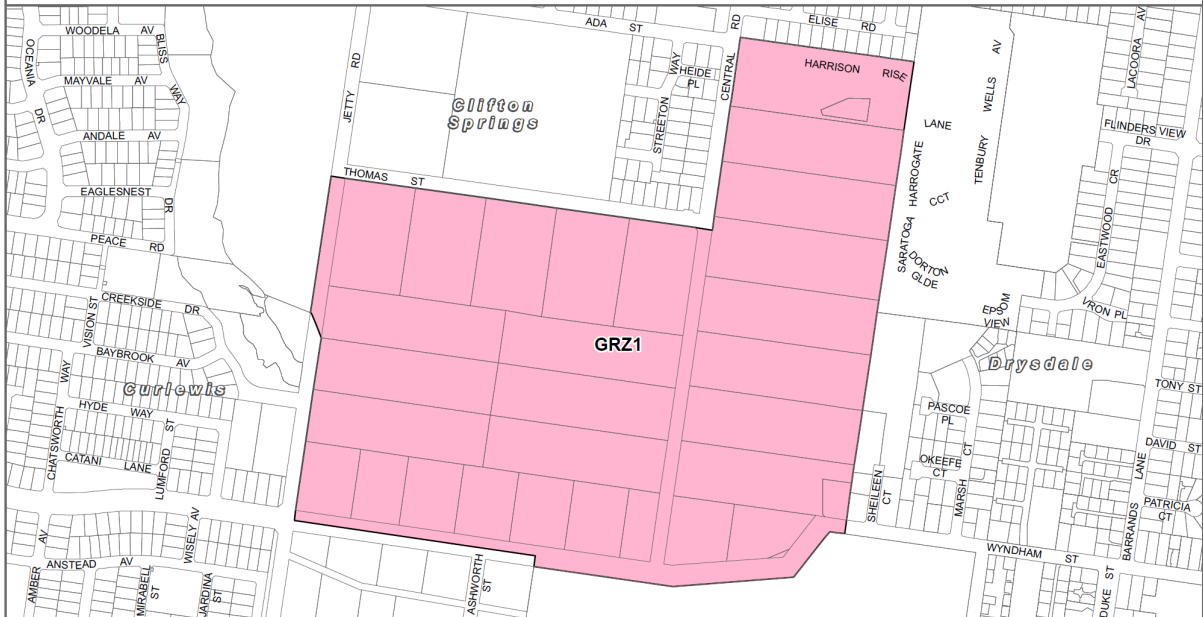
#### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

5. In Overlays – Clause 43.02, insert a new Schedule 44 in the form of the attached document.
6. In Overlays – Clause 43.04, insert a new Schedule 37 in the form of the attached document.
7. In Overlays – Clause 45.06, insert a new Schedule 8 in the form of the attached document.
8. In Operational Provisions – Clause 72.04, amend the Schedule in the form of the attached document.

End of document

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION  
**AMENDMENT C363**



- LEGEND**
- GRZ - General Residential Zone
  - Local Government Area

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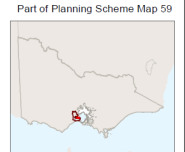
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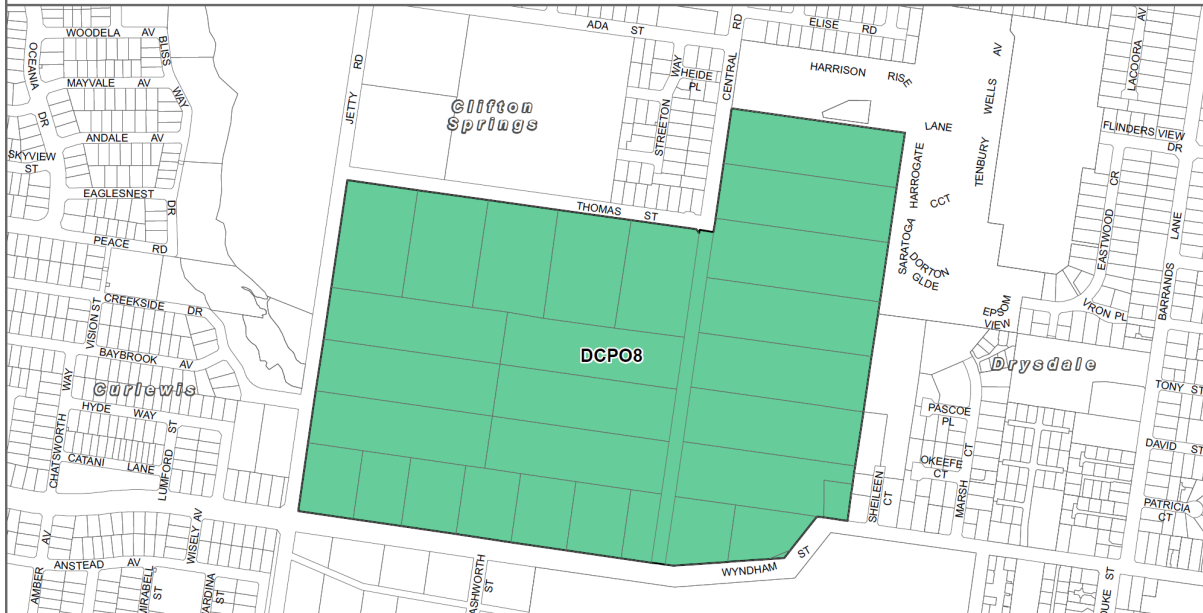
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION  
**AMENDMENT C363**



- LEGEND**
- DCPO8 - Development Contributions Plan Overlay - Schedule 8
  - Local Government Area

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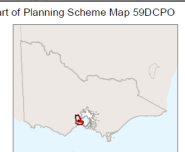
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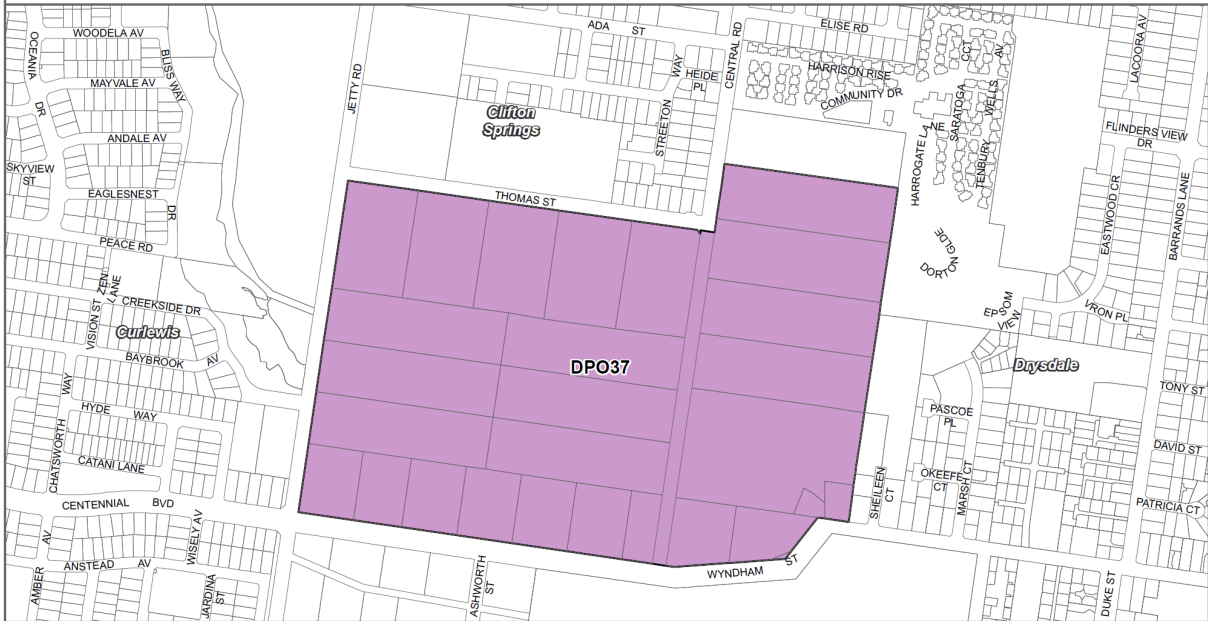
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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION  
**AMENDMENT C363gee**

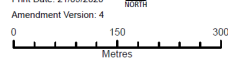


- LEGEND**
- DPO37 - Development Plan Overlay - Schedule 37
  - Local Government Area

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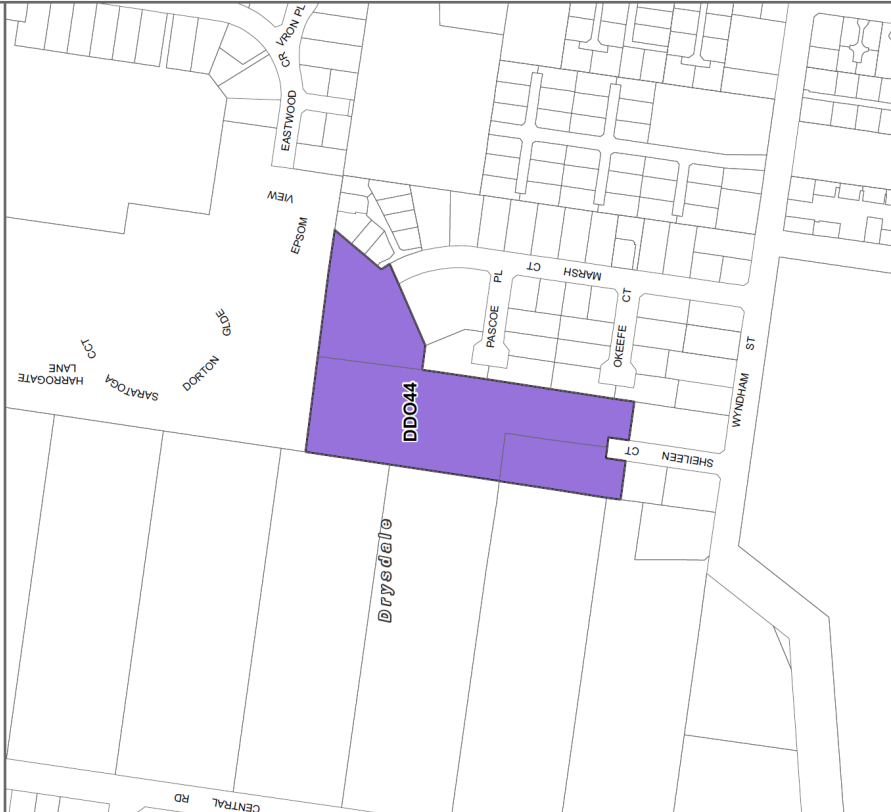
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 Print Date: 21/09/2020  
 Amendment Version: 4



Part of Planning Scheme Map 59DPO



GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION  
**AMENDMENT C363**



- LEGEND**
- DDO44 - Design and Development Overlay - Schedule 44
  - Local Government Area

Planning Group  
 Print Date: 21/05/2019



Part of Planning Scheme Map 58DDO



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DD/MM/YYYY  
Proposed C363

## SCHEDULE 37 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO37**.

### CENTRAL ROAD DRYSDALE

#### 1.0 Objectives

DD/MM/YYYY  
Proposed C363

To facilitate coordinated site development and connectivity to the surrounding area.  
To implement the Central Road Drysdale Framework Plan that forms part of this Schedule.  
To facilitate the efficient delivery of shared infrastructure identified in the Central Road Drysdale Development Contributions Plan.

#### 2.0 Requirement before a permit is granted

DD/MM/YYYY  
Proposed C363

A permit may be granted before a development plan has been approved for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot;
- Extensions, additions or modifications to any existing buildings and works or development.
- Drainage works in association with development of 1 Sheileen Court, 2-20 Sheileen Court and 23 Marsh Court, Drysdale.

#### 3.0 Conditions and requirements for permits

DD/MM/YYYY  
Proposed C363

The following conditions and/or requirements apply to permits:

- A permit must contain conditions or requirements which give effect to the provisions and requirements of an approved Development Plan.

#### 4.0 Requirements for development plan

DD/MM/YYYY  
Proposed C363

A Development Plan must include the following requirements:

An **Urban Design Masterplan** that includes:

- A general subdivision layout that includes the location and general distribution of lots showing a variety of lot sizes and densities to encourage a variety of housing types.
- The location of all proposed land uses including, but not restricted to, roads, open spaces, drainage reserves, and medium density housing.
- Contours of land at 0.5m intervals.
- A subdivision design which provides a positive identity and contributes to the amenity and safety of all surrounding roads by ensuring all development addresses these road frontages and does not back onto or provide screen fencing along these roads.
- Within the development area, provide an interconnected and continuous network of safe and efficient conventional footpaths, shared paths and cycle lanes.
- The provision of land east of the Central Road Local Park to enable future pedestrian, bicycle and stormwater drainage connection to the residential land applied with Design and Development Overlay Schedule 44.
- The limiting of non-dwelling uses (subject to permit) to locations that have frontage and vehicle access to/from Jetty Road or Central Road or Wyndham Street.

- The stages by which the development of the land is to proceed, including the staging of the drainage and road infrastructure required to service the stages of development.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, is designed with reference to the whole of the catchment, and includes:

- Reference to:
  - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
  - Clause 56.07 of the Greater Geelong Planning Scheme.
  - City of Greater Geelong Stormwater Management Plan, 2002.
  - The Infrastructure Design Manual and associated Design Notes.
- A Drainage Strategy that addresses:
  - Drainage Feasibility.
  - Stormwater Quality Management.
  - Peak Discharge Management.
  - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines.
- Drainage network connection to the residential land applied with Design and Development Overlay Schedule 44 east of the site.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying and maintenance, both within the development area, and to external affected properties.
- A stormwater management system that ensures peak discharge rates, pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area, upstream or downstream.
- Consideration of development staging.

A **Road Network and Traffic Management Plan** that includes:

- An internal road network with a high level of access for all vehicular and non-vehicular traffic and which responds to the topography.
- Safe sight lines to all property access and internal roads.
- No new lot access to Jetty Road and identification of any areas where new lot access to Central Road is not desirable due to sight lines or proximity to intersections.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments.
- The widening of Central Road by 1 metre on both sides, and including the provision of a footpath, landscaping and curb & channel at the Thomas Street no through road reserve/ Central Road intersection.
- Provision of on-road bicycle lanes to Jetty Road, Wyndham Street and Central Road that connect to the existing network.
- Pedestrian and bicycle connection to the residential land applied with Design and Development Overlay Schedule 44 east of the site.
- Traffic management controls for the internal road network.

An **Open Space and Landscape Masterplan** that includes:

- An open space contribution equal to 10% of the developable residential land or in-lieu cash payment or combination of both. Encumbered land

shall not be credited as Public Open Space including land required for the future stormwater retarding basins.

- All public open space to be a useable size, configuration and location.
- An open space link between the Griggs Creek open space reserve on the western side of Jetty Road and McLeods Waterholes on the southern side of Wyndham Street. The link must be at least 30 metres wide and incorporated into parkland (minimum area of 0.5 hectares) and drainage reserves. The link shall be fronted by road and drainage reserves on 3 sides.
- A local park on the eastern side of Central Road to have an area not less than 1 hectare and bounded by roads on all sides.
- An assessment of existing vegetation within the DPO37 map area and the abutting road reserves and identification of all vegetation to be retained and those trees to be removed. Such vegetation may influence road alignments, overland flow paths for stormwater or open space siting. Where possible, trees of high arboricultural value will be retained within the public open space and road reserve network. Assessment can be undertaken in stages as site access permits.
- Concept plans for areas of public open space including drainage reserves consistent with the Central Road Drysdale Development Contributions Plan.
- The use of local indigenous plant species throughout the development site where possible.

An **Environmental Assessment** that includes:

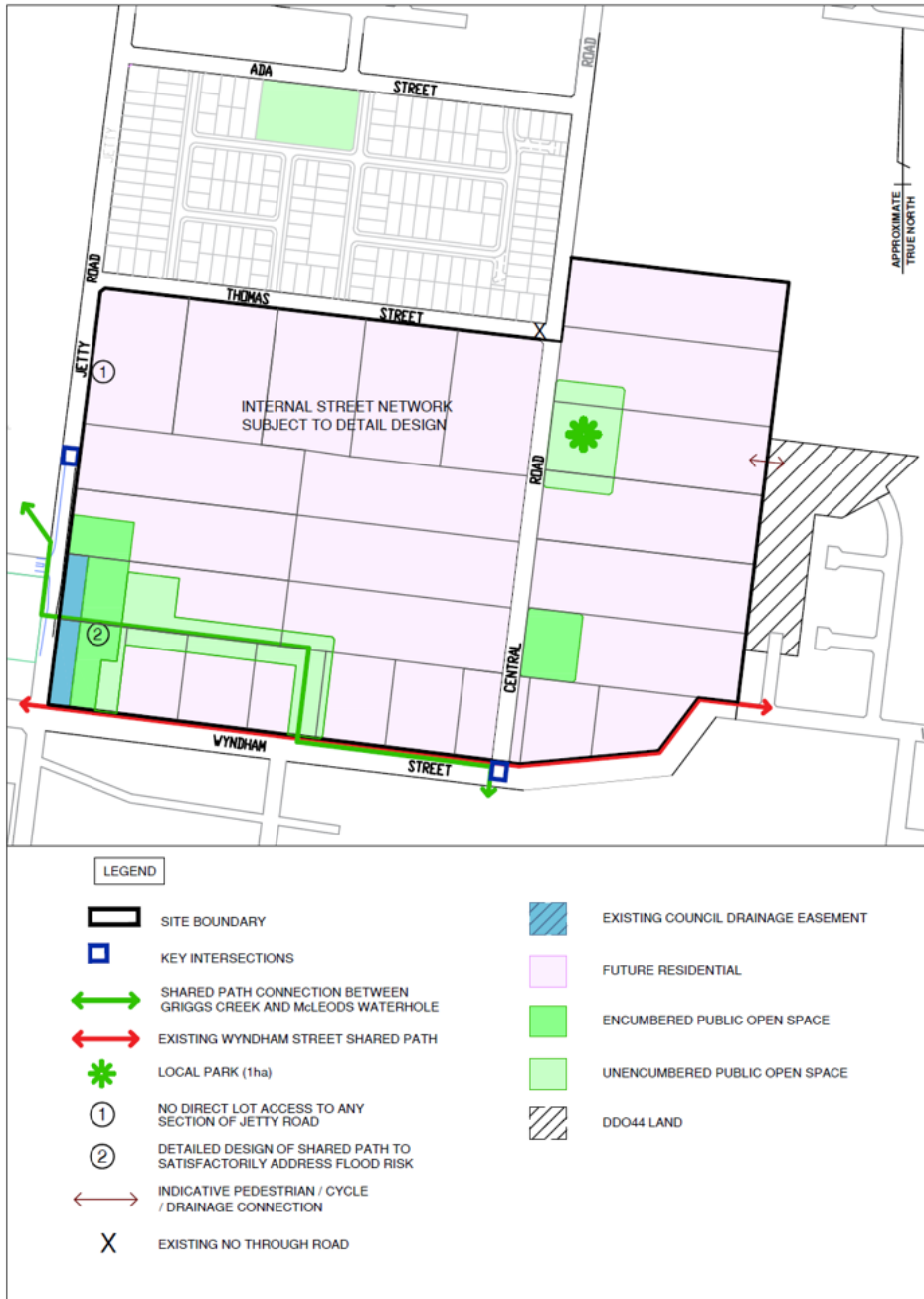
- Assessment of the land by a suitably qualified environmental professional detailing the level and location of any soil contamination. If the Responsible Authority is satisfied that significant levels of contamination have been found:
  - A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
  - An environmental auditor appointed under the *Environment Protection Act 1970* must make a statement in accordance with Part IXD of the *Environment Protection Act 1970* that the environmental conditions of the land are suitable for the sensitive use.

