



Date: 18 April 2024

Amendment C387ggee to the Greater Geelong Planning Scheme

Council Submission: Part B

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Maddocks

15. Clause 4.0 then sets out principles that guide the provision of affordable housing:
- The provision of affordable housing should be:
 - delivered within the land to which a planning permit application applies or if agreed with the responsible authority, other land in the Jetty Road Stage 2 area;
 - functionally and physically indistinguishable from other dwellings within the development; and
 - distributed across the development; and
 - a mix of lot or housing types to respond to local housing needs
16. The Affordable Housing Strategy in the relevant development plan is to be implemented through a permit condition in accordance with Clause 3.0 of the DPO46:
- Unless there is already an agreement in place to provide affordable housing, a permit for subdivision, buildings or works associated with residential development **should** provide affordable housing in accordance with the approved Development Plan.
17. The drafting of the DPO46 was developed based on advice titled *Affordable Housing proposal* prepared by Affordable Development Outcomes dated 17 October 2022 (**APD Advice**). The key difference between the drafting in the DPO46 and the APD Advice is that the Primary Obligation in the DPO46 is for 5 % of the total number of serviced lots at a discount of 35 % to market value. The APD Advice was based on a contribution of 3.5 % of residential yield facilitated by the sale of serviced land lots to a registered housing agency at a 20 % discount to each land lot.
18. Council submits the quantum of the affordable housing contribution specified in the Primary Obligation is appropriate and if anything at the lower end of the customary scale of provision.
19. It is appropriate to specify the quantum of the affordable housing contribution in the manner of the Primary Obligation because it is calculable and gives Council and developers certainty as to the value of the contribution encouraged to be provided. This is consistent with Principle 4 set out in the APD Advice which states²:
- An Affordable Housing inclusion in the controls should be readily calculable. The controls should establish a clear framework to guide deliver of the inclusion whilst also providing for a degree of flexibility in terms of delivery options reflecting the amendment and development timeframes and diversity of Affordable Housing delivery, ownership and management models.
20. The Developer Group has sought wording to the effect that the contribution would be ‘the provision of at least 3.5% of housing as affordable housing’.³
21. It is unclear whether the 3.5% referred to represents a contribution of housing at nil consideration or a discount to market. Ms Jordan’s evidence on behalf of the Developer Group also does not resolve this issue. The evidence states that the provisions should be redrafted and the ‘...provision of affordable housing be nominated as a percentage of all housing or some other measure that would constitute the primary obligation’. Again it is unclear whether this refers to all *housing or lots*.
22. The Primary Obligation in the exhibited DPO46 avoids this uncertainty and should be supported.

² APD Advice, page 3.

³ Submission #7.

23. The Developer Group also seeks changes to the DPO46 to provide greater flexibility in relation to the mechanisms available for the delivery of affordable housing. Ms Jordan similarly suggests that greater flexibility is required to ensure that it meets the needs of the community, stating:

The approach taken in the drafting of the exhibited version of DPO46 by the planning authority does not allow for the Affordable Housing Strategy to fulfil this role to the degree appropriate, but rather seeks to impose a method or model that may not meet the needs of the cohort that Section 3AA is seeking to house, may not be the best fit for the local community or may not allow for the degree of variation necessary to deliver a range of affordable housing over time.⁴

24. We respectfully disagree with Ms Jordan. The exhibited drafting of the DPO46 does achieve this flexibility. It identifies the Primary Obligation and then makes it clear that the Primary Obligation can be satisfied in a number of ways including ‘Any other delivery model of the contribution which is of equal value to the Primary Obligation’. This flexibility allows affordable housing equal to the value of the Primary Obligation to be delivered in a manner that is appropriate for the needs of the community that it is intended to serve.

25. Finally, the Developer Group also raises concerns that the drafting of the requirements in relation to affordable housing mean that the contribution will be mandatory. This is not correct. Council prepared the DPO46 on the basis the affordable housing contribution requirements are discretionary. This is reflected in use of the word ‘should’ in clause 3.0 which is where the encouragement to provide affordable housing is specified:

Unless there is already an agreement in place to provide affordable housing, a permit for subdivision, buildings or works associated with residential development should provide affordable housing in accordance with the approved Development Plan.