Assessment can be undertaken in stages as site access permits.

A Development Plan must be generally in accordance with the Central Road Drysdale Framework Plan that forms part of this Schedule.

One Development Plan may be prepared and approved for the land east of Central Road and one Development Plan may be prepared and approved for the land west of Central Road.

**CENTRAL ROAD DRYSDALE FRAMEWORK PLAN**



DD/MM/YYYY  
Proposed C363

## **SCHEDULE 44 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO44**.

### **1 SHEILEEN COURT, 2-20 SHEILEEN COURT AND 23 MARSH COURT, DRYSDALE**

#### **1.0 Design objectives**

DD/MM/YYYY  
Proposed C363

To provide pedestrian, bicycle and drainage connection to the future Central Road, Drysdale residential development to the west.

#### **2.0 Buildings and works**

DD/MM/YYYY  
Proposed C363

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- If multi dwellings are proposed without subdivision, any permit issued must include a plan of subdivision in accordance with Clause 3.0 of this Schedule.

A permit cannot be granted to vary this requirement.

#### **3.0 Subdivision**

DD/MM/YYYY  
Proposed C363

A permit to subdivide land must meet the following requirements:

- A linear municipal reserve (or reserves) suitable to carry overland flow paths and a shared pedestrian/cycle path must be created and connect to the boundary of Development Plan Overlay Schedule 37 (Central Road Drysdale) at a suitable location approved by the Responsible Authority.

A permit cannot be granted to vary this requirement.

#### **4.0 Signs**

DD/MM/YYYY  
Proposed C363

None specified.

#### **5.0 Application requirements**

DD/MM/YYYY  
Proposed C363

None specified.

#### **6.0 Decision guidelines**

DD/MM/YYYY  
Proposed C363

None specified.

DD/MM/YYYY  
Proposed C363

## SCHEDULE 8 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO8**.

### CENTRAL ROAD DRYSDALE DEVELOPMENT CONTRIBUTIONS PLAN

#### 1.0 Area covered by this development contributions plan

DD/MM/YYYY  
Proposed C363

This Development Contributions Plan (DCP) applies to the Central Road Drysdale Precinct. The Main Catchment Area and Charge Areas are shown below.



**2.0 Summary of costs**

DD/MM/YYYY  
Proposed C363

Item	Total cost \$	Actual cost contributions attributable to development \$	Proportion of cost attributable to development %	Time of provision
<i>Roads and Trails</i>	\$1,240,416.12	\$1,240,416.12	100%	Refer to DCP
<i>Drainage</i>	\$3,354,667.98	\$3,354,667.98	100%	Refer to DCP
<i>Public Open Space</i>	\$1,969,578.60	\$1,969,578.60	100%	Refer to DCP
<i>Other Items</i>	\$265,000.00	\$265,000.00	100%	Refer to DCP
<i>Community Infrastructure</i>	\$9,100,000.00	\$557,039.51	6.1%	Refer to DCP
<b>TOTAL</b>	<b>\$15,929,662.70</b>	<b>\$7,386,702.21</b>	<b>46%</b>	

*Note: Contributions are listed in September 2018 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.*

**3.0 Summary of contributions**

DD/MM/YYYY  
Proposed C363

Levies Payable By The Development	Development Infrastructure Levy		Community Infrastructure Levy
	Charge Area 1	Charge Area 2	Residential
	<i>Roads and Trails</i>	\$33,739.05	\$33,739.05
<i>Drainage</i>	\$116,671.93	\$0.00	\$0.00
<i>Public Open Space</i>	\$53,572.11	\$53,572.11	\$0.00
<i>Other Items</i>	\$7,207.94	\$7,207.94	\$0.00
<i>Community Infrastructure</i>	\$0.00	\$0.00	\$1,012.80
<b>TOTAL</b>	<b>\$211,191.03</b>	<b>\$94,519.10</b>	<b>\$1,012.80</b>

*Note: Contributions are listed in September 2018 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST*

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 Raylinsons, 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 is capped (currently \$1,210 per dwelling for the 2020-21 financial year). The cap is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council will increase the CIL to allow for cost escalation in accordance with the indexation method in the DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

#### **4.0 Land or development excluded from development contributions plan**

DD/MM/YYYY  
Proposed C363

The Development Contributions Plan applies to all land in the Central Road Precinct for a period of 20 years from the date of gazettal.

*Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.*

31/01/2019  
G376pHggeee  
Proposed C363

## SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

### 1.0 Incorporated documents

09/07/2020  
C415ggeee  
Proposed C363

Name of document	Introduced by:
3 Bridge Road, Barwon Heads, June 2020	C415ggeee
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment, July 2011	C257
Adventure Park Comprehensive Development Plan, May 2014	C288
Advertising Sign Guidelines, City of Greater Geelong, November 1997, Amended October 2014	C296
Anakie, Lara & Lovely Banks Heritage Places Incorporated Plan, May 2016	C316
Armstrong Creek East Native Vegetation Precinct Plan, May 2010	C206
Armstrong Creek East Precinct Structure Plan, May 2010 Amended November 2011	C214
Armstrong Creek East Precinct Development Contributions Plan, Version 4.1 Alternate Version November 2011	C214
Armstrong Creek Horseshoe Bend Precinct Structure Plan September 2014	C259
Armstrong Creek North East Industrial Precinct Development Contributions Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct Growing Grass Frog Conservation Management Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan, May 2010	C207
Armstrong Creek North East Industrial Precinct, Precinct Structure Plan, May 2010	C207
Armstrong Creek South Precinct Structure Plan, February 2016	C301
Armstrong Creek Town Centre Precinct Structure Plan, March 2014	C267
Armstrong Creek Town Centre Development Contributions Plan, March 2014	C267
Armstrong Creek Town Centre Native Vegetation Precinct Plan, March 2014	C267
Armstrong Creek Urban Growth Plan Framework Plan, November 2008, updated September 2012 and June 2015	C301
Armstrong Creek West Precinct Development Contributions Plan, February 2013	C240
Armstrong Creek West Precinct Native Vegetation Precinct Plan, November 2012	C240
Armstrong Creek West Precinct Structure Plan, September 2012	C240
Australian Standard AS 2021-1994, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction. Standards Association of Australia 1994	NPS1
Batman Park, Indented Head Incorporated Plan, June 2015	C274
BUPA Aged Care Facility, Bellarine Lakes, May 2016	C336

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
<a href="#">Central Road Drysdale Development Contributions Plan, November 2020 Post Panel Version 1.9</a>	C363ggee
Chisholm Road Prison Project, Lara, Incorporated Document, June 2019	C389ggee
Commercial Tenancies at 55, 57 & 59 Kilgour Street, Geelong July 2017	C358
Drysdale Bypass November 2017	C369
Environmental Weeds, City of Greater Geelong, September 2008	C129(Part 1)
Fibre Optic Project, Integrated Approval Requirements, December 2002	VC17
Geelong City Urban Conservation Study Vol. 1 Restoration and Infill Guidelines, Commercial and Civic Buildings, Graeme Butler for the City of Geelong, 1993	C258
Geelong Library and Heritage Centre Redevelopment, March 2013	C287
Geelong Ring Road – Section 4C Incorporated Document, June 2010	C232
Geelong TAC Office Development, October 2006	C142
Geelong Waterfront Safe Harbour Precinct Project Incorporated Document, July 2019	C398ggee
Great Western Hotel Heritage Place 177-179 Aberdeen Street, Newtown Incorporated Plan December 2017	C365
Heritage and Design Guidelines, City of Greater Geelong, 1997	NPS1
Horseshoe Bend Precinct Development Contributions Plan, September 2014	C259
Jetty Road Urban Growth Area Development Contributions Plan, September 2011	C230
Lara West Development Contributions Plan, Final Version – C246/C285, March 2014	C285
Lara West Growth Area, Lara, Native Vegetation Precinct Plan, September 2013	C246
Lara West Precinct Structure Plan, Revision J, 25 September 2013	C246
Melbourne Geelong Interconnection Project, June 2010	C229
Manzeene Village, Lara, Native Vegetation Precinct Plan, June 2014	C285
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct, March 2013	C243
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area August 2014	C259
Newtown Heritage Study Review Report, Volume 3, City of Greater Geelong, 2008	C191
New Station Estate Restructure Plan, July 2010 (Amended December 2017)	C376pt1ggee
Rail Gauge Standardisation Project, Integrated Approval Requirements, December 2002.	VC17
Regional Fast Rail Project, Integrated Approval Requirements, December 2002	VC17
Rail Upgrades at Geelong Port Project, May 2010	C211
Rippleside Comprehensive Development Plan, February 2000	C2
Rippleside Urban Design Guidelines, June 2000	C2
Small Lot Housing Code, December 2012	C267

GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
Specialist Training Facility Incorporated Document, June 2019	C392ggee
Thirteenth Beach Golf Resort Barwon Heads, Barwon Heads Comprehensive Development Plan, Land Design Partnership, Anthony Cashmore & Associates and the Planning Group, May 2001 amended September 2006	C54
Warrnambool Line Upgrade - Incorporated Document, December 2019	GC121
Waterfront Geelong Design and Development Code, Keys Young, July 1996	NPS1
Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, May 2020	GC104
West Fyans-Fyans Street Precinct Structure Plan, June 2009	C205



# CENTRAL ROAD DRYSDALE

## DEVELOPMENT CONTRIBUTIONS PLAN

NOVEMBER 2020 POST PANEL VERSION 1.9

CITY OF GREATER GEELONG

**Urban Enterprise** Urban Planning / Land Economics / Tourism Planning / Industry Software

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**FILENAME:** Central Road Drysdale DCP Report V1.9 Post Panel Track Changes 24112020

**VERSION:** 1

## **DISCLAIMER**

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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 \$1,210 for the 2020-21 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 or 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.

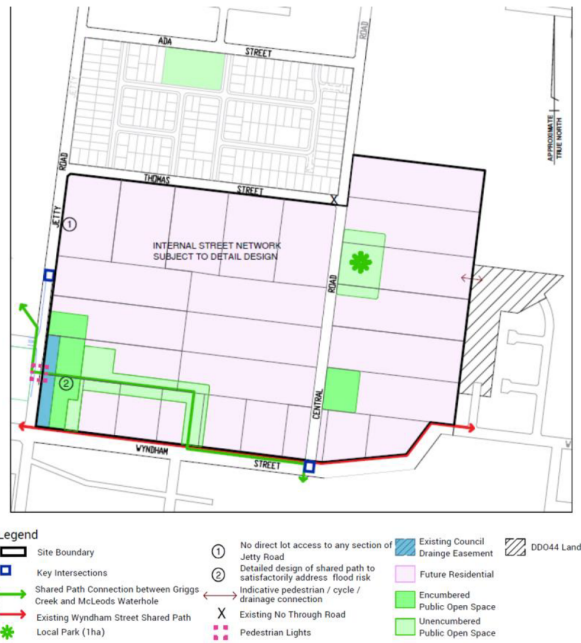
This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act (1987)* and the *Development Contributions Guidelines (2007)*.

### 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, November 2020) (the **Development Plan**) is shown in Figure 2.

**FIGURE 2** JETTY ROAD / CENTRAL ROAD DRYSDALE DEVELOPMENT PLAN



Source: Development Plan, provided by Tract November 2020.

#### 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 (January 2019) (**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
DIL	NDA (Hectares)	36.765
CIL	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 (CL\_CF\_1). A "per dwelling" demand unit is used for the collection of CIL.

### **5.2. DEVELOPMENT INFRASTRUCTURE ITEMS**

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

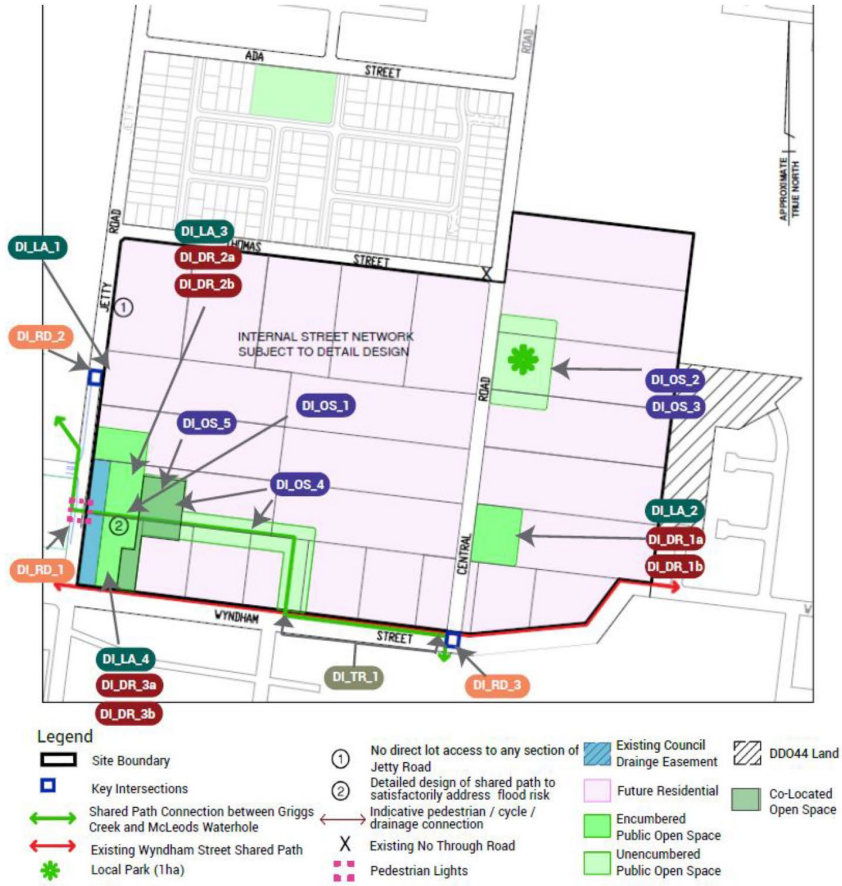
- Shared intersections;
- A signalised pedestrian crossing;
- Public Open Space improvements;
- A Pedestrian Link;
- Playgrounds; and
- Drainage land and works.

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



Source: Development Plan, provided by Tract in November 2020. Annotated by Urban Enterprise, 2020.

**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 Jetty 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 ultimate 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 - Improvements and Landscaping</b>			
DL_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.
DL_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.
DL_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.
DL_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.
DL_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.
<b>Other Items</b>			
DL_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>			
CL_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

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. 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 are 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 (DL\_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.

**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>

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

Source: Property Land Budget, Tract, July 2019

**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	\$10,133.73	
DLRD_2	Jetty Road Intersection	\$310,777.97	0%	\$310,777.97	36.765	\$8,453.09	
DLLA_1	Jetty Road Intersection - Land	\$66,170.00	0%	\$66,170.00	36.765	\$1,799.81	
DLRD_3	Central Road / Wyndham Street Intersection	\$450,901.43	0%	\$450,901.43	36.765	\$12,264.42	
DLTR_1	Wyndham Street Shared Path	\$40,000.00	0%	\$40,000.00	36.765	\$1,087.99	
<b>Subtotal</b>		<b>\$1,240,416.12</b>		<b>\$1,240,416.12</b>		<b>\$33,739.05</b>	
<b>Drainage - Land, Construction and Landscaping</b>							
DLLA_2	Central Road Basin - Land	\$665,600.00	0%	\$665,600.00	28.753	\$23,148.89	
DLDR_1a	Central Road Basin - Construction	\$277,660.60	0%	\$277,660.60	28.753	\$9,656.75	
DLDR_1b	Central Road Basin - Landscaping	\$95,874.90	0%	\$95,874.90	28.753	\$3,334.43	
DLLA_3	Jetty Road Basin - Land (Interim)	\$903,500.00	0%	\$903,500.00	28.753	\$31,422.81	
DLLA_4	Jetty Road Basin - Land (Ultimate)	\$567,000.00	0%	\$567,000.00	28.753	\$19,719.68	
DLDR_2a	Jetty Road Downstream Basin - Construction (Interim)	\$297,430.83	0%	\$297,430.83	28.753	\$10,344.34	
DLDR_2b	Jetty Road Downstream Basin - Landscaping (Interim)	\$142,992.30	0%	\$142,992.30	28.753	\$4,973.13	
DLDR_3a	Jetty Road Downstream Basin - Construction (Ultimate)	\$292,409.35	0%	\$292,409.35	28.753	\$10,169.70	
DLDR_3b	Jetty Road Downstream Basin - Landscaping (Ultimate)	\$112,200.00	0%	\$112,200.00	28.753	\$3,902.20	
<b>Subtotal</b>		<b>\$3,354,667.98</b>		<b>\$3,354,667.98</b>		<b>\$116,671.93</b>	
<b>Public Open Space - Improvements and Landscaping</b>							
DL_OS_1	Jetty Road Basin - Pedestrian link	\$525,800.00	0%	\$525,800.00	36.765	\$14,301.65	
DL_OS_2	Central Road 1ha Reserve - Landscaping	\$491,419.50	0%	\$491,419.50	36.765	\$13,366.50	
DL_OS_3	Central Road 1ha Reserve - Playground	\$116,600.00	0%	\$116,600.00	36.765	\$3,171.49	
DL_OS_4	Linear and Co-Located Open Space - Landscaping	\$786,809.10	0%	\$786,809.10	36.765	\$21,401.04	
DL_OS_5	Co-Located Open Space - Playground	\$48,950.00	0%	\$48,950.00	36.765	\$1,331.43	

<b>Subtotal</b>		\$1,969,578.60		\$1,969,578.60		\$53,572.11	
<b>Other Items</b>							
DLP_1	Planning Costs	\$265,000.00	0%	\$265,000.00	36.765	\$7,207.94	
<b>Community Infrastructure</b>							
CL_CF_1	Regional Community and Learning Hub	\$9,100,000.00	93.9%	\$557,039.51	550		\$1,012.80
<b>Subtotal</b>		\$9,365,000.00		\$822,039.51		\$7,207.94	\$1,012.80
<b>TOTAL</b>		\$15,929,662.70		\$7,386,702.21		\$211,191.03	\$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	\$33,739.05	\$0	\$33,739.05	\$0
Drainage	\$116,671.93	\$0	\$0.00*	\$0
Public Open Space	\$53,572.11	\$0	\$53,572.11	\$0
Other items	\$7,207.94	\$0	\$7,207.94	\$0
Community Infrastructure	\$0	\$1,012.80	\$0	\$1,012.80
<b>Total Levy</b>	<b>\$211,191.03</b>	<b>\$1,012.80</b>	<b>\$94,519.10</b>	<b>\$1,012.80</b>

Source: Urban Enterprise, 2020

\*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 \$1,210 per dwelling for the 2020-21 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.

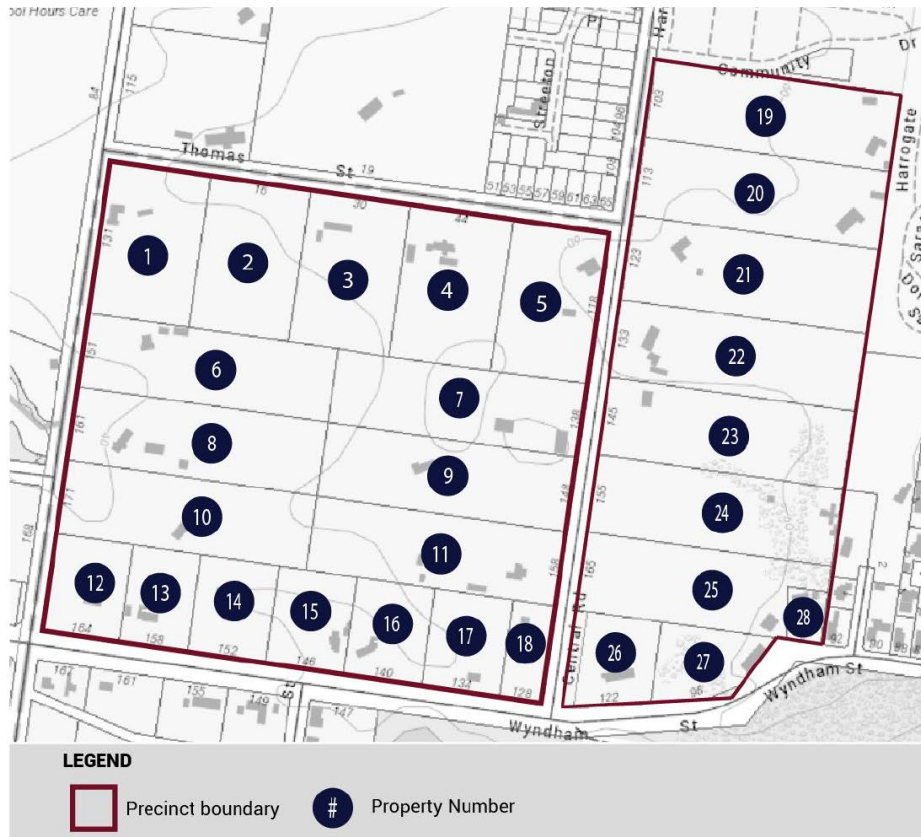
## APPENDICES

### APPENDIX A DETAILED LAND BUDGET

TABLE 7 LAND BUDGET

	PROPERTY NUMBER	TOTAL AREA (ha)	EXISTING DRAINAGE EASEMENT	WETLAND / RETARDING BASIN	UNENCUMBERED OPEN SPACE (to be funded via clause 53.01)			LAND FOR ROADS	NDA (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

<b>DI_RD_1</b>	Jetty Road Pedestrian Lights	
<b>Description</b>	Signalised crossing for pedestrian use	
	Infrastructure Type	Infrastructure Category
	Development	Roads and Trails
<b>Project Cost</b>	\$372,566.72	
<b>Indicative Provision Trigger</b>	Prior to statement of compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.	
<b>Strategic Justification</b>	This project is required to provide a safe crossing for pedestrians	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$372,566.72	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$10,133.73	
<b>Costing Source</b>	Cardno Estimate of Construction Costs V161743	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

1

November 2020



<b>DI_RD_2</b>	Jetty Road Intersection	
<b>Description</b>	Construction of a safe intersection at the main entry point	
	Infrastructure Type	Infrastructure Category
	Development	Roads and Trails
<b>Project Cost</b>	\$310,777.97	
<b>Indicative Provision Trigger</b>	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.	
<b>Strategic Justification</b>	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.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$310,777.97	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$8,453.09	
<b>Costing Source</b>	Cardno Estimate of Construction Costs V161743	

*The Project Cost is expressed in September 2018 dollars*

Ref#

2

Version 1.9

November 2020



<b>DI_LA_1</b>	Jetty Road Intersection Land	
<b>Description</b>	Land for Jetty Road intersection. Total 0.0509ha required	
	Infrastructure Type	Infrastructure Category
	Development	Roads and Trails
<b>Project Cost</b>	\$66,170.00	
<b>Indicative Provision Trigger</b>	Prior to the Statement of Compliance being issued for the first residential subdivision requiring access to Jetty Road.	
<b>Strategic Justification</b>	This project is required to ensure land is available for the main entry point into the precinct and to ensures that the road hierarchy caters for projected traffic volume and to ensure that there is safe entry into the precinct	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$66,170.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$1,799.81	
<b>Costing Source</b>	Westlink Valuation Report, February 2018	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

3

November 2020



<b>DI_RD_3</b>	Central Road / Wyndham Street Intersection	
<b>Description</b>	Construction of an upgraded intersection	
	Infrastructure Type	Infrastructure Category
	Development	Roads and Trails
<b>Project Cost</b>	\$450,901.43	
<b>Indicative Provision Trigger</b>	At or before the creation of the 360th lot in the Precinct or earlier at the discretion of the responsible authority.	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$450,901.43	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$12,264.42	
<b>Costing Source</b>	Cardno Estimate of Construction Costs V161743	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

4

November 2020



<b>DI_TR_1</b>	<b>Wyndham Street Shared Path</b>	
<b>Description</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)	
	Infrastructure Type	Infrastructure Category
	Development	Roads and Trails
<b>Project Cost</b>	\$40,000.00	
<b>Indicative Provision Trigger</b>	Within 24 months of delivery of OS_4.	
<b>Strategic Justification</b>	This project is required to create a shared trail for pedestrians and cyclists	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$40,000.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$1,087.99	
<b>Costing Source</b>	Cost estimate provided by St Quentin Consulting	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_LA_2</b>	Central Road Basin - Land	
<b>Description</b>	Land required for Central Road basin. Total 0.512ha required	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$665,600.00	
<b>Indicative Provision Trigger</b>	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.	
<b>Strategic Justification</b>	This project is required to provide land for a drainage basin and to ensure development attenuates post development runoff to pre-development levels	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$665,600.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$23,148.89	
<b>Costing Source</b>	Westlink Valuation Report, February 2018	

*The Project Cost is expressed in September 2018 dollars*

Ref#  
6

Version 1.9  
November 2020



<b>DI_DR_1a</b>	<b>Central Road Basin - Construction</b>	
<b>Description</b>	Shared drainage construction works	
	<b>Infrastructure Type</b>	<b>Infrastructure Category</b>
	Development	Drainage
<b>Project Cost</b>	\$277,660.60	
<b>Indicative Provision Trigger</b>	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.	
<b>Strategic Justification</b>	This project is required to construct a basin to ensure development attenuates post development runoff to pre-development levels	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$277,660.60	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$9,656.75	
<b>Costing Source</b>	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

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November 2020

<b>DI_DR_1b</b>	<b>Central Road Basin - Landscaping</b>	
<b>Description</b>	Improvements to open space within basin land	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$95,874.90	
<b>Indicative Provision Trigger</b>	Concurrent with the associated drainage basin works (DI_DR_1a).	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$95,874.90	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$3,334.43	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

8

November 2020

<b>DI_LA_3</b>	Jetty Road Basin - Land (Interim)	
<b>Description</b>	Land required for northern section of the Jetty Road Basin. Total 0.695ha required	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$903,500.00	
<b>Indicative Provision Trigger</b>	Prior to Statement of Compliance being issued for the first residential allotment in the Jetty 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.	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$903,500.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$31,422.81	
<b>Costing Source</b>	Westlink Valuation Report, February 2018	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

9

November 2020



<b>DI_LA_4</b>	<b>Jetty Road Basin - Land (Ultimate)</b>	
<b>Description</b>	Land required for the southern section of Jetty Road Basin. Total 0.378ha required	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$567,000.00	
<b>Indicative Provision Trigger</b>	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.	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$567,000.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$19,719.68	
<b>Costing Source</b>	Westlink Valuation Report, February 2018	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_DR_2a</b>	<b>Jetty Road Basin - Construction (Interim)</b>	
<b>Description</b>	Shared drainage construction works	
	<b>Infrastructure Type</b>	<b>Infrastructure Category</b>
	Development	Drainage
<b>Project Cost</b>	\$297,430.83	
<b>Indicative Provision Trigger</b>	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).	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$297,430.83	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$10,344.34	
<b>Costing Source</b>	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings	

<b>DI_DR_2b</b>	<b>Jetty Road Basin - Landscaping (Interim)</b>	
<b>Description</b>	Open space improvements of the northern section of the Jetty Road Basin	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$142,992.30	
<b>Indicative Provision Trigger</b>	Concurrent with the associated drainage basin works (DI_DR_2a).	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$142,992.30	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$4,973.13	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_DR_3a</b>	<b>Jetty Road Basin - Construction (Ultimate)</b>	
<b>Description</b>	Shared drainage construction works	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$292,409.35	
<b>Indicative Provision Trigger</b>	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.	
<b>Strategic Justification</b>	This project is required to provide the required ultimate drainage within the precinct and to ensure development attenuates post development runoff to pre-development levels	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$292,409.35	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$10,169.70	
<b>Costing Source</b>	Cost estimate provided by St Quentin Consulting - 14246 Basin Costings	

*The Project Cost is expressed in September 2018 dollars*

Ref#

Version 1.9

13

November 2020



<b>DI_DR_3b</b>	Jetty Road Basin - Landscaping (Ultimate)	
<b>Description</b>	Open space improvements of the southern section of the Jetty Road basin	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Project Cost</b>	\$112,200.00	
<b>Indicative Provision Trigger</b>	Concurrent with the associated drainage basin works (DI_DR_3a).	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$112,200.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	28.753	
<b>Levy Amount</b>	\$3,902.20	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_OS_1</b>	Jetty Road Basin - Pedestrian link	
<b>Description</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	
	Infrastructure Type	Infrastructure Category
	Development	Public Open Space
<b>Project Cost</b>	\$525,800.00	
<b>Indicative Provision Trigger</b>	Within 24 months of a Statement of Compliance being issued for the first residential allotment within 171-179 Jetty Road, Drysdale.	
<b>Strategic Justification</b>	This project is required to provide passive open space and active transport access for residents and visitors	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$525,800.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$14,301.65	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_OS_2</b>	<b>Central Road 1ha Reserve - Landscaping</b>	
<b>Description</b>	Open space improvements to 1ha reserve	
	Infrastructure Type	Infrastructure Category
	Development	Public Open Space
<b>Project Cost</b>	\$491,419.50	
<b>Indicative Provision Trigger</b>	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.	
<b>Strategic Justification</b>	This project is required to provide adequate open space facilities for residents and visitors	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$491,419.50	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$13,366.50	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_OS_3</b>	Central Road 1ha Reserve – Playground				
<b>Description</b>	Open space improvement (playground construction)				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Public Open Space</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Public Open Space
Infrastructure Type	Infrastructure Category				
Development	Public Open Space				
<b>Project Cost</b>	\$116,600.00				
<b>Indicative Provision Trigger</b>	Within 24 months of the relevant section of the open space reserve being vested in Council.				
<b>Strategic Justification</b>	This project is required to provide adequate open space facilities for residents and visitors				
<b>External Usage Discount</b>	0%				
<b>Project Cost to MCA</b>	\$116,600.00				
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP				
<b>Demand Units</b>	36.765				
<b>Levy Amount</b>	\$3,171.49				
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost				

*The Project Cost is expressed in September 2018 dollars*

<b>DI_OS_4</b>	<b>Linear and Co-Located Open Space - Landscaping</b>	
<b>Description</b>	Open space improvement in the linear reserve and co-located open space including a shared path	
	Infrastructure Type	Infrastructure Category
	Development	Public Open Space
<b>Project Cost</b>	\$786,809.10	
<b>Indicative Provision Trigger</b>	As subdivision of the affected land progresses or within 24 months of the open space reserve being vested in Council.	
<b>Strategic Justification</b>	This project is required to provide adequate open space facilities for residents and visitors	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$786,809.10	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$21,401.04	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

<b>DI_OS_5</b>	<b>Co-Located Open Space – Playground</b>	
<b>Description</b>	Open space improvement (playground construction)	
	<b>Infrastructure Type</b>	<b>Infrastructure Category</b>
	Development	Public Open Space
<b>Project Cost</b>	\$48,950.00	
<b>Indicative Provision Trigger</b>	Within 24 months of the relevant section of the open space reserve being vested in Council.	
<b>Strategic Justification</b>	This project is required to provide adequate open space facilities for residents and visitors	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$48,950.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$1,331.43	
<b>Costing Source</b>	Cost estimate provided by Tract Consulting - Opinion of Probable Cost	

*The Project Cost is expressed in September 2018 dollars*

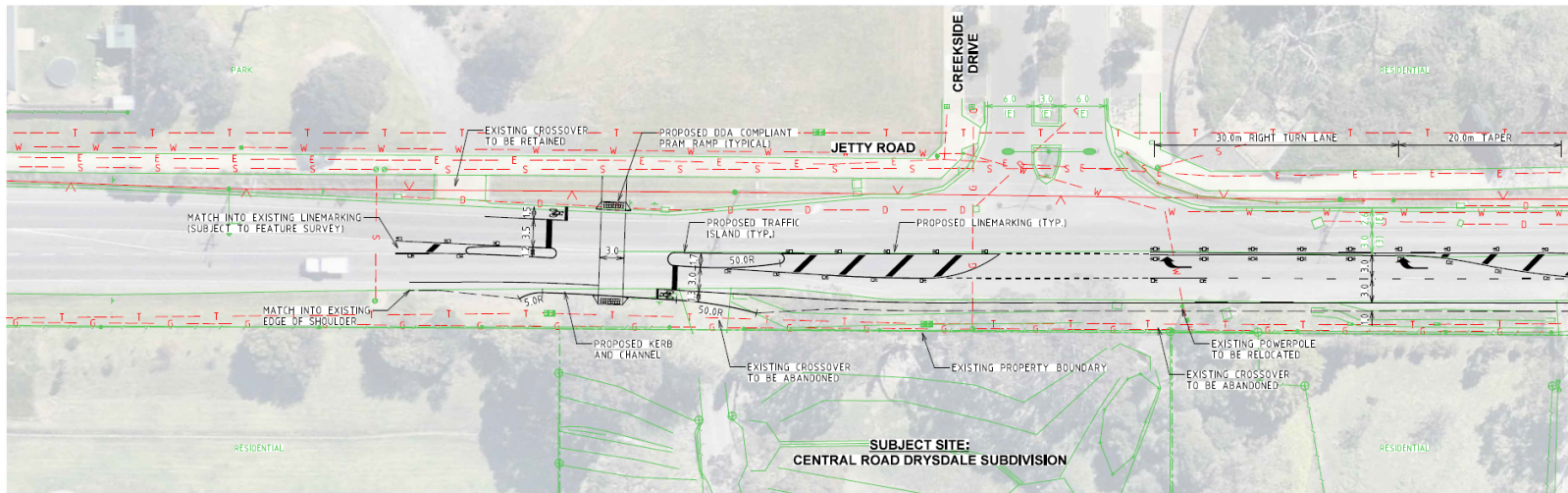
<b>DI_P_1</b>	<b>Planning Costs</b>	
<b>Description</b>	Preparation of DCP including infrastructure design and costing, land valuation and land capability studies	
	<b>Infrastructure Type</b>	<b>Infrastructure Category</b>
	Development	Other
<b>Project Cost</b>	\$265,000.00	
<b>Indicative Provision Trigger</b>	Complete.	
<b>Strategic Justification</b>	Item required to prepare appropriate planning for the residential development. This includes land valuation and infrastructure design and costing	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$265,000.00	
<b>Apportionment of Costs</b>	100% Central Road Drysdale DCP	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$7,207.94	
<b>Costing Source</b>	Based on consultant fees incurred	

*The Project Cost is expressed in September 2018 dollars*

<b>CI_CF_1</b>	<b>Regional Community and Learning Hub</b>	
<b>Description</b>	Construction of a Regional Community and Learning Hub, to service existing and new Drysdale and Clifton Springs catchment	
	<b>Infrastructure Type</b>	<b>Infrastructure Category</b>
	Community	Community Infrastructure
<b>Project Cost</b>	\$9,100,000.00	
<b>Indicative Provision Trigger</b>	Expected delivery between 2022 and 2025 at Council's discretion.	
<b>Strategic Justification</b>	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	
<b>External Usage Discount</b>	93.9%	
<b>Project Cost to MCA</b>	\$557,039.51	
<b>Apportionment of Costs</b>	Demand generated by Central Road Drysdale (6.1%), Jetty Road Urban Growth Area (40%) and households external to the growth areas (53.9%)	
<b>Demand Units</b>	36.765	
<b>Levy Amount</b>	\$1,012.80	
<b>Costing Source</b>	Cost Estimates provided by council officers (July 2019).	