[our emphasis]

26. The affordable housing provisions in the DPO46 should not be amended in accordance with the Developer Group’s submission or if changes are made the Panel should ensure that it is only an improvement to the drafting not a replacement of the drafting with some different scheme.
27. Submitter #32 does not support the inclusion of affordable housing provisions in the DPO46. Council submits that it is appropriate for the Amendment to make provision for the delivery of affordable housing. Council submits that it is appropriate for the DPO46 to make provision for affordable housing, as described above.

Environmentally Sustainable Development (ESD)

28. The Developer Group raised issues with the drafting of the ESD requirements for the development plan in the DPO46.
29. Council does not support the Developer Group’s proposed amendments, but agrees that the drafting of the ESD requirements need to be amended. Revised drafting has been included in the ‘Day 1’ documents.
30. The changes to ESD provisions proposed in the ‘Day 1’ DPO46:
- 30.1 reframe the content of the ESD requirements to clearly identify requirements for the preparation of an ESD Action Plan as part of the preparation of the Development Pan;

⁴ Ms Jordan’s evidence statement, page 34 (para 112).

33. Clause 4.0 of the DPO46 which sets out requirements for a development plan, seeks to restrict residential and retirement villages within proximity of the District Park in the development plan as follows:
- The use and development must not be located within 100 metres of the boundary of the district park.
34. Stockland opposes this requirement and Ms Jordan's evidence filed by the Developer Group supports amendments to this text to allow the development of a residential or retirement village on Property 13 and 14, with a 14 metre wide local access street provided along the south and west boundaries of the District Park.⁵
35. Council does not support changes to this restriction.
36. Residential and retirement villages clearly do contribute to the overall development of the Growth Area, including through the delivery of both housing density and housing diversity particularly for older people and certain demographics. Accordingly, it is entirely appropriate for residential and retirement villages to be developed on land within the growth area .
37. However, there are no particular characteristics about Property 13 and 14 that require them to be designated as a residential village in the DPO46, as suggested by Ms Jordan, above any other site in the Growth Area. Residential villages do not need to be located so close to a District Park or a Neighbourhood Activity Centre (**NAC**) to be successful, noting that residents of a residential village are likely to be mobile and able to drive a car. The GRZ1 allows for residential villages subject to a permit, and the DPO46 provides some requirements that facilitate residential villages provided they are appropriately designed, sited and meet the objectives and other requirements.
38. Residential and retirement villages are land uses that are constructed in a manner such that they are not subdivided. All roads within the villages are private roads and generally speaking access to or through the villages is restricted to some extent or to certain hours. District Parks are key public places and it is imperative that access to District Parks be maintained in an unrestricted and non-circuitous manner as far as possible. Generally speaking land subdivision pursuant to clause 56 of the Scheme will achieve that purpose. Subdivisions employ and create public roads, shared paths, trails and the like with full public accessibility. In Council's experience retirement and residential villages can become an obstacle to permeability and to park access.
39. The issue with Stockland's proposal on Property 13 and 14 is the impact that these types of development will have on the use of the District Park. In addition to Stockland's proposal for Property 13 and 14, it is possible that a residential or retirement village could be located on Property 12. This would result in three sides of the District Park being surrounded with this form of development, an outcome which Council seeks to avoid.
40. The District Park is co-located with the Neighbourhood Activity Centre (**NAC**) which was developed as part of Stage 1 of the Growth Area and together they form an activity centre for the whole of the Growth Area.
41. Council considers Stage 2 of the Growth Area to present a rare opportunity to enable the delivery of a diversity of housing product in a location where Council wants it the most, opposite the District Park and the NAC. Although the NAC is not mapped as an Increased Housing Diversity Area (**IHDA**) in the Scheme, it fulfills this role in practice. Increasing housing diversity around an activity centre is consistent with Council's policies in relation to IHDA's in clause 02.03-6 (Housing) of the MPS, and clause 16.01-1L-02 (Increased housing diversity areas). The use of the 100 metre buffer around the NAC would enable developers to deliver different forms of housing that would take advantage of the location and high amenity afforded by a district park and NAC.

⁵ Ms Jordan's evidence statement, page 41 (para 144).

42. Council is also concerned that, if residential or retirement villages were to be developed around the District Park, the only access to the park for residents of Stage 2 of the Growth Area would be from Tivoli / Greenvale Drive to the south and through Stage 1 of the Growth Area to the north (should Property 12 be developed as a village). Anyone using the shared trail at the western boundary of the Growth Area would not be able to access the District Park. While the 100m buffer does not extend all the way to western boundary, the use of the restriction will make it easier to facilitate access to the shared path from the District Park.
43. The development of residential and retirement villages around the District Park would also have impacts in relation to surveillance of the District Park. Ms Jordan's evidence describes a key feature of residential and retirement villages as follows:
- The majority of residential or retirement villages will incorporate a gate or similar barrier at the primary point of entry to manage movement into and out of a village. However, there may be many other design features that could achieve the same outcome --- being to provide residents the sense of security on a day to day basis.⁶
44. This is also Council's experience. In accordance with Ms Jordan's evidence above, development of a residential or retirement village along the boundary of the District Park will result likely result in a development with high security boundary fencing and dwellings facing an internal private road. This type of interface with the District Park will detract from the amenity of the public when using the park.
45. If, however, the Panel does not accept Council's submission on the 100m buffer area in relation to the District Park, the DPO46 should contain wording to the effect that where land is used as a retirement village or residential village within 100 metres of the District Park the development must involve the creation of publicly accessible roads and paths and any permit must contain a condition that requires public accessible ways through the village so as to maintain an appropriate level of permeability to the District Park.
46. **Attachment A** to this Part B submission contains two examples of retirement villages within the City of Greater Geelong which demonstrate Council's concerns with this this form of development within 100 metres of the District Park.

Integrated Water Management Plan requirements

47. APD and SOHO raised issues with the Integrated Water Management Plan (**IWMP**) requirements in the DPO46. The concerns are associated with the application of these principles to the Southern Wetland (DR-04) and more specifically the area of land required for the project.
48. The DPO46 includes a requirement for a development plan to include an IWMP 'that takes an integrated approach to flood, stormwater and drainage management, and is designed with reference to the whole catchment. The plan must be guided by the *Final Report Jetty Road Rezoning – Stage 2 SWMS, Water Technology, Version 07, 15 February 2023* and include...' the various requirements set out in the provision.
49. APD and SOHO raise issues with the following items that the IWMP is required to address:
- 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, treatment and sediment ponds, drying areas and access tracks to provide for the required stormwater assets and meet Best Practice Environmental Management Guidelines. The land required may include unencumbered land (as calculated in the Jetty Road Stage 2 DCP Land Budget) once functional designs have been approved.

⁶ Ms Jordan's evidence statement, page 40 (para 137)

54. The integrated water management plan requirements in the DPO46 should not be amended to address this submission.

Small Lot Housing Code (SLHC)

55. The Developer Group seeks for the SLHC to apply to the Subject Land via a Specific Control Overlay (**SCO**) and associated incorporated document. Activation of the SLHC would mean that a permit is not required for the construction of a single dwelling on a lot smaller than 300 sqm.
56. While Council supports, in principle, the use of the SLHC, this submission is beyond the scope of the Amendment. Council did not include a draft SCO or incorporated document as part of the Amendment on the basis that the SLHC can only be activated in Special Purpose Zones, in accordance with the *Small Lot Housing Code – Practice Note (November 2019)*.
57. In addition to the use of an SCO and incorporated document, Ms Jordan has also suggested the DPO46 be updated to require any permit for development of the land to utilise the SLHC for the assessment of single dwellings on lots less than 300 sqm.
58. Ms Jordan’s proposed drafting is beyond the scope of the Amendment and would not, in any case, remove the permit trigger for a single dwelling on a lot less than 300sqm. The DPO46 should therefore not be amended in accordance with Ms Jordan’s proposal.
59. We would also make the observation that the 2023 Housing Statement introduced changes to the Scheme that shifted a large number of small lot applications (on lots less than 400sq metres) to the Vic Smart pathway within the Planning Scheme which includes a “code assess” type short term turnaround approach albeit with a planning permit.

Lack of community consultation on the Amendment

60. Several submitters have submitted there was a lack of community consultation on the Amendment.
61. The Amendment exhibited in accordance with the requirements of the *Planning and Environment Act 1987 (PE Act)*, as described in detail in Council’s Part A submission.