*The Project Cost is expressed in September 2018 dollars*

## APPENDIX C INTERSECTION LAYOUT PLANS AND COSTINGS

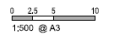


FOR CONTINUATION REFER TO CARDNO DRAWING NO. V161743-TR-DG-2502



NO.	DATE	DESCRIPTION	BY	CHECKED	APP'D
1	08.03.18	CLIENT COMMENTS	CS	MS	
2	08.03.18	ISSUED FOR INFORMATION	CS	MS	
3					
4					
5					
6					
7					
8					
9					
10					

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**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES  
IS UNKNOWN AND SHOULD BE VERIFIED BY THE  
CLIENT BEFORE ANY WORK COMMENCES ON SITE.

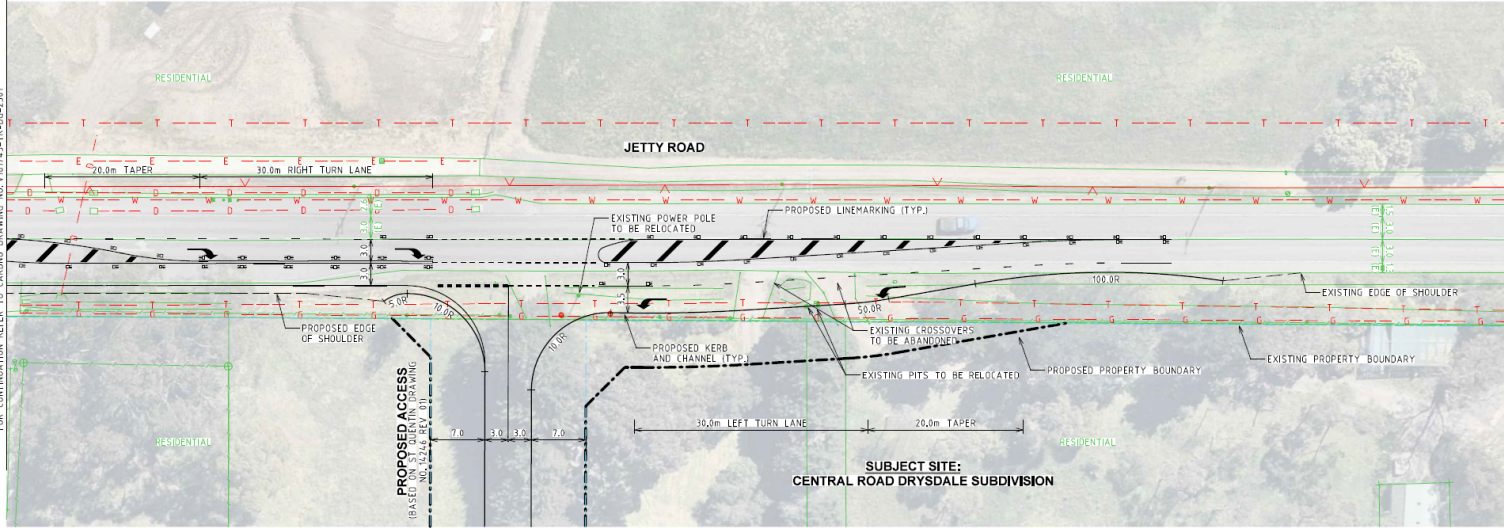
1:BASE INFORMATION SUPPLIED BY S1 QUENTIN  
REF NO. 161651-ROAD-SPS-33010-DIATM-DWG  
2:ALL DIMENSIONS TO FACE OF KERB AND  
CHANNEL UNLESS OTHERWISE STATED  
3:LOCAL ROAD - JETTY ROAD  
(SPEED ZONE 60KM/H)  
4:CREEKSIDE DRIVE  
(SPEED ZONE 50KM/H)  
5:LINEMARK IN ACCORDANCE WITH AUSTRROADS  
GUIDE TO TRAFFIC MANAGEMENT VOLUME 10  
(SPEED ZONE 60KM/H)  
6:RELEVANT VETROADS SUPPLEMENTS  
7:INSTALL ROP'S AND REMOVE ANY REDUNDANT  
MARKERS.



Drawn	C.SANSTOUPET
Checked	C.SANSTOUPET
Authorised	S.MCKENZIE
	M.HAWKINS

Client	McLEODS DEVELOPMENTS PTY LTD
Project	CENTRAL ROAD DRYSDALE SUBDIVISION CENTRAL ROAD, DRYSDALE CITY OF GREATER GEELONG
Title	CHANNELISED RIGHT TURN TREATMENT AND PEDESTRIAN OPERATED SIGNALS FUNCTIONAL LAYOUT PLAN

<b>PRELIMINARY</b>		
NOT TO BE USED FOR CONSTRUCTION PURPOSES		
Date	06.03.2018	Scale
Drawing Number	V161743-TR-DG-2501	Revision
		2



NO.	DATE	ISSUED FOR INFORMATION	CS	MR
1	06.03.18	ISSUED FOR INFORMATION	CS	MR

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**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 BEFORE ANY EXCAVATION WORK IS UNDERTAKEN. REFER TO THE DRAWING FOR THE LOCATION OF ANY UNDERGROUND SERVICES.

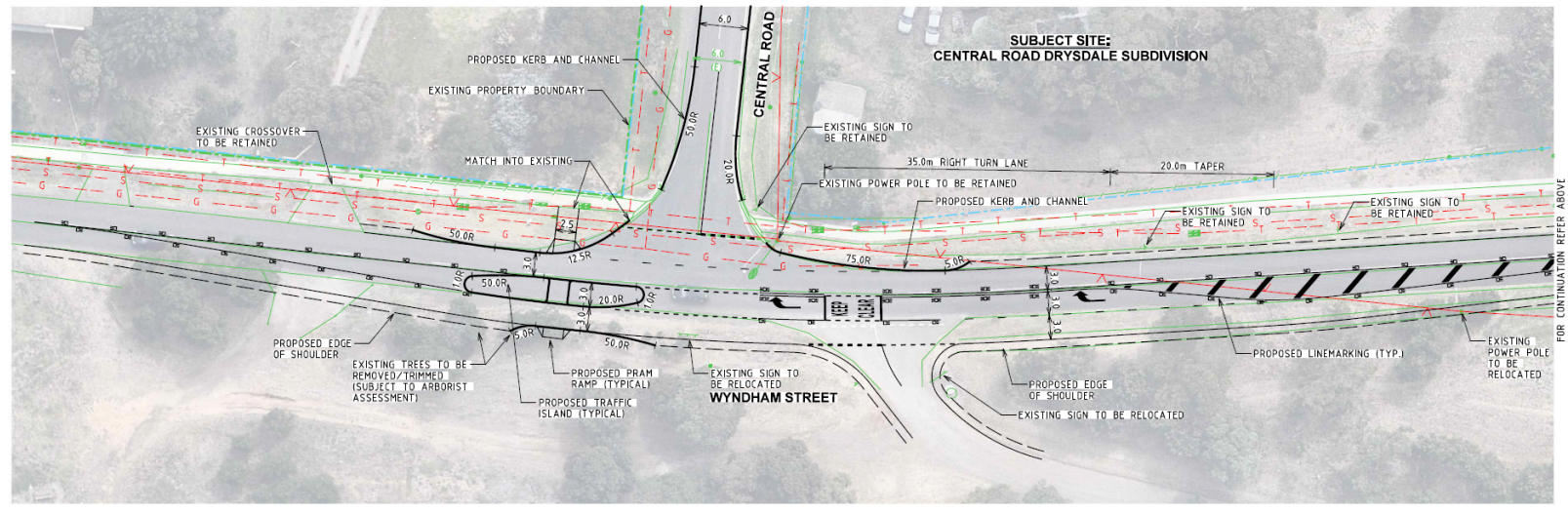
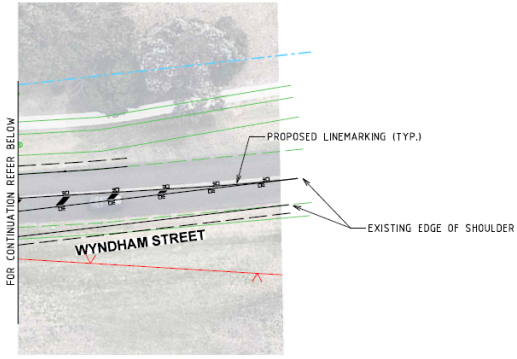
1. BASE INFORMATION SUPPLIED BY SP GLENTIN  
 REF NO: 1624-ROAD-SPS-23919-DAT/PCW/CG  
 2. ALL DIMENSIONS TO FACE OF KERB AND CHANNEL UNLESS OTHERWISE SPECIFIED  
 3. LOCAL ROAD - JETTY ROAD (SPEED ZONE 40KM/HR)  
 4. PROPOSED ACCESS (SPEED ZONE 50KM/HR)  
 5. LINEMARK IN ACCORDANCE WITH AUSTRALIAN GUIDE TO TRAFFIC MANAGEMENT VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS.  
 6. INSTALL DRPH'S AND REMOVE ANY REDUNDANT MARKERS.



Drawn	C.SANSTOUPET
Design	C.SANSTOUPET
Checked	S.MCKENZIE
Authorised	M.HAWKINS

Client	McLEODS DEVELOPMENTS PTY LTD
Project	CENTRAL ROAD DRYSDALE SUBDIVISION CENTRAL ROAD, DRYSDALE CITY OF GREATER GEELONG
Title	CHR TREATMENT FUNCTIONAL LAYOUT PLAN

Issue	06.03.2018	Scale	1:500	Sheet	A3
Revision					
Project No	V161743-TR-DG-2502	Page			2



MELWAY MAP REF 456 F10

NO	DATE	DESCRIPTION	BY	CHECKED
1	07.05.18	CLIENT COMMENTS	CS	MH
2	08.03.18	CLIENT COMMENTS	CS	MH
3	06.03.18	ISSUED FOR INFORMATION	CS	MH

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**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES  
SHOWN ARE APPROXIMATE ONLY AND THERE  
MAY BE OTHER SERVICES NOT SHOWN.

1.BASE INFORMATION SUPPLIED BY ST QUENTIN.  
REF NO. 16244-ROAD-GPS-230118-DATUM: GDA 2011  
2.ALL DIMENSIONS TO FACE OF KERB AND CHANNEL UNLESS STATED OTHERWISE  
3.LOCAL ROAD - WYNDHAM STREET (SPEED ZONE 60KM/H)  
4.CENTRAL ROAD - CENTRAL ROAD (SPEED ZONE 50KM/H)  
5.LINEMARK IN ACCORDANCE WITH AUSTRALIAN ROAD DESIGN GUIDE TO TRAFFIC MANAGEMENT VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS.  
6.INSTALL KERBS AND REMOVE ANY REDUNDANT MARKERS.

Drawn	C.SANSTOUPET
Checked	C.SANSTOUPET
Authorised	M.HAWKINS

Client	McLEODS DEVELOPMENTS PTY LTD
Project	CENTRAL ROAD DRYSDALE SUBDIVISION CENTRAL ROAD, DRYSDALE CITY OF GREATER GEELONG
Task	CHANNELISED RIGHT TURN TREATMENT FUNCTIONAL LAYOUT PLAN

Issue	<b>PRELIMINARY</b>
NOT TO BE USED FOR CONSTRUCTION PURPOSES	
Date	06.03.2018
Scale	1:500
Sheet Number	V161743-TR-DG-2503
Total Sheets	3



PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS  
 SUMMARY SHEET  
 V161743  
 Central Road, Drysdale  
 REVISION No 2

12-April-2018

ITEM	DESCRIPTION	V161743 Preliminary Plan Drawing Number		
		DG2501	DG2502	DG2503
	Construction Costs	\$ 304,136.10	\$ 253,696.30	\$ 368,082.80
<b>CONTINGENCY</b>				
	Lower Bound Contingency (0% of D)	\$ -	\$ -	\$ -
	Upper Bound Contingency (30% of D)	\$ 91,240.83	\$ 76,108.89	\$ 110,424.84
<b>PROJECT BUDGET</b>				
	Total Lower Bound Estimate	\$ 304,136.10	\$ 253,696.30	\$ 368,082.80
	Total Upper Bound Estimate	\$ 395,376.93	\$ 329,805.19	\$ 478,507.64
	Project Budget (75% confidence)	\$ 372,566.72	\$ 310,777.97	\$ 450,901.43

Author: Romain Grenville

Reviewer: Greg Pollard

**PLEASE NOTE THE FOLLOWING ASSUMPTIONS:**

- i) All existing services assumed to be as shown on preliminary plans for job number V161743. Any additional services may result in additional costs.
- ii) Assumed no drainage structures along Jetty Road. All runoff assumed to fall to existing drainage to the west or to overland flow to the east.

**PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS**  
**V161743**  
**Central Road, Drysdale**  
**DG2501**

12 April 2018

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL	
<b>Construction</b>						\$ 304,136	\$ 304,136
<b>1</b>	<b>PRELIMINARIES</b>					\$ 68,500	
1.1	Site Establishment	1	item	\$ 6,000.00	\$ 6,000		
1.1	Site Management & supervision including QA	5	wks	\$ 5,000.00	\$ 25,000		
1.1	Provision for traffic	5	wks	\$ 7,500.00	\$ 37,500		
<b>2</b>	<b>DEMOLITION</b>					\$ 15,000	
2.1	Breakout and remove redundant asphalt and any other road as required	1	Item	\$ 5,000.00	\$ 5,000		
2.2	Relocation of LV Powerpole	1	Item	\$ 10,000.00	\$ 10,000		
<b>3</b>	<b>EARTHWORKS</b>					\$ 11,531	
3.1	Stripping topsoil (150mm)	439	m <sup>2</sup>	\$ 12.00	\$ 5,268		
3.2	Excavation to sub-grade level for road	189	m <sup>3</sup>	\$ 30.00	\$ 5,663		
3.3	Shaping of Swale drains	1	Item	\$ 600.00	\$ 600		
<b>4</b>	<b>PAVEMENT</b>					\$ 74,630	
4.1	Asphalt (80mm in two layers)	439	m <sup>2</sup>	\$ 85.00	\$ 37,315		
4.2	100mm Class 2 CR	439	m <sup>2</sup>	\$ 35.00	\$ 15,365		
4.3	250mm Class 3 CR	439	m <sup>2</sup>	\$ 40.00	\$ 17,560		
4.4	Preparation of subgrade	439	m <sup>2</sup>	\$ 10.00	\$ 4,390		
<b>5</b>	<b>DRAINAGE</b>					\$ 10,300	
5.1	subsoil drains 100mm dia - screenings	100	lm	\$ 55.00	\$ 5,500		
5.2	subsoil drains 100mm dia - no fines conc	80	lm	\$ 60.00	\$ 4,800		
<b>6</b>	<b>CONCRETE WORKS</b>					\$ 15,000	
6.1	Kerb & channel (Semi Mountable)	100	lm	\$ 70.00	\$ 7,000		
6.2	Concrete Island Infill	100	m <sup>2</sup>	\$ 80.00	\$ 8,000		
<b>7</b>	<b>LANDSCAPING WORKS</b>					\$ 700	
7.1	Topsolling seeding back of kerb	1	Item	\$ 700.00	\$ 700		
<b>8</b>	<b>SIGNING</b>					\$ 2,500	
8.1	Install new and reinstate existing signage	1	Item	\$ 2,500.00	\$ 2,500.00		
<b>9</b>	<b>LINEMARKING</b>					\$ 5,000	
9.1	Placing of new linemarking	1	Item	\$ 5,000.00	\$ 5,000.00		
<b>10</b>	<b>MISCELLANEOUS</b>					\$ 1,200	
10.1	Tactile Pavers	2	No.	\$ 600.00	\$ 1,200.00		
<b>11</b>	<b>SIGNALS</b>					\$ 99,775	
11.2	Conduits	1	item	\$ 24,550	\$ 24,550		
11.3	Pedestals	1	item	\$ 23,500	\$ 23,500		
11.4	Lanterns	1	item	\$ 16,800	\$ 16,800		
11.5	Distribution Box	1	item	\$ 7,000	\$ 7,000		
11.5	Controller Foundation and Liasing	1	item	\$ 7,000	\$ 7,000		
11.6	Detectors	1	item	\$ 8,000	\$ 8,000		
11.7	Cabling & Connections	1	item	\$ 12,925	\$ 12,925		
<b>E</b>	<b>Contingency</b>						
	Lower Bound Contingency (0% of D)				0%	\$ -	
	Upper Bound Contingency (30% of D)				30%	\$ 91,240.83	
<b>F</b>	<b>PROJECT BUDGET</b>						
	Lower Bound Estimate					\$ 304,136	
	Upper Bound Estimate					\$ 395,377	
<b>G</b>	<b>Project Budget (75% Confidence)</b>					\$ 372,567	