Consultation on the development plan

62. Several submitters have questioned whether there will be consultation in relation to the approval of development plan under the DPO46.
63. As set out in the Delegates Report, the Development Plan Overlay does not mandate any formal notice in relation to the approval of a development plan under the DPO46. A council *can however* undertake informal consultation on a development plan. This would be at the discretion of Council.
64. Provisions which require informal consultation, as was once fashionable in similar controls, is generally not supported by the Department.

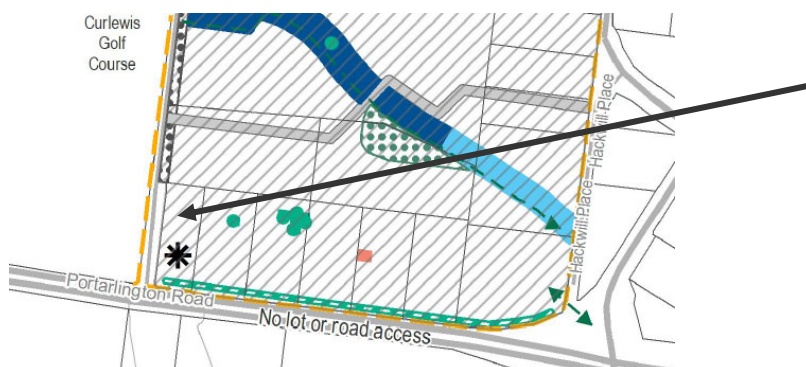
Lack of certainty in relation to the development plan

65. Several submitters have raised concerns about the lack of certainty and detail relating to the planning outcomes of DPO46 and the balance of the Amendment. In particular, submitter #42 also raises concerns about certainty in relation to the landscape outcomes along McDermott Road and associated interface treatments, and requests changes to the DPO46 to:

- 65.1 incorporate a requirement for a construction management plan or similar, limiting the hours and days of construction work and confirming no construction access from McDermott Road and no construction relating parking in McDermott Road;
 - 65.2 prepare a landscape plan for the McDermott Road interface showing the extent of planting, tree size and fencing details.
66. The Part A submission explained that the DPO46 is the appropriate and frequently used planning tool to guide the future use and development of land like land that is subject to the Amendment. The DPO46 has been prepared in accordance with *Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays* and contains an appropriate level of detail for the control. It is accompanied by a framework plan with which a development plan must be generally in accordance with. The framework plan sets out the key elements of the future urban structure of the growth area and although does not show the finer detail of subdivisional lots and subdivisional roads, provides a relatively clear understanding of the pattern of development within the area.
67. In relation to the specific concerns of submitter #42, as set out in the Delegates Report, the DPO46 contains various objectives and requirements that provide an appropriate level of certainty with respect to the landscape outcomes along McDermott Road, including through:
- 67.1 the objective 'to ensure subdivision and development responds to the topography, natural features and key views within the growth area, as well as interfacing rural, coastal and residential land';
 - 67.2 several conditions and requirements which support the above objective;
 - 67.3 references to *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report* prepared by the City of Greater Geelong dated November 2022 which shows the western boundary landscape context and provides an additional layer of guidance on this issue.
68. Matters such as construction management are generally the function of permit conditions and not the development plan.
69. The DPO46 should not be amended to respond to this submission.

1425-1429 Portarlington Road

70. Submitter #53 raises various issues in relation to 1425-1429 (Property 30). These issues are premised on previous discussions with Council planning officers about proposed commercial uses on the site, including a service station, medical centre and childcare facilities. Property 30 is identified in the Framework Plan as follows:



Signage

81. The DPO46 provides that a development plan must make provision in relation to non-residential uses subject to a permit in the General Residential Zone that:

Signage must be sympathetic in scale, not dominate the landscape and be entirely integrated into the design of the built form and architecture.

82. Submitter #53 requests that these requirements be amended to contemplate a well-designed commercial signage strategy or otherwise the Commercial 1 Zone should be explored.
83. Council do not agree to these changes for similar reasons as set out above in relation to the vegetation interface treatment. In accordance with the BPSPP and objectives of the DPO46, proposed development on the edge of the town settlement boundary is expected to achieve less-obtrusive and higher design built form standards.

Other updates to clause 3.0 and 4.0

Clause 3.0

84. The Developer Group seeks the following update to the first line of clause 3.0 which relates to conditions and requirements for permits:

The following conditions and /or requirements apply to permits as relevant to the satisfaction of the Responsible Authority:

85. In the case of this particular overlay, the addition of these words is unnecessary. The reason is that the fact that certain conditions or requirements will only apply to a permit 'as relevant' is already *built in* to the dot points that are set out in clause 3.0.
86. For example, (and just one example) clause 3.0 includes the following requirement for a permit:

Where an acoustic assessment report approved as part of the Southern Residential Area Development Plan recommends any noise attenuation measures, permit conditions must give effect to the recommendations of the acoustic assessment unless a restriction on title of the relevant plan of residential subdivision is able to give effect to the recommendations of the acoustic assessment report.

[our emphasis]

87. As underlined above, the requirements for permit conditions relating to an acoustic assessment will only apply where an acoustic assessment recommends this. This is the same for each of the other requirements in this clause.
88. It follows that the additional words requested by the Developer Group are unnecessary and will 'double up' on the words provided in the balance of the clause.

Clause 4.0

89. The Developer Group seeks the following update to the first line of clause 4.0 which relates to the requirements for a development plan:

A development Plan must include the following general requirements as relevant to the satisfaction of the Responsible Authority.

90. Similar to Council's submission in relation to clause 3.0, the addition of these words is considered to be unnecessary. It will be evident to the responsible authority if a specific requirement is not relevant to any particular development plan area. If the Panel were

considering any additional words, only the words “as relevant” are necessary as a plan must be based on the head-clause in any event be to the satisfaction of the responsible authority. [refer clause 43.04-2]

- 91. The developer Group also seeks the following update to clause 4.0 in relation to the requirement that the Urban Design Masterplan include:

Design measures in place to delivery quality housing products that assist in meeting affordability objectives. ~~to prevent rows of front loaded townhouses that result in streetscapes which are garage dominated. Consideration should be given to rear loaded townhouses with laneway services, to provide a more diverse range of built forms and interfaces to open space.~~

- 92. The purpose of the requirements relating to townhouses is not to prohibit front loaded townhouses. Rather it is to avoid garages dominating the street and ensure that good design solutions are provided. It is a design measure intended to achieve good long term design outcomes, not generic affordable housing objectives. The change transforms a provision which is design-related into a generalised statement which does not really add any real guidance to the approval process.
- 93. The requirements relating to front loaded townhouses should not be amended to address this submission.

Other updates to the Framework Plan at Map 1 of the DPO46

Indicative Key Local Street

- 94. The Developer Group seeks for the Legend in Map 1 to be amended to ‘Indicative Key Local Street’ instead of ‘Lower Order Connector Street (Location Indicative)’. Council considers that the DPO46 should be amended accordingly.
- 95. The Framework Plan at Map 1 of the DPO46 shows a key local street running north south on Property 13 and 14, as follows:



- 96. Stockland requested that the southern portion of this street be removed. Council also supports this change.
- 97. The Framework Plan at Map 1 of the DPO46 should be updated to reflect these changes. Note that these changes are shown in the ‘Day 1’ documents.

Vegetation Rows to be Retained in Reserve

98. Submitter #32 requested the identification of the two tree rows within 102-170 McDermotts Road as 'Vegetation Rows to be retained in Reserve' to be removed.



99. As set out on page 20 of the Delegates Report, the requirements in relation to the retention of vegetation respond to the DPO46 objectives and ensure significant vegetation of landscape, biodiversity and amenity value is appropriately addressed when preparing the Northern Residential Area Development Plan. The Framework Plan at Map 1 of the DPO46 should not be updated to remove this requirement.

Road reserve at the southern boundary of 32-70 McDermott Road

100. Submitter #1 suggests the road reserve shown traversing along the southern boundary of 32-70 McDermott Road (the owner's property) be moved to the south and shared between the property and 72-100 McDermott Road.
101. Council does not agree with this change and notes Mr Walsh's evidence supports the street remaining as currently shown in the Framework Plan.⁷