SIGNAL COSTS BREAKDOWN - INCLUDED ABOVE IN ITEM 11						
ITEM	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	AMOUNT	TOTALS
<b>A</b>	<b>Construction</b>					\$ 99,775
<b>1</b>	<b>GENERAL ITEMS</b>					\$ -
1.1	Site Establishment		item		\$ -	
<b>2</b>	<b>CONDUITS</b>					\$ 24,550
2.1	Conduit (100mm H/D Orange)	15	m	\$ 250	\$ 3,750	
2.2	Conduits Bored (100mm H/D Orange)	30	m	\$ 600	\$ 18,000	
2.3	Conduit Pit	4	No.	\$ 700	\$ 2,800	
<b>3</b>	<b>PEDESTALS</b>					\$ 23,500

DG2501



PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS  
 V161743  
 Central Road, Drysdale  
 DG2501

12 April 2018

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
3.1	2B Pedestal	3	No.	\$ 4,500	\$ 13,500	
3.2	MA Pedestal	1	No.	\$ 10,000	\$ 10,000	
<b>4</b>	<b>LANTERNS</b>					\$ 16,800
4.1	3 Aspect Lanterns	8	No.	\$ 1,100	\$ 8,800	
4.2	Pedestrian Push Button & Lantern	1	item	\$ 8,000	\$ 8,000	
<b>5</b>	<b>ELECTRICAL DISTRIBUTION BOX</b>					\$ 7,000
5.1	Distribution Box	1	No.	\$ 7,000	\$ 7,000	
<b>5</b>	<b>CONTROLLER</b>					\$ 7,000
5.1	Liasie with VicRoads to install Controller	1	No.	\$ 1,000	\$ 1,000	
5.2	Foundation	1	No.	\$ 6,000	\$ 6,000	
<b>6</b>	<b>DETECTORS</b>					\$ 8,000
6.1	Loops	2	No.	\$ 3,000	\$ 6,000	
6.2	Detector Pit	2	No.	\$ 1,000	\$ 2,000	
<b>7.1</b>	<b>CABLING &amp; CONNECTIONS</b>					\$ 12,925
7.1	Cable	65	m	\$ 95	\$ 6,175	
7.2	Power Cable	45	m	\$ 150	\$ 6,750	
<b>8</b>	<b>MAINTENANCE (10 YEARS)</b>					\$ -
8.1	Intersection with SCRAM		No.		\$ -	
8.2	P.O.S. with SCRAM		No.		\$ -	

PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS  
V161743  
Central Road, Drysdale  
DG2502

12 April 2018

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	<b>Construction</b>				\$ 253,696	\$ 253,696
<b>1</b>	<b>PRELIMINARIES</b>					\$ -
1.1	Site Establishment		item	Included in estimate DG5201		
1.1	Site Management & supervision including QA		wks	Included in estimate DG5201		
1.1	Provision for traffic		wks	Included in estimate DG5201		
<b>2</b>	<b>DEMOLITION</b>					\$ 23,100
2.1	Breakout and remove redundant asphalt and any other road as required	1	Item	\$ 3,100.00	\$ 3,100	
2.2	Sawcutting and profiling of existing pavement to ensure final asphalt matching in neatly	1	Item	\$ 5,000.00	\$ 5,000	
2.3	Relocation of Powerpole	1	Item	\$ 10,000.00	\$ 10,000	
2.4	Removal of trees	1	Item	\$ 5,000.00	\$ 5,000	
<b>3</b>	<b>EARTHWORKS</b>					\$ 24,331
3.1	Stripping topsoil (150mm)	937	m <sup>2</sup>	\$ 12.00	\$ 11,244	
3.2	Excavation to sub-grade level for road	403	m <sup>3</sup>	\$ 30.00	\$ 12,087	
3.3	Shaping of Swale drains	1	Item	\$ 1,000.00	\$ 1,000	
<b>4</b>	<b>PAVEMENT</b>					\$ 159,290
4.1	Asphalt (80mm in two layers)	937	m <sup>2</sup>	\$ 85.00	\$ 79,645	
4.2	100mm Class 3 CR	937	m <sup>2</sup>	\$ 35.00	\$ 32,795	
4.3	250mm Class 3 CR	937	m <sup>2</sup>	\$ 40.00	\$ 37,480	
4.4	Preparation of subgrade	937	m <sup>2</sup>	\$ 10.00	\$ 9,370	
<b>5</b>	<b>DRAINAGE</b>					\$ 22,758
5.1	subsoil drains 100mm dia - screenings	236	lm	\$ 55.00	\$ 12,978	
5.2	subsoil drains 100mm dia - no fines conc	163	lm	\$ 60.00	\$ 9,780	
<b>6</b>	<b>CONCRETE WORKS</b>					\$ 16,517
6.1	Kerb & channel (Semi Mountable)	236	lm	\$ 70.00	\$ 16,517	
<b>7</b>	<b>LANDSCAPING WORKS</b>					\$ 1,200
7.1	Topsoiling seeding back of kerb	1	Item	\$ 1,200.00	\$ 1,200	
<b>8</b>	<b>SIGNING</b>					\$ 1,500
8.1	Install new and reinstate existing signage	1	Item	\$ 1,500.00	\$ 1,500.00	
<b>9</b>	<b>LINEMARKING</b>					\$ 5,000
9.1	Placing of new linemarking	1	Item	\$ 5,000.00	\$ 5,000.00	
<b>E</b>	<b>Contingency</b>					
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (30% of D)				30%	\$ 76,108.89
<b>F</b>	<b>PROJECT BUDGET</b>					
	Lower Bound Estimate					\$ 253,696
	Upper Bound Estimate					\$ 329,805
<b>G</b>	<b>Project Budget (75% Confidence)</b>					\$ 310,778



**PRELIMINARY ESTIMATE OF CONSTRUCTION COSTS**  
**V161743**  
**Central Road, Drysdale**  
**DG2503**

12 April 2018

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	<b>Construction</b>				\$ 368,083	\$ 368,083
<b>1</b>	<b>PRELIMINARIES</b>					\$ 82,000
1.1	Site Establishment	1	item	\$ 7,000.00	\$ 7,000	
1.1	Site Management & supervision including QA	6	wks	\$ 5,000.00	\$ 30,000	
1.1	Provision for traffic	6	wks	\$ 7,500.00	\$ 45,000	
<b>2</b>	<b>DEMOLITION</b>					\$ 24,000
2.1	Breakout and remove redundant asphalt and any other road as required	1	Item	\$ 4,000.00	\$ 4,000	
2.2	Sawcutting and profiling of existing pavement to ensure final asphalt matching in neatly	1	Item	\$ 5,000.00	\$ 5,000	
2.3	Removal of Powerpole	1	Item	\$ 10,000.00	\$ 10,000	
2.4	Removal of trees	1	Item	\$ 5,000.00	\$ 5,000	
<b>3</b>	<b>EARTHWORKS</b>					\$ 28,193
3.1	Stripping topsoil (150mm)	1,072	m <sup>2</sup>	\$ 12.00	\$ 12,864	
3.2	Excavation to sub-grade level for road	461	m <sup>3</sup>	\$ 30.00	\$ 13,829	
3.3	Shaping of Swale drains	1	Item	\$ 1,500.00	\$ 1,500	
<b>4</b>	<b>PAVEMENT</b>					\$ 182,240
4.1	Asphalt (80mm in two layers)	1,072	m <sup>2</sup>	\$ 85.00	\$ 91,120	
4.2	100mm Class 3 CR	1,072	m <sup>2</sup>	\$ 35.00	\$ 37,520	
4.3	250mm Class 3 CR	1,072	m <sup>2</sup>	\$ 40.00	\$ 42,880	
4.4	Preparation of subgrade	1,072	m <sup>2</sup>	\$ 10.00	\$ 10,720	
<b>5</b>	<b>DRAINAGE</b>					\$ 27,230
5.1	subsoil drains 100mm dia - screenings	206	lm	\$ 55.00	\$ 11,330	
5.2	subsoil drains 100mm dia - no fines conc	265	lm	\$ 60.00	\$ 15,900	
<b>6</b>	<b>CONCRETE WORKS</b>					\$ 14,420
6.1	Kerb & channel (Semi Mountable)	206	lm	\$ 70.00	\$ 14,420	
<b>7</b>	<b>LANDSCAPING WORKS</b>					\$ 2,000
7.1	Topsoiling seeding back of kerb	1	item	\$ 2,000.00	\$ 2,000	
<b>8</b>	<b>SIGNING</b>					\$ 3,000
8.1	Install new and reinstate existing signage	1	Item	\$ 3,000.00	\$ 3,000.00	
<b>9</b>	<b>LINEMARKING</b>					\$ 5,000
9.1	Placing of new linemarking	1	Item	\$ 5,000.00	\$ 5,000.00	
<b>E</b>	<b>Contingency</b>					
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (30% of D)				30%	\$ 110,424.84
<b>F</b>	<b>PROJECT BUDGET</b>					
	Lower Bound Estimate					\$ 368,083
	Upper Bound Estimate					\$ 478,508
<b>G</b>	<b>Project Budget (75% Confidence)</b>					\$ 450,901



Author	As per plan
Checked	As per plan
Drawn	As per plan
Scale	As per plan
Date	As per plan

Project Name	JETTY ROAD / CENTRAL ROAD DRYSDALE
Project No.	
Sheet No.	
Revision	

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Project Name	JETTY ROAD / CENTRAL ROAD DRYSDALE
Project No.	
Sheet No.	
Revision	
Drawn By	As per plan
Checked By	As per plan
Date Drawn	As per plan
Scale	As per plan

Scale	1:1000
North Arrow	As per plan
Project No.	14245
Sheet No.	1
Revision	D1

APPENDIX D LANDSCAPING PLANS AND COSTINGS

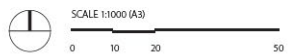
# 05 DRAINAGE RESERVE A - INTERIM & ULTIMATE BASINS (INCLUDING COUNCIL DRAINAGE EASEMENT)

## Legend

- - - DEVELOPMENT BOUNDARY
- EXISTING POST & WIRE FENCE TO BE RETAINED
- ↔ SHARED PATH
- EXISTING TREES TO BE RETAINED (& TPZ) SUBJECT TO ARBORICULTURAL ASSESSMENT
- EXISTING TREES TO BE REMOVED SUBJECT TO ARBORICULTURAL ASSESSMENT
- FEATURE FARM FENCE
- - - TIMBER POST & RAIL FENCE
- 1 WSUD WETLAND PLANTING
  - NOMINAL WATER LEVEL
  - EXTENDED DETENTION LEVEL
  - - - Q100
- 2 PEDESTRIAN LINK  
REFER PEDESTRIAN LINK DESIGN DEVELOPMENT ATTACHED
- 3 COUNCIL DRAINAGE EASEMENT TO BE RETAINED
- 4 SCATTERED INFILL NATIVE TREE PLANTING TO DRAINAGE EASEMENT AS REQUIRED
- 5 EXISTING WSUD LOW VEGETATION TO BE RETAINED
- 6 SCATTERED NATIVE TREE PLANTING





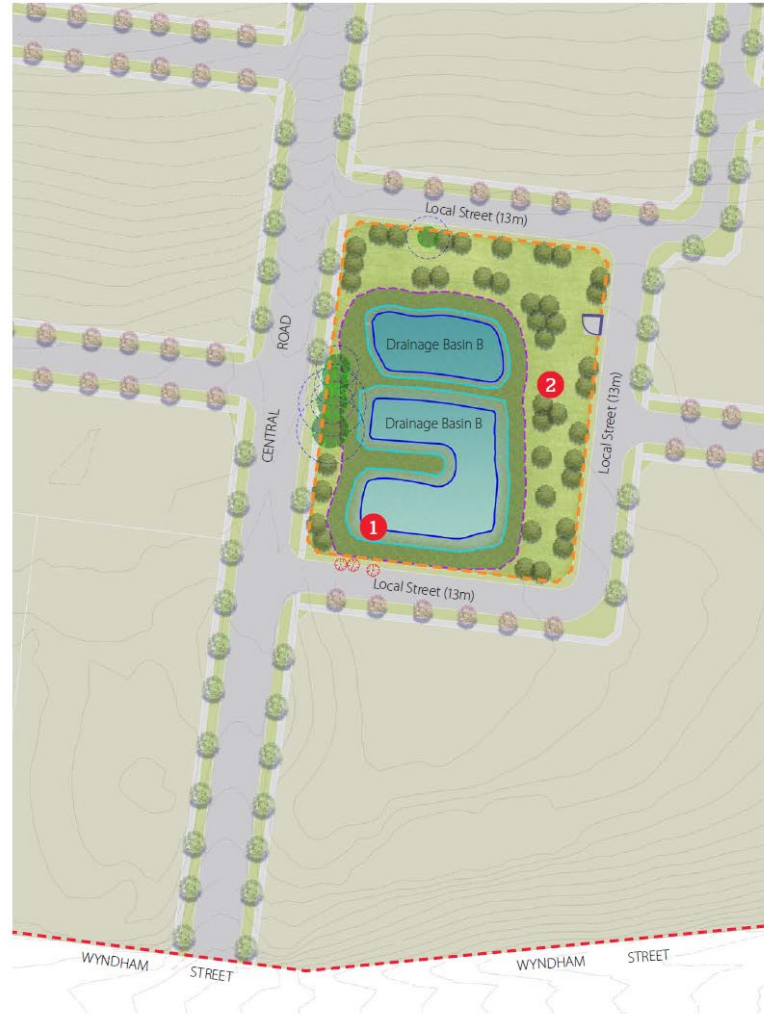
DRAFT ONLY



# 06 DRAINAGE RESERVE B - BASIN B

## Legend

- - - DEVELOPMENT BOUNDARY
  
-  EXISTING TREES TO BE RETAINED (& TPZ)  
SUBJECT TO ARBORICULTURAL ASSESSMENT
-  EXISTING TREES TO BE REMOVED  
SUBJECT TO ARBORICULTURAL ASSESSMENT
- - - TIMBER POST & RAIL FENCE
  
- 1 WSUD WETLAND PLANTING
  - NOMINAL WATER LEVEL
  - EXTENDED DETENTION LEVEL
  - - - Q100
  
- 2 SCATTERED NATIVE TREE PLANTING


















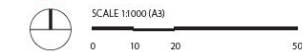


DRAFT ONLY



# 07 LINEAR RESERVE - OPEN SPACE MASTERPLAN

















## Legend

-  DEVELOPMENT BOUNDARY
  -  EXISTING POST & WIRE FENCE TO BE RETAINED
  -  EXISTING TREES TO BE RETAINED (& TPZ) SUBJECT TO ARBORICULTURAL ASSESSMENT
  -  EXISTING TREES TO BE REMOVED SUBJECT TO ARBORICULTURAL ASSESSMENT
  -  RUBBISH BIN & DOG BAG HOLDER
  -  BIKE RACKS (X3)
  -  DRINKING FOUNTAIN
  -  COUNCIL STANDARD MAINTENANCE ACCESS GATE
  -  FEATURE FARM FENCE
  -  TIMBER POST & RAIL FENCE
  -  1 PEDESTRIAN LINK REFER PEDESTRIAN LINK DESIGN DEVELOPMENT
  -  2 2.5M SHARED CONCRETE PATH
  -  3 PICNIC & PLAY AREA WITH SCATTERED LOW PLANTING
  -  4 1.5M GRAVEL PATH
  -  5 SEATING ALCOVE (WITH BOULDER & LOW PLANTING)
  -  6 ACTIVE OPEN SPACE
  -  7 SECONDARY PICNIC NODE
  -  8 ENTRANCE PLANTING
  -  9 SCATTERED NATIVE TREE PLANTING
  -  10 NODAL TREE/DECIDUOUS TREE
- SCALE 1:10000 (A3)
- 