TIMING OF DELIVERY OF THE CHILDRENS AND COMMUNITY HUB (CF-01) IN THE STAGE 2 DCP

102. The construction costs of the Children's and Community Hub are included in both the Stage 1 and Stage 2 DCPs.
103. The Stage 1 DCP lists the timing for the construction of the project (C002) as '2022-2023 or 1,800 lots' at Appendix A.
104. The Stage 2 DCP includes the project as the Children's and Community Hub (Construction) (CF-01). An indicative project timing for construction is stated as follows⁸:
- At approximately 2031 or at an alternative time as determined by Council having regard to demand.
105. Submitter #51 and other submitters have raised issues with the timing of CF-01 in the Stage 2 DCP, seeking for it to be delivered in the short term.
106. When delivering items under the Stage 2 DCP, Council is required to spend funds in a financially responsible way in accordance with its financial management principles and the consequent obligations under sections 101 and 102 the *Local Government Act 2020 (LGA)* which override all other considerations. All infrastructure will be delivered when and where it is needed as determined by Council as the Collecting Agency having regard to its overriding responsibilities under the LGA. As planning authority for the Amendment and development

⁷ Mr Walsh's evidence statement, page 43 (para 185-188).

⁸ Page 16.

agency under the Stage 2 DCP, Council needs to estimate the appropriate timing for delivery of infrastructure, noting that the timing is referred to as 'indicative'.

- 107. The timing set out in the Stage 2 DCP is based on advice provided to Council by the report *Proposed Timing of the Delivery of the Curlewis Early Years and Community Hub (Jetty Road Growth Area)* advice prepared by ASR Research dated 25 January 2023 (**ASR Advice**) which reviewed the demand and supply requirements for sessional kindergarten services and community meeting spaces in Clifton Springs, Curlewis, Drysdale and Bellarine (known as 'Planning Area 3 catchment area').⁹
- 108. Council considers that the timing for delivery of CF-01 as set out in the Stage 2 DCP and supported by the ASR Advice is appropriate. That said, if it is possible to deliver the facility earlier, Council will also explore that.
- 109. The Stage 2 DCP should not be amended in relation to the timing for delivery of CF-01.
- 110. In order to address the finer issues associated with timing of delivery of infrastructure in the Jetty Road Stage 1 DCP, Council is seeking advice on whether it needs to seek consent from the Minister for Planning in accordance with s 46QB of the PE Act with respect to funds it holds in relation to C002 under the Stage 1 DCP and the delay to the timing for delivery set out in the Stage 1 DCP.

INCLUSION OF CORIYULE ROAD DRAIN (DR-02) IN THE STAGE 2 DCP

- 111. The Developer Group and submitter #52 have made submissions about the inclusion of the Coriyule Road Drain (DR-02) in the Stage 2 DCP. The submissions are couched in various ways ranging from it is impermissible to do so, to it should not be included and if included it should be apportioned differently.

Background to the Coriyule Road Drain

- 112. Mr McLean's expert report contains a fair explanation of the drain although we dispute his apportionment methodology.
- 113. Coriyule Road Drain will carry stormwater from the points of discharge from the various stormwater assets to be constructed in the Jetty Road Stage 2 area as well as the discharge points from the Jetty Road Stage 1 area via a pipe to the outfall which is Port Phillip Bay. It will to a large degree bypass private land where lesser discharges than what is ultimately proposed had caused impacts on private land ownership giving rise to potential disputes under the section 16 of *Water Act 1989*.
- 114. The drain which has now been constructed was constructed in two parts as described as follows.

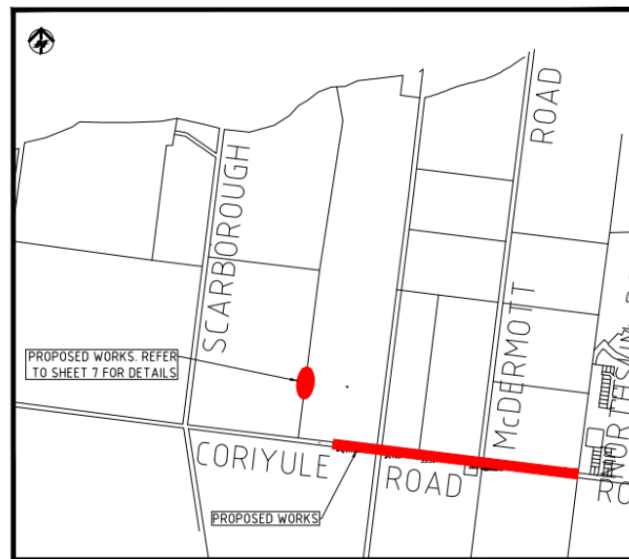
Part 1 Drain

- 115. The outfall for stormwater from the development of Jetty Road Stage 1 Area was originally a trench or swale drain along Coriyule Road. Although the stormwater strategy for Jetty Road Stage 1 provided for the retardation of peak flows to a level not exceeding pre-development flows, it became apparent that the overall volume of stormwater which discharged over a longer time frame, caused flooding issues for downstream private land owners.
- 116. To address this issue, Council constructed a 1.2m diameter concrete pipe drain from between Greenvale Road (being the western edge of the Jetty Road Stage 1 Area) to the

⁹ Referred to in *Our Community Places, Space and Services: A Social Infrastructure Plan for the City of Greater Geelong, 2020*, page 19.

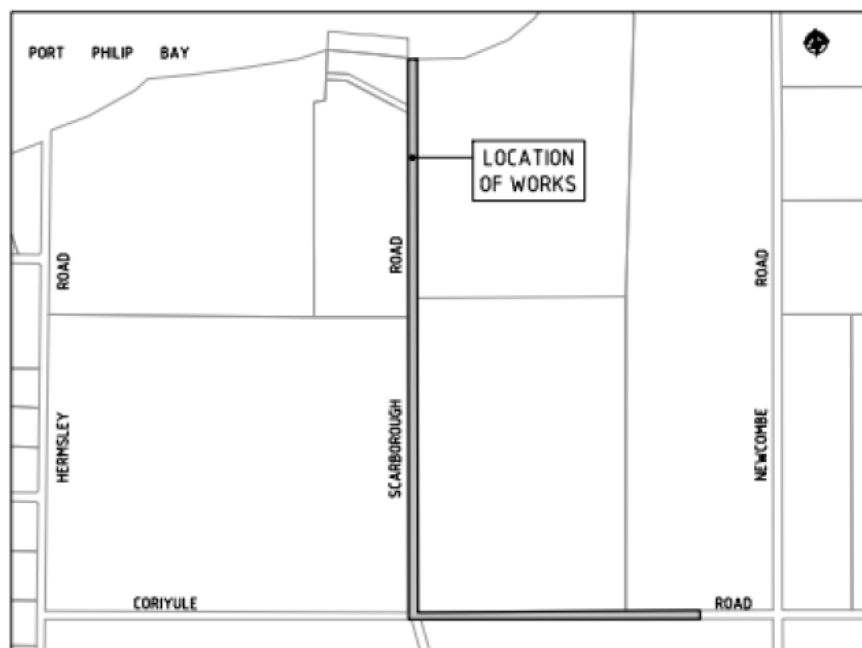


Creek outfall shown in the below diagram (**Part 1 Drain**). The pipe discharged to an ephemeral waterway running across land in private ownership and then eventually into Port Phillip bay:



Part 2 Drain

- 117. The flooding issues continued to persist for downstream landowners after the Part 1 Drain was constructed. Accordingly, Council then constructed a further extension of the 1.2m pipe Creek Outfall to the Port Phillip Bay outfall (**Part 2 Drain**) shown in the below:



LOCALITY PLAN
SCALE: N.T.S.

118. Prior to including a contribution for the cost of the drain in the DCP Council sought advice on whether it was possible to do so. The advice was that it was possible to do so. However, the advice recommended that the cost of the Part 1 Drain should not, on balance, be included while part of the cost of the Part 2 Drain may be included. The reason for the inclusion was that with the Part 2 Drain it was much clearer that the Part 2 Drain was constructed in contemplation that part of the cost of that drain would be recoverable under the Stage 2 DCP. That was not so apparent in the case in respect of the Part 1 Drain.
119. Part of the actual construction costs of the Part 2 Drain have been included in the Stage 2 DCP as DR-02 as follows:

T4. DRAINAGE INFRASTRUCTURE LIST

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Drainage				
DR-01	Development	Drainage Works - Pipeline (Property 11) Construction of drainage pipe works along the western edge of Property 11, adjacent to the foreshore reserve, between the drainage basin and Port Phillip Bay.	Charge Area 1	As needed to service development in Charge Area 1.
DR-02	Development	Coriyule Road Drainage Item Stage 2 - Construction of drainage infrastructure (1800m) north of the end of the works constructed by Council in the first stage of the Coriyule Road drain to an outfall at Port Phillip Bay.	Charge Area 2 & 3 and Jetty Road Stage 1 area (part) (treated as external allowance)	Complete

120. The Stage 2 DCP describes the apportionment of DR-02 as follows:

DR-02 . . . have an apportionment of 62.67% based generally on the proportion of land within the Precinct served by the drainage catchment of this item (excluding external catchment).