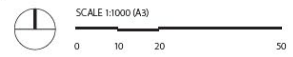


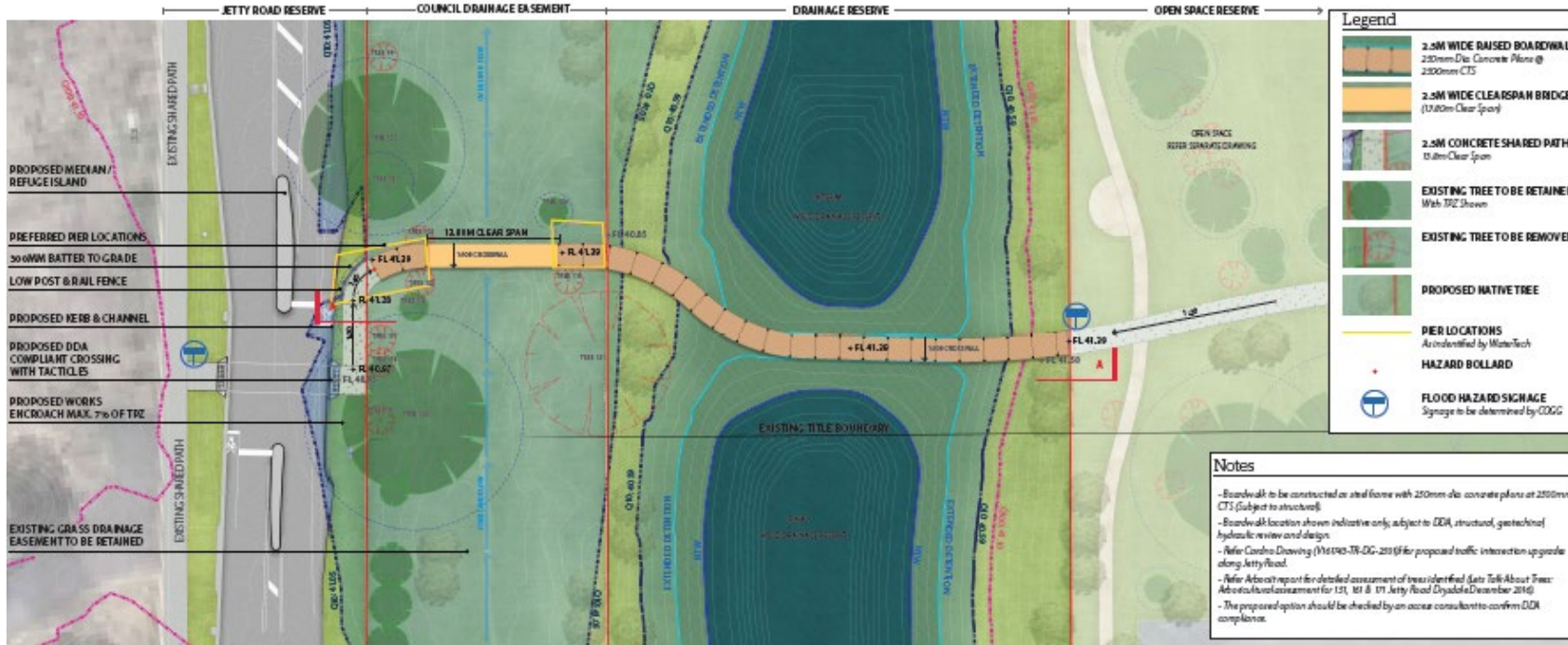
# 08 1HA PARK - OPEN SPACE MASTERPLAN

## Legend

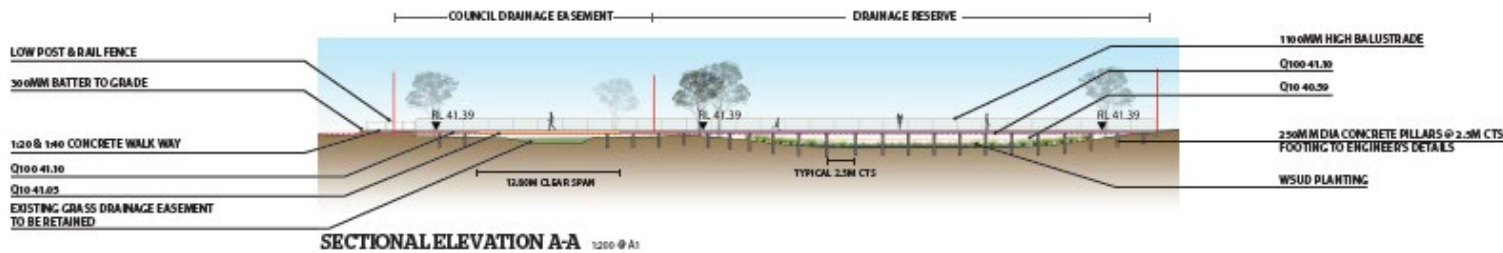
-  DEVELOPMENT BOUNDARY
-  EXISTING POST & WIRE FENCE TO BE RETAINED
-  EXISTING TREES TO BE RETAINED SUBJECT TO ARBORICULTURAL ASSESSMENT
-  EXISTING TREES TO BE REMOVED SUBJECT TO ARBORICULTURAL ASSESSMENT
-  RUBBISH BIN & DOG BAG HOLDER
-  BIKE RACKS (X3)
-  DRINKING FOUNTAIN
-  COUNCIL STANDARD MAINTENANCE ACCESS GATE
-  FEATURE FARM FENCE
-  TIMBER POST & RAIL FENCE
-  OPEN SPACE KICKABOUT
-  1.5M CONCRETE PATH
-  PICNIC & PLAY AREA WITH SCATTERED LOW PLANTING
-  SEATING ALCOVE (WITH BOULDER & LOW PLANTING)
-  SCATTERED NATIVE TREE PLANTING
-  NODAL/DECIDUOUS TREE

NOTE:  
EXISTING TREES SHOWN INDICATIVELY ONLY,  
SUBJECT TO DETAIL ARBORICULTURAL  
ASSESSMENT





**PLAN** 1:200 @ A1



**Notes**

- Normal headroom of 2000mm clearance allowance above Q100 (41.10) has been provided
- All structures are located min. 340mm above Q10 (41.05). This is in general accordance with Melbourne Water / COGG guidelines for siting bridges & boardwalks.



**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 05

**Jetty / Central Road, Drysdale**

Prepared by Tract Consultants - Based on Landscape Masterplan Report

**EXCLUSIONS:** Signage, lighting, public art, irrigation, bulk earthworks,

**LINEAR RESERVE**

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0</b>	<b>SITE ESTABLISHMENT AND PRELIMINARIES</b>					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, Soil Tests, temporary fencing	Item	1	\$ 5,000.00	\$ 5,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	\$ 10,000.00	\$ 10,000.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Unit	1	\$ 60,000.00	\$ 60,000.00	
						PRELIMINARIES SUBTOTAL \$ 75,000.00
<b>2.0</b>	<b>Fine Garding &amp; Ground Preparation</b>					
	Grassing Topsoil - Cultivate subgrade to 100mm depth and place 100mm imported topsoil	m2	12133	\$ 8.50	\$ 103,130.50	
	Minor Grading Works	Item	1	\$ 4,000.00	\$ 4,000.00	
	Garden Bed - Cultivate subgrade to 150mm depth and place 200mm imported topsoil	m2	180	\$ 15.00	\$ 2,700.00	
	Supply and installation of 90mm Subsoil Drains including filter fabric, crushed rock, backfilling and connection to closest existing Stormwater Pit as specified.	Item	1	\$ 3,000.00	\$ 3,000.00	
						PRELIMINARIES SUBTOTAL \$ 9,700.00
<b>3.0</b>	<b>HARDWORKS</b>					
<b>3.1</b>	<b>Paving &amp; Surfaces</b>					
	Plain Grey Concrete with Sawcuts	m2	917	\$ 90.00	\$ 82,530.00	
	Gravel Paving	m2	558	\$ 45.00	\$ 25,110.00	
	300mm Depth Playground Softfall Mulch	m2	93	\$ 32.00	\$ 2,976.00	
<b>3.2</b>	<b>Edging</b>					
	Timber Edging to Gravel Path	Lm	607	\$ 15.00	\$ 9,105.00	
	Spade Edge to Garden Beds	Lm	16	\$ 7.00	\$ 112.00	
<b>3.3</b>	<b>Picnic &amp; Play Area</b>					
	Picnic Area & Play Equipment	Item	1	\$ 120,000.00	\$ 120,000.00	
<b>3.4</b>	<b>Fencing</b>					
	Maintenance Access Gate	Item	2	\$ 1,800.00	\$ 3,600.00	
	Timber Post & Rail Fence (per 3.6m fence section)	Each	13	\$ 320.00	\$ 4,160.00	
	Feature Farm Fence	Item	12	\$ 100.00	\$ 1,200.00	
						HARDWORKS SUBTOTAL \$ 248,793.00
<b>4.0</b>	<b>SOFTWORKS</b>					
<b>4.1</b>	<b>Lawn</b>					
	Hydroseed Grass	m2	12460	\$ 2.50	\$ 31,150.00	
<b>4.2</b>	<b>Trees</b>					
	100 Litre Trees , 2.5m Height min, 40mm Cal	No.	5	\$ 350.00	\$ 1,750.00	
	75 Litre Trees , 1.8m Height min, 25mm Cal	No.	40	\$ 300.00	\$ 12,000.00	
	Native Trees ( 45 Litre Pots)	No.	220	\$ 220.00	\$ 48,400.00	
<b>4.3</b>	<b>Planting</b>					
	Tube Stock Planting	No.	720	\$ 5.00	\$ 3,600.00	
<b>4.4</b>	<b>Mulch</b>					
	75mm organic mulch to all garden bed areas & existing TPZs	No.	3646	\$ 8.00	\$ 29,168.00	
						SOFTWORKS SUBTOTAL \$ 126,068.00
<b>5.0</b>	<b>MAINTENANCE</b>					
	13 Week Establishment Period	Visits	13	\$ 500.00	\$ 6,500.00	
	91 week ongoing maintenance	Visits	91	\$ 200.00	\$ 18,200.00	
						SOFTWORKS SUBTOTAL \$ 24,700.00
						<b>LINEAR RESERVE TOTAL (ex. gst) \$ 484,261.00</b>
						<b>10% CONTINGENCY TOTAL (ex. GST) \$ 532,687.10</b>

**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 05

**Jetty / Central Road, Drysdale**

Prepared by Tract Consultants - Based on Landscape Masterplan Report

**EXCLUSIONS:** Signage, lighting, public art, irrigation, bulk earthworks.

**1 ha PARK**

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0 SITE ESTABLISHMENT AND PRELIMINARIES</b>						
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, Soil Tests, temporary fencing	Item	1	\$ 5,000.00	\$ 5,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	\$ 7,500.00	\$ 7,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	\$ 65,000.00	\$ 65,000.00	
					PRELIMINARIES SUBTOTAL	\$ 77,500.00
<b>2.0 Fine Garding &amp; Ground Preparation</b>						
	Grassing Topsoil - Cultivate subgrade to 100mm depth and place 100mm imported topsoil	m2	6618	\$ 8.50	\$ 56,253.00	
	Garden Bed - Cultivate subgrade to 150mm depth and place 200mm imported topsoil	m2	125	\$ 15.00	\$ 1,875.00	
	Supply and installation of 90mm Subsoil Drains including filter fabric, crushed rock, backfilling and connection to closest existing Stormwater Pit as specified.	Item	1	\$ 3,000.00	\$ 3,000.00	
					PRELIMINARIES SUBTOTAL	\$ 4,875.00
<b>3.0 HARDWORKS</b>						
<b>3.1 Paving &amp; Surfaces</b>						
	Plain Grey Concrete with Sawcuts	m2	580	\$ 90.00	\$ 52,200.00	
	Gravel Paving	m2	62	\$ 45.00	\$ 2,790.00	
	300mm Depth Playground Softfall Mulch	m2	125	\$ 32.00	\$ 4,000.00	
<b>3.2 Edging</b>						
	Timber Edging to Gravel Path	Lm	75	\$ 15.00	\$ 1,125.00	
<b>3.3 Furniture</b>						
	Play Equipment	Item	1	\$ 55,000.00	\$ 55,000.00	
	500-1000mm dia. Boulder	Each	40	\$ 60.00	\$ 2,400.00	
	Rock Stairs to Playground	Item	1	\$ 5,000.00	\$ 5,000.00	
	Litter Bins & Rubbish Bag Holders	Each	1	\$ 1,500.00	\$ 1,500.00	
	Picnic settings	Each	2	\$ 5,000.00	\$ 10,000.00	
	Drinking Fountain & Connections	Each	1	\$ 8,000.00	\$ 8,000.00	
	Benches with Back & Arms	Item	2	\$ 1,500.00	\$ 3,000.00	
	Bike Racks	Item	3	\$ 1,500.00	\$ 4,500.00	
<b>3.4 Fencing</b>						
	Maintennace Access Gate	Item	1	\$ 1,800.00	\$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	Each	24	\$ 320.00	\$ 7,680.00	
	Feature Farm Fence	Item	12	\$ 100.00	\$ 1,200.00	
					HARDWORKS SUBTOTAL	\$ 160,195.00
<b>4.0 SOFTWARES</b>						
<b>4.1 Lawn</b>						
	Hydrosseed Grass	m2	4468	\$ 2.50	\$ 11,170.00	
	Turf Grassing	m2	2040	\$ 13.00	\$ 26,520.00	
<b>4.2 Trees</b>						
	100 Litre Trees, 2.5m Height min, 40mm Cal	No.	3	\$ 350.00	\$ 1,050.00	
	75 Litre Trees, 1.8m Height min, 25mm Cal	No.	10	\$ 300.00	\$ 3,000.00	
	Native Trees (45 Litre Pots)	No.	90	\$ 220.00	\$ 19,800.00	
<b>4.3 Planting</b>						
	Tubestock Planting	No.	500	\$ 5.00	\$ 2,500.00	
<b>4.4 Mulch</b>						
	75mm organic mulch to all garden bed areas & existing TPZs	No.	2408	\$ 8.00	\$ 19,264.00	
					SOFTWARES SUBTOTAL	\$ 83,304.00
<b>5.0 MAINTENANCE</b>						
	13 Week Establishment Period	Visits	13	\$ 500.00	\$ 6,500.00	
	91 week ongoing maintenance	Visits	91	\$ 200.00	\$ 18,200.00	
					SOFTWARES SUBTOTAL	\$ 24,700.00
					<b>CENTRAL PARK TOTAL (ex. gst)</b>	<b>\$ 350,574.00</b>
					<b>10% CONTINGENCY TOTAL (ex. GST)</b>	<b>\$ 385,631.40</b>

**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 05

**Jetty / Central Road, Drysdale**

Prepared by Tract Consultants - Based on Landscape Masterplan Report

**EXCLUSIONS:** Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

**DRAINAGE RESERVE - A - Interim (INCLUDING COUNCIL DRAINAGE EASEMENT)**

Works north of existing Title Boundary shown on plan

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0</b>	<b>SITE ESTABLISHMENT AND PRELIMINARIES</b>					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	\$ 5,000.00	\$ 5,000.00	
	Rabbit Baiting Programme	Item	1	\$ 2,500.00	\$ 2,500.00	
	Weed Eradication deemed necessary from site inspection	Item	1	\$ 2,500.00	\$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	\$ 20,000.00	\$ 20,000.00	
					PRELIMINARIES SUBTOTAL	\$ 30,000.00
<b>2.0</b>	<b>HARDWORKS</b>					
<b>2.1</b>	<b>Fencing &amp; Gates</b>					
	Maintenance Access Gate	Item	1	\$ 1,800.00	\$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	lm	20	\$ 320.00	\$ 6,400.00	
	Feature Farm Fence	lm	12	\$ 100.00	\$ 1,200.00	
					HARDWORKS SUBTOTAL	\$ 9,400.00
<b>3.0</b>	<b>SOFTWORKS</b>					
<b>3.1</b>	<b>Lawn</b>					
	Hydroseed Grass	m2	1800	\$ 2.50	\$ 4,500.00	
<b>3.2</b>	<b>WSUD Planting</b>					
	Wetland Planting to Aquatic/Deep Marsh/Shallow Marsh @2-3/sqm (600cc)	no.	5553	\$ 5.00	\$ 27,765.00	
	Wetland Planting to Ephemeral @ 6/sqm (HikoceII)	no.	5508	\$ 2.50	\$ 13,770.00	
	Wetland Margin @ 3/sqm (200cc)	No	5202	\$ 3.00	\$ 15,606.00	
	Jute Matt to Ephemeral Zone	m2	918	\$ 6.00	\$ 5,508.00	
<b>3.3</b>	<b>Trees</b>					
	Native Trees (45 Litre Pots)	No.	80	\$ 220.00	\$ 17,600.00	
<b>3.4</b>	<b>Mulch</b>					
	75mm Depth mulch to wetland margin	No.	1743	\$ 8.00	\$ 13,944.00	
					SOFTWORKS SUBTOTAL	\$ 98,693.00
<b>4.0</b>	<b>MAINTENANCE</b>					
	13 Week Establishment Period	Visits	13	\$ 250.00	\$ 3,250.00	
	91 week ongoing maintenance	Visits	91	\$ 150.00	\$ 13,650.00	
					SOFTWORKS SUBTOTAL	\$ 16,900.00
					<b>DRAINAGE RESERVE A - TOTAL (ex. gst)</b>	<b>\$ 154,993.00</b>
					<b>10% CONTINGENCY TOTAL (ex. GST)</b>	<b>\$ 170,492.30</b>

**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 05

**Jetty / Central Road, Drysdale**

Prepared by Tract Consultants - Based on Landscape Masterplan Report

**EXCLUSIONS:** Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

**DRAINAGE RESERVE - A - Ultimate(INCLUDING COUNCIL DRAINAGE EASEMENT)**

Works south of existing Title Boundary shown on plan

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0</b>	<b>SITE ESTABLISHMENT AND PRELIMINARIES</b>					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	\$ 3,500.00	\$ 3,500.00	
	Rabbit Baiting Programme	Item	1	\$ 2,500.00	\$ 2,500.00	
	Weed Eradication deemed necessary from site inspection	Item	1	\$ 2,500.00	\$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	\$ 5,000.00	\$ 5,000.00	
	Topsoil - Cultivate subgrade to 150mm depth and place 150mm imported topsoil	m2	1138	\$ 12.00	\$ 13,656.00	
					PRELIMINARIES SUBTOTAL	\$ 27,156.00
<b>2.0</b>	<b>SOFTWORKS</b>					
<b>2.1</b>	<b>Lawn</b>					
	Hydroseed Grass	m2	2176	\$ 2.50	\$ 5,440.00	
<b>2.2</b>	<b>WSUD Planting</b>					
	Wetland Planting to Aquatic/Deep Marsh/Shallow Marsh @2-3/sqm (600cc)	no.	2250	\$ 5.00	\$ 11,250.00	
	Wetland Planting to Ephemeral @ 6/sqm (Hikocell)	no.	2508	\$ 2.50	\$ 6,270.00	
	Wetland Margin @ 3/sqm (200cc)	No	2100	\$ 3.00	\$ 6,300.00	
	Jute Matt to Ephemeral Zone	m2	418	\$ 6.00	\$ 2,508.00	
<b>2.3</b>	<b>Trees</b>					
	Native Trees ( 45 Litre Pots)	No.	80	\$ 220.00	\$ 17,600.00	
<b>2.4</b>	<b>Mulch</b>					
	75mm Depth mulch to wetland margin	No.	700	\$ 8.00	\$ 5,600.00	
					SOFTWORKS SUBTOTAL	\$ 54,968.00
<b>3.0</b>	<b>MAINTENANCE</b>					
	13 Week Establishment Period	Visits	13	\$ 250.00	\$ 3,250.00	
	91 week ongoing maintenance	Visits	91	\$ 150.00	\$ 13,650.00	
					SOFTWORKS SUBTOTAL	\$ 16,900.00
					<b>DRAINAGE RESERVE A Ultimate- TOTAL (ex. gst)</b>	<b>\$ 99,024.00</b>
					<b>10% CONTINGENCY TOTAL (ex. GST)</b>	<b>\$ 108,926.40</b>

**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 05

**Jetty / Central Road, Drysdale**

Prepared by Tract Consultants - Based on Landscape Masterplan Report

**EXCLUSIONS:** Signage, lighting, public art, irrigation, bulk earthworks, Topsoil (to Drainage Basin Disturbed Areas)

**DRAINAGE RESERVE - B - BASIN B**

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0</b>	<b>SITE ESTABLISHMENT AND PRELIMINARIES</b>					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	\$ 3,000.00	\$ 3,000.00	
	Weed Eradication deemed necessary from site inspection	Item	1	\$ 2,500.00	\$ 2,500.00	
	Arborist - pruning and dead-wooding existing trees to make safe	Item	1	\$ 20,000.00	\$ 20,000.00	
					PRELIMINARIES SUBTOTAL	\$ 25,500.00
<b>2.0</b>	<b>HARDWORKS</b>					
<b>2.1</b>	<b>Fencing &amp; Gates</b>					
	Maintenance Access Gate	Item	1	\$ 1,800.00	\$ 1,800.00	
	Timber Post & Rail Fence (per 3.6m fence section)	lm	60	\$ 320.00	\$ 19,200.00	
					HARDWORKS SUBTOTAL	\$ 21,000.00
<b>3.0</b>	<b>SOFTWORKS</b>					
<b>3.1</b>	<b>Lawn</b>					
	Hydroseed Grass	m2	1000	\$ 2.50	\$ 2,500.00	
<b>3.2</b>	<b>WSUD Planting</b>					
	Wetland Planting to Aquatic/Deep Marsh/Shallow Marsh @3/sqm (600cc)	no.	3543	\$ 5.00	\$ 17,715.00	
	Wetland Planting to Ephemeral @ 6/sqm (Hikocehl)	no.	3732	\$ 2.50	\$ 9,330.00	
	Wetland Margin @ 3/sqm (200cc)	No	3138	\$ 3.00	\$ 9,414.00	
	Jute Matt to Ephemeral Zone	m2	622	\$ 6.00	\$ 3,732.00	
<b>3.3</b>	<b>Trees</b>					
	Native Trees (45 Litre Pots)	No.	70	\$ 220.00	\$ 15,400.00	
<b>3.4</b>	<b>Mulch</b>					
	75mm Depth mulch to wetland margin	No.	1046	\$ 8.00	\$ 8,368.00	
					SOFTWORKS SUBTOTAL	\$ 66,459.00
<b>4.0</b>	<b>MAINTENANCE</b>					
	13 Week Establishment Period	Visits	13	\$ 200.00	\$ 2,600.00	
	91 week ongoing maintenance	Visits	91	\$ 100.00	\$ 9,100.00	
					SOFTWORKS SUBTOTAL	\$ 11,700.00
					<b>DRAINAGE RESERVE B - TOTAL (ex. gst)</b>	<b>\$ 124,659.00</b>
					<b>10% CONTINGENCY TOTAL (ex. GST)</b>	<b>\$ 137,124.90</b>

**OPINION OF PROBABLE COST**

21-Nov-18  
Revision 03

**Jetty / Central Road, Drysdale**

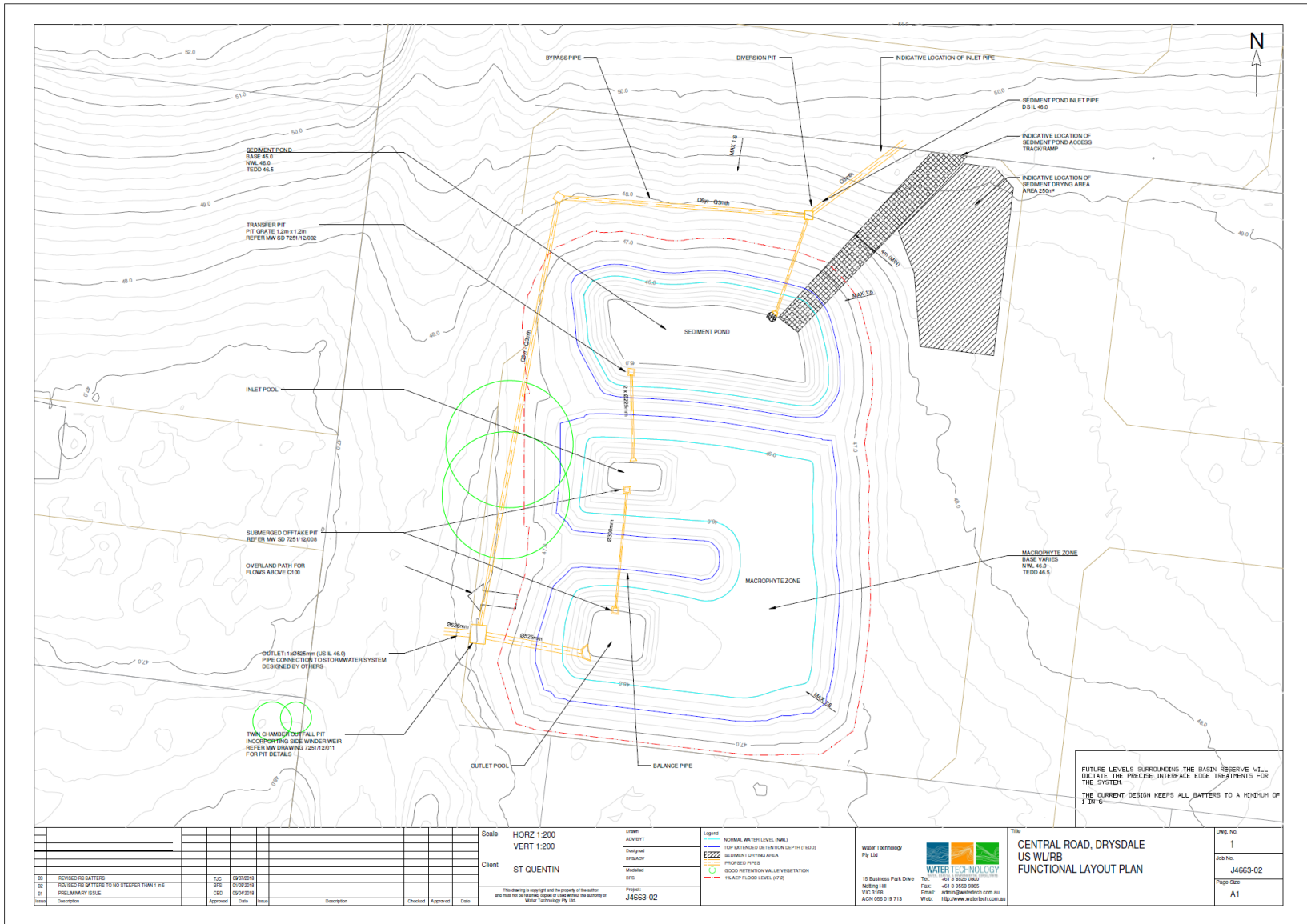
Prepared by Tract Consultants - Based on Landscape Masterplan Report (Pedestrian Link)

EXCLUSIONS: Lighting, public art, bulk earthworks.

**PEDESTRIAN LINK**

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT	TOTAL
<b>1.0</b>	<b>SITE ESTABLISHMENT AND PRELIMINARIES</b>					
	Site establishment including provisions of access, facilities, storage survey setout, insurances, traffic management, temporary fencing	Item	1	\$ 10,000.00	\$ 10,000.00	
	Minor Earthworks (To achieve walkway grade & battering)	m2	1	\$ 5,000.00	\$ 5,000.00	
					PRELIMINARIES SUBTOTAL	\$ 15,000.00
<b>2.0</b>	<b>HARDWORKS</b>					
<b>2.1</b>	<b>Paving &amp; Surfaces</b>					
	Plain Grey Concrete with Sawcuts	m2	27	\$ 90.00	\$ 2,430.00	
<b>2.2</b>	<b>Decking</b>					
	2.5m Wide Raised Boardwalk (with balustrade)	m2	154	\$ 2,250.00	\$ 346,500.00	
	2.5m Wide Clearspan Bridge (with balustrade)	m2	35	\$ 3,000.00	\$ 105,000.00	
<b>2.3</b>	<b>Fencing &amp; Gates</b>					
	Low Post & Rail Fence	lin m	12	\$ 100.00	\$ 1,200.00	
<b>2.4</b>	<b>Signage</b>					
	Hazard Signage (Flood Warning)	Item	1	\$ 5,000.00	\$ 5,000.00	
					HARDWORKS SUBTOTAL	\$ 460,130.00
<b>3.0</b>	<b>MAINTENANCE</b>					
	104 Week Maintenance Period	Visits	13	\$ 200.00	\$ 2,600.00	
					SOFTWORKS SUBTOTAL	\$ 2,600.00
					<b>PEDESTRIAN LINK - TOTAL (ex. gst)</b>	<b>\$ 477,730.00</b>
					<b>10% CONTINGENCY TOTAL (ex. GST)</b>	<b>\$ 525,503.00</b>

**APPENDIX E DRAINAGE PLANS AND COSTINGS**



FUTURE LEVELS SURROUNDING THE BASIN RESERVE WILL  
 DICTATE THE PRECISE INTERFACE EDGE TREATMENTS FOR  
 THE SYSTEM  
 THE CURRENT DESIGN KEEPS ALL BATTERS TO A MINIMUM OF  
 1:1 @ 6°

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED	DATE
01	DESIGNED FOR BATTERS	12/01/2019	ST			
02	RAN CHECK FOR BATTERS TO NO STEEPER THAN 1:1 @ 6°	01/09/2019	ST			
03	PRELIMINARY ISSUE	10/04/2018	ST			

Scale  
 HORZ 1:200  
 VERT 1:200

Client  
 ST QUENTIN

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Project  
 J4663-02

- Legend
- NORMAL WATER LEVEL (NWL)
  - TOP FOOTINGS DETENTION DEPTH (TEDD)
  - SEDIMENT DRYING AREA
  - PROPOSED PIPES
  - GOOD RETENTION VALUE VEGETATION
  - FLUSH FLOOD LEVEL (FFL)

Water Technology  
 Pty Ltd

15 Business Park Drive  
 Northgate  
 VIC 3108  
 ACN 056 019 713

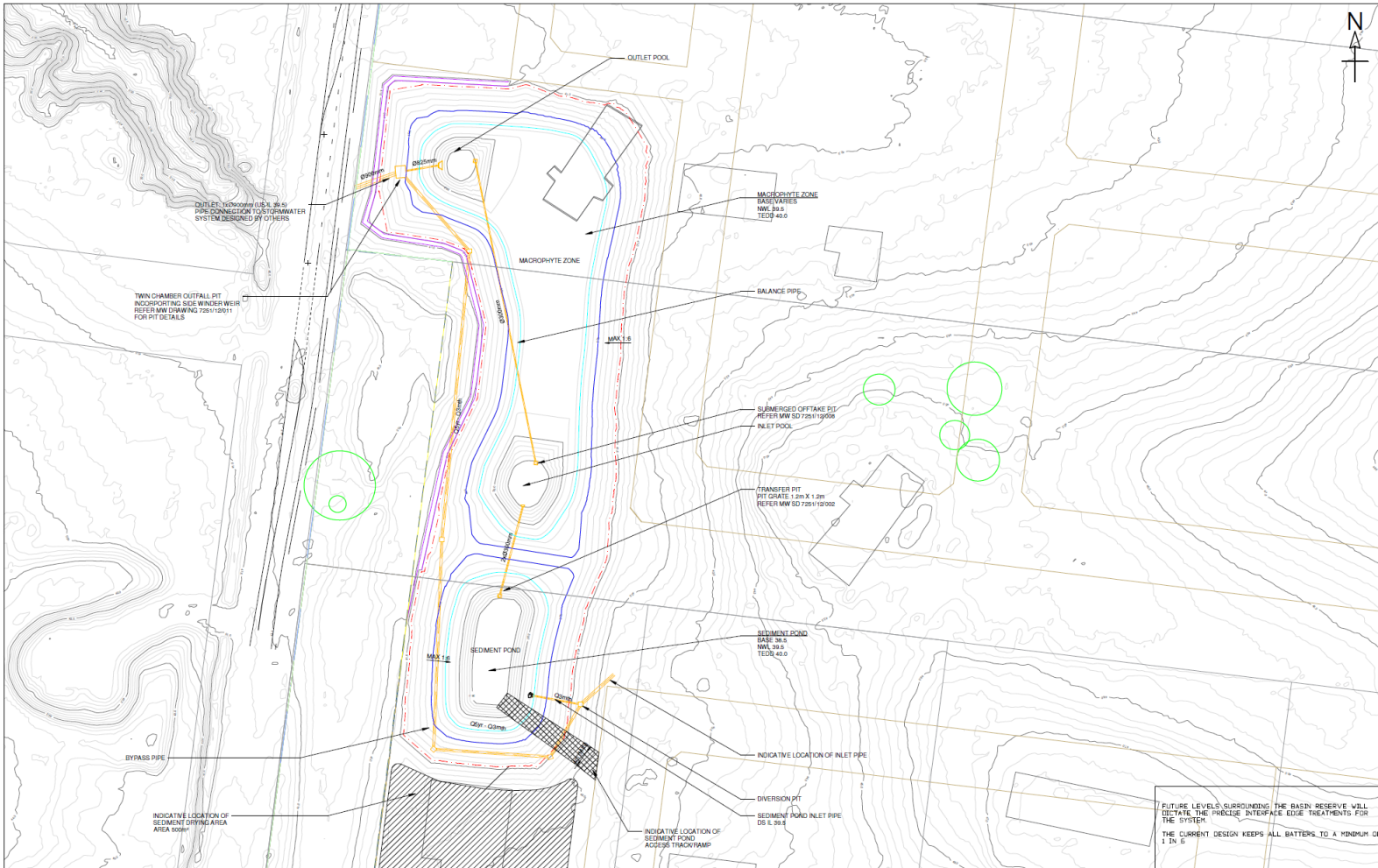
Tel: +61 3 9528 7666  
 Fax: +61 3 9528 9305  
 Email: info@watertech.com.au  
 Web: http://www.watertech.com.au

Site  
**CENTRAL ROAD, DRYSDALE**  
**US WL/RB**  
**FUNCTIONAL LAYOUT PLAN**

Dwg. No.  
 1

Job No.  
 J4663-02

Page Size  
 A1



Issue	Description	Checked	Approved	Date
01	REVISED RB BATTERS			09/07/2018
02	REVISED RB BATTERS TO NO STEEPER THAN 1:1.5			01/09/2018
03	PRELIMINARY ISSUE			05/04/2018

Scale: HORZ 1:400  
VERT 1:400

Client: ST QUENTIN

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Project: J4663-02

Legend	Description
—	NORMAL WATER LEVEL (MWL)
—	TOP EXTENDED DETENTION DEPTH (TEDD)
—	BASELINE EMBANKMENT
▨	SEDIMENT DRYING AREA
—	PROPOSED PIPES
○	GOOD RETENTION VALUE VEGETATION
—	1% AEP FLOOD LEVEL (40:50)

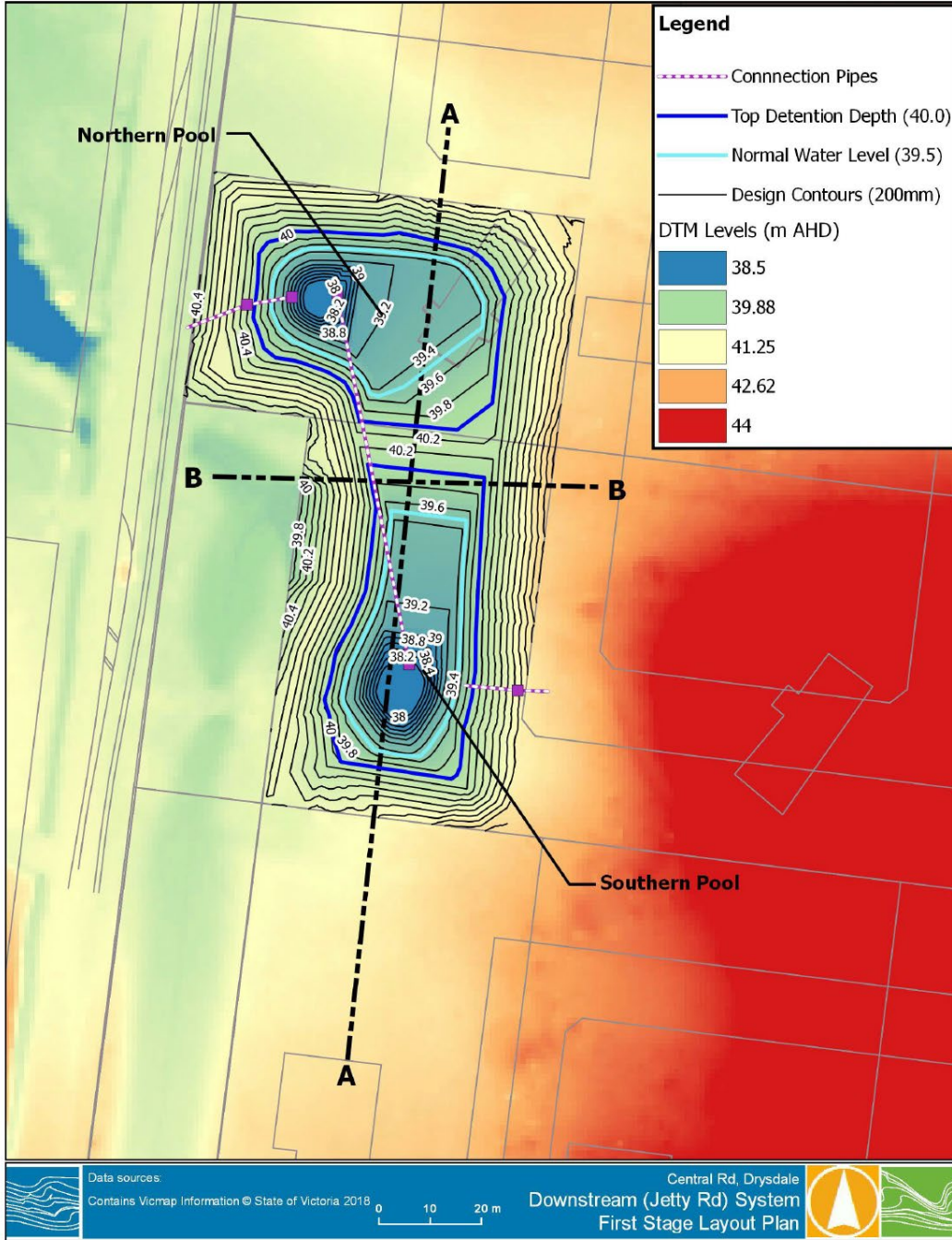
Water Technology Pty Ltd

15 Business Park Drive  
Norrington Hill  
V.C. 3116  
ACN 056 019 713






Tel: +61 3 9026 0800  
Fax: +61 3 9026 0805  
Email: info@watertech.com.au  
Web: http://www.watertech.com.au

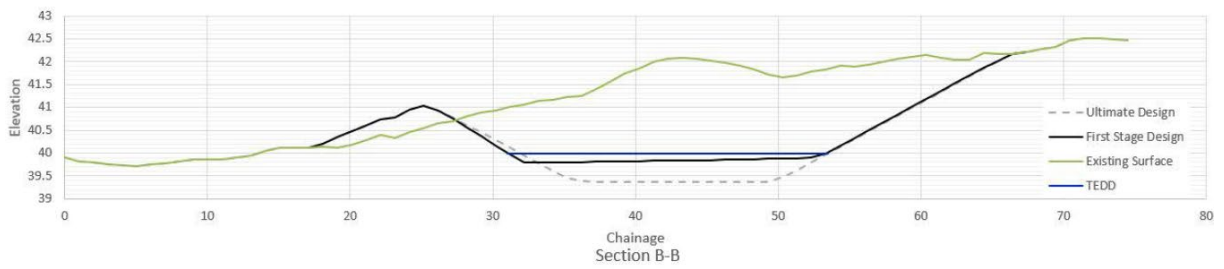
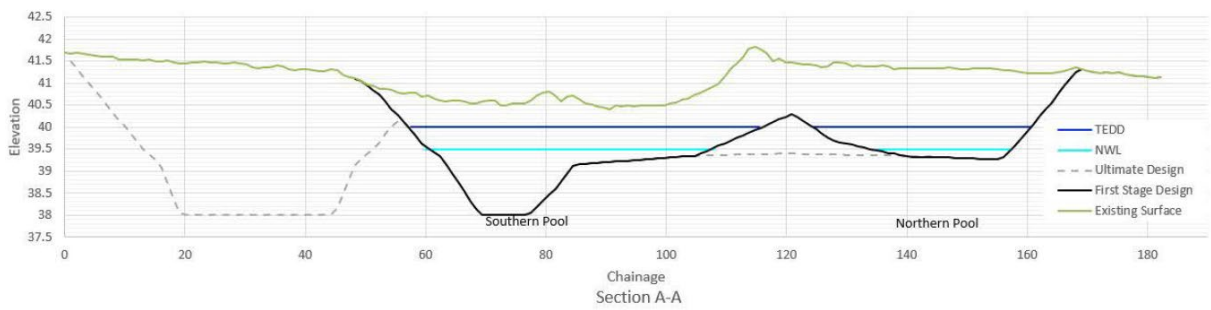
File: CENTRAL ROAD, DRYSDALE DS WU/RB FUNCTIONAL LAYOUT PLAN

Draw No: 2  
Job No: J4663-02  
Page Size: A1





- Legend**
-  Connection Pipes
  -  Top Detention Depth (40.0)
  -  Normal Water Level (39.5)
  -  Design Contours (200mm)
  -  Indicative Planted Areas



PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION



Part C: Ultimate Basin - Upstream

Ref: 14246  
Date: 5/09/2018

Superintendent  
St. Quentin Consulting Pty.Ltd  
51 Little Fyans Street,  
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
<b>1.0</b>	<b>SITE WORKS AND EARTHWORKS</b>				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	\$10,000.00	\$10,000.00
<b>2</b>	<b>Basin Earthworks</b>				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	3900.00	sq.m	\$0.80	\$3,120.00
2.2	Cut (Solid)	2577	cu.m	\$20.00	\$51,540.00
2.3	Fill (Solid)	381.00	cu.m	\$25.00	\$9,525.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	2650.00	sq.m	\$4.00	\$10,600.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	1000.00	sq.m	\$12.00	\$12,000.00
2.6	Sedimentation Basin Rock (400mm)	128.00	sq.m	\$70.00	\$8,960.00
2.8	150 mm thick compact crushed rock with 100mm thick layer of ballast type material on top	250.00	sq.m	\$30.00	\$7,500.00
<b>3</b>	<b>Pavement(s)</b>				
3.1	Trimming, preparation and compaction of subgrade	280.00	sq.m	\$1.00	\$280.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	280.00	sq.m	\$16.50	\$4,620.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	280.00	sq.m	\$16.50	\$4,620.00
3.4	Gravel maintance access ramp in sedimentation basin.				
3.5	Trimming, preparation and compaction of subgrade	40.00	sq.m	\$2.10	\$84.00
3.6	Basecourse - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	\$25.00	\$1,000.00
3.7	Subbase - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	\$25.00	\$1,000.00
<b>4.0</b>	<b>Drainange</b>				
4.1	300mm dia Pipe	13.0	l.m	120	\$1,560.00
4.2	2 X 300mm dia Pipe	13.00	l.m	200	\$2,600.00
4.3	525mm dia Pipe	85.0		250	\$21,250.00
4.4	Junction pit 1200 X 1200mm	3.0	No.	\$2,500.00	\$7,500.00
4.5	Submergeged offtake pit	2.0	No.	\$2,500.00	\$5,000.00
4.6	End Wall - 375mm dia	1.00	No.	\$685.00	\$685.00
4.7	End Wall - 2 X 375mm dia	1.00	No.	\$2,000.00	\$2,000.00
4.8	Basin Twin Chamber Outfall Pit	1.00	Item	\$12,500.00	\$12,500.00
4.9	Rock Beaching	2.00	Item	\$500.00	\$1,000.00
<b>5</b>	<b>Structural</b>				
5.1	Rock gabion 1x1m	125.00	l.m	\$500.00	\$62,500.00
<b>6</b>	<b>PROVISIONAL ALLOWANCE - Include an amount of 15% of the estimated cost of the works</b>				
6.1	Not to be expended without written instruction of the Superintendent	1	Item		\$36,216.60
<b>Tender Amount (GST exclusive)</b>					\$277,660.60
Plus 10% GST					\$27,766.06
<b>LUMP SUM TOTAL (inclusive of GST)</b>					<b>\$305,426.66</b>

PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION



Part A: Down Stream - Interim Basin

Ref: 14246  
Date: 5/09/2018

**Superintendent**  
St. Quentin Consulting Pty.Ltd  
51 Little Fyans Street,  
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
<b>1.0</b>	<b>SITE WORKS AND EARTHWORKS</b>				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	\$10,000.00	\$10,000.00
<b>2.0</b>	<b>Basin Earthworks</b>				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	6990.00	sq.m	\$0.80	\$5,592.00
2.2	Cut (Solid)	5964	cu.m	\$20.00	\$119,280.00
2.3	Fill (Solid)	406.00	cu.m	\$25.00	\$10,150.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	5890.00	sq.m	\$4.00	\$23,560.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	1100.00	sq.m	\$12.00	\$13,200.00
2.7	Sediment drying area: 150 mm thick compact crushed rock topped with 100mm thick layer of ballast type material	500.00	sq.m	\$30.00	\$15,000.00
<b>3.0</b>	<b>Pavement(s)</b>				
3.1	Trimming, preparation and compaction of subgrade	600.00	sq.m	\$1.00	\$600.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	600.00	sq.m	\$16.50	\$9,900.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	600.00	sq.m	\$16.50	\$9,900.00
<b>4.0</b>	<b>Drainage</b>				
4.1	300mm dia Pipe	75.0	l.m	120	\$9,000.00
4.2	450mm dia Pipe	15.0	l.m	170	\$2,550.00
4.3	825mm dia Pipe	7.0	l.m	350	\$2,450.00
4.4	900mm dia Pipe	8.0	l.m	400	\$3,200.00
4.5	Junction pit 1200 X 1200mm	1.0	No.	\$2,500.00	\$2,500.00
4.6	Submerged offtake pit	2.0	No.	\$2,500.00	\$5,000.00
4.6	End Wall - 450mm dia	1	No.	\$753.50	\$753.50
5.6	End Wall - 825mm dia	1	No.	\$1,500.00	\$1,500.00
5.12	Rock Beaching	4.00	Item	\$500.00	\$2,000.00
5.16	Basin Twin Chamber Outfall Pit	1.00	Item	\$12,500.00	\$12,500.00
<b>5.0</b>	<b>PROVISIONAL ALLOWANCE - Include an amount of 15% of the estimated cost of the works</b>				
5.10	Not to be expended without written instruction of the Superintendent	1	Item		\$38,795.33
<b>Tender Amount (GST exclusive)</b>					\$297,430.83
Plus 10% GST					\$29,743.08
<b>LUMP SUM TOTAL (inclusive of GST)</b>					<b>\$327,173.91</b>

PRELIMINARY ESTIMATE OF BASIN CONSTRUCTION

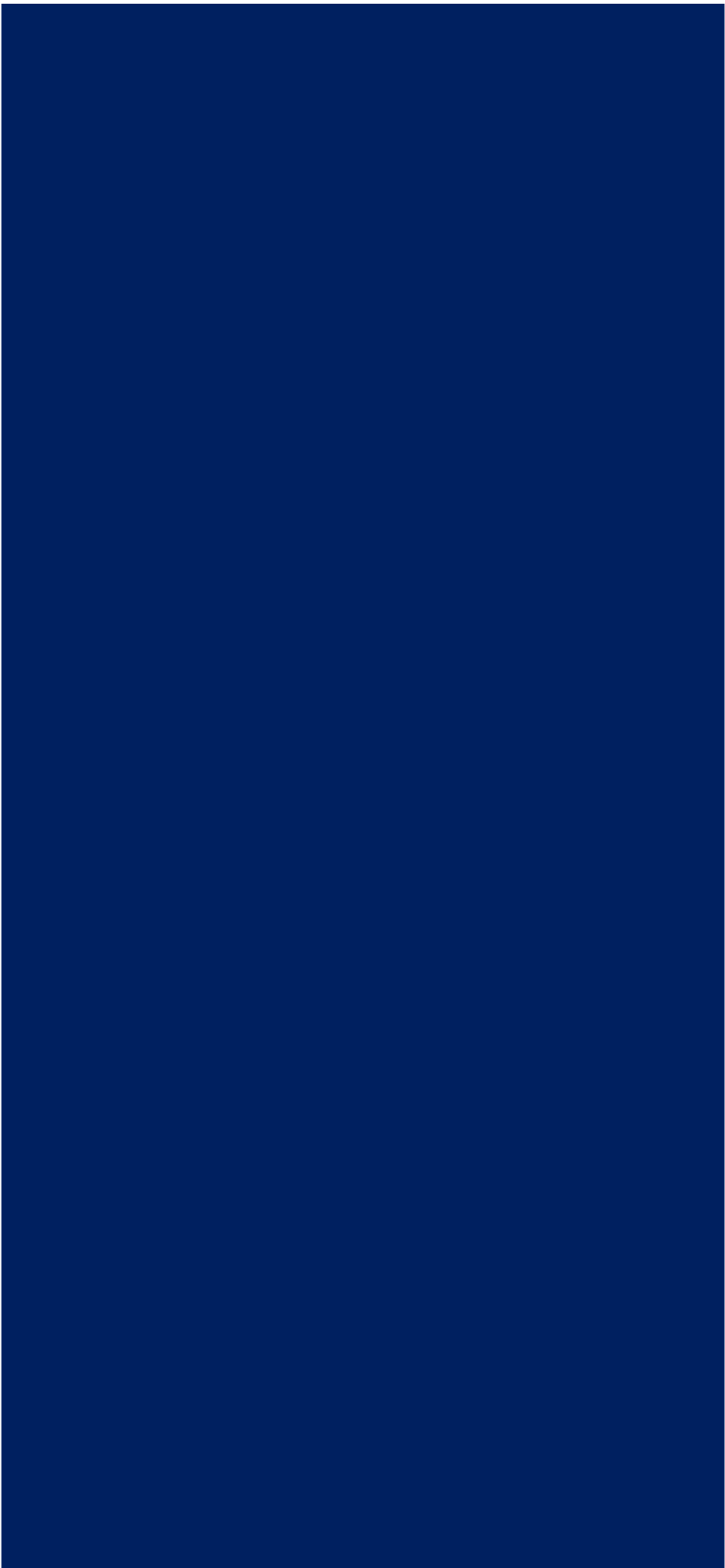


Part B: Down Stream - Ultimate Basin

Ref: 14246  
Date: 5/09/2018

**Superintendent**  
St. Quentin Consulting Pty.Ltd  
51 Little Fyans Street,  
Geelong, 3220

Item	Description	Quantity	Unit	Rate	Amount
<b>1.0</b>	<b>SITE WORKS AND EARTHWORKS</b>				
1.1	Site establishment including provision of access, survey setout, preparation of site management	1	Item	\$10,000.00	\$10,000.00
<b>2</b>	<b>Basin Earthworks</b>				
2.1	Strip 150mm of topsoil and stockpile onsite. Hydromulch stockpile.	5800.00	sq.m	\$0.80	\$4,640.00
2.2	Cut (Solid)	3125	cu.m	\$20.00	\$62,500.00
2.3	Fill (Solid)	119.00	cu.m	\$25.00	\$2,975.00
2.4	Reinstate 150mm topsoil to disturbed areas and hydromulch.	4800.00	sq.m	\$4.00	\$19,200.00
2.5	Reinstate 150mm topsoil to disturbed areas with Jute matting and hydromulch.	650.00	sq.m	\$12.00	\$7,800.00
2.6	Sedimentation Basin Rock (400mm)	262.00	sq.m	\$70.00	\$18,340.00
2.8	Sediment drying area: 150 mm thick compact crushed rock topped with 100mm thick layer of ballast type material	500.00	sq.m	\$30.00	\$15,000.00
<b>3</b>	<b>Pavement(s)</b>				
3.1	Trimming, preparation and compaction of subgrade	320.00	sq.m	\$1.00	\$320.00
3.2	Basecourse - 100 mm compacted depth, 40mm class 4 FCR	320.00	sq.m	\$16.50	\$5,280.00
3.3	Subbase - 100 mm compacted depth, 40mm class 4 FCR	320.00	sq.m	\$16.50	\$5,280.00
3.4	Gravel maintance access ramp in sedimentation basin.				
3.5	Trimming, preparation and compaction of subgrade	40.00	sq.m	\$2.10	\$84.00
3.6	Basecourse - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	\$25.00	\$1,000.00
3.7	Subbase - 100 mm compacted depth, 40mm class 4 FCR with 6% cement stabalized below NWL	40.00	sq.m	\$25.00	\$1,000.00
<b>4.0</b>	<b>Drainange</b>				
4.1	2 X 300mm dia Pipe	13.00	l.m	200	\$2,600.00
4.2	450mm dia Pipe	15.00	l.m	170	\$2,550.00
4.3	750mm dia Pipe	232.00	l.m	330	\$76,560.00
4.4	Junction pit 1200 X 1200mm	6.0	No.	\$2,500.00	\$15,000.00
4.5	End Wall - 300mm dia	1.00	No.	\$640.00	\$640.00
4.6	End Wall - 2 X 300mm dia	1.00	No.	\$2,000.00	\$2,000.00
4.7	Rock Beaching	3.00	Item	\$500.00	\$1,500.00
<b>5.0</b>	<b>PROVISIONAL ALLOWANCE - Include an amount of 15% of the estimated cost of the works</b>				
5.10	Not be expended without written instruction of the Superintendent	1	Item		\$38,140.35
<b>Tender Amount (GST exclusive)</b>					\$292,409.35
Plus 10% GST					\$29,240.94
<b>LUMP SUM TOTAL (inclusive of GST)</b>					<b>\$321,650.29</b>



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