121. The costs associated with DR-02 are set out as follows:

DCP ID	DCP Type	Item Name	Land Area (ha)	Land Cost	Construction Cost	Total Cost	Internal Apportionment	Cost to MCA	Charge Areas	Demand Units	Levy per ha
Drainage											
DR-01	Development	Drainage Works - Pipeline (Property 11)		\$0	\$386,447	\$386,447	100.00%	\$386,447	CA 1	34,438	\$11,221.52
DR-02	Development	Coriyule Road Drainage Item		\$0	\$3,941,708	\$3,941,708	62.67%	\$2,470,137	CA 2 & 3	85,770	\$28,799.55

Is it lawful for the Stage 2 DCP to charge for existing infrastructure?

122. It is lawful for a DCP to charge for existing infrastructure in the manner proposed by the Stage 2 DCP with respect to DR-02.
123. Part 3B of the PE Act provides the framework for development contributions. Section 461 provides the legislative basis for a planning scheme to include one or more DCPs as follows:
- (1) Without limiting section 6, a planning scheme may include one or more development contributions plans for the purposes of levying contributions to fund—
 - (a) the provision of works, services and facilities in relation to the development of land in the area to which the plan applies; and
 - (b) the reasonable costs and expenses incurred by the planning authority in preparing the plan and any strategic plan or precinct structure plan relating to, or required for, the preparation of the development contributions plan (*the plan preparation costs*).

124. Section 46J provides that a DCP can provide for the imposition of a development infrastructure levy and a community infrastructure levy:

46J What can a plan provide for?

A development contributions plan may provide for either or both of the following—

- (a) the imposition of a development infrastructure levy;
- (b) the imposition of a community infrastructure levy— in relation to the development of land in the area to which the plan applies.

125. Section 46K then sets out what a DCP must contain:

46K Contents of plan

- (1) A development contributions plan must—
 - (a) specify the area to which it applies; and
 - (b) set out the plan preparation costs, works, services and facilities to be funded through the plan, including the staging of the provision of the works, services or facilities; and
 - (c) relate the need for the plan preparation costs, works, services and facilities to the proposed development of land in the area; and
 - (d) specify in respect of each of the plan preparation costs, works, services and facilities—
 - (i) the amount of the plan preparation costs and the estimated cost of the works, services or facilities; or
 - (ii) the standard levy applicable to the plan preparation costs, works, services or facilities; and
 - (e) unless a standard levy is applied, specify the proportion of the total estimated cost of the plan preparation costs, works, services and facilities which is to be funded by a development infrastructure levy or community infrastructure levy or both; and
 - (f) specify the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development of land; and
 - (fa) specify the Minister, public authority or municipal council to whom or to which the community infrastructure levy or development infrastructure levy is payable under this Part (the collecting agency); and
 - (fb) specify any Minister, public authority or municipal council that is to be responsible for the provision of the works, services or facilities or for the plan preparation costs for which the community infrastructure levy or development infrastructure levy or part of that levy is payable under this Part (the development agency); and

129. As highlighted above, the DCP Guidelines state that it is not appropriate to including existing infrastructure in a DCP that was funded through general taxes or rates. There is clear indication in the material that the drain was financed by Council's cash position (not funded) through general taxes or rates. The financing is for a period until funds are made available by the Jetty Road DCP for its apportioned component.
130. Even so, if there was an issue about the project being funded through general rates (which it has not), the DCP Guidelines are not binding.
131. The DCP Guidelines were considered by the Panel in relation to Amendment C110¹¹ to the Melton Planning Scheme which proposed to apply a Public Acquisition Overlay over certain land required for a road and the amendment of an existing DCP to include the cost of the land acquisition of the road. Importantly, the land that was subject of the PAO was already in Council ownership.
132. At the commencement of the hearing, the Council advised that Panel that it no longer sought to apply the PAO given the land was already owned by Council. Accordingly, Amendment C110 only sought to amend the existing DCP to include the costs of the acquisition of land for the road.
133. The Panel considered whether the acquisition of the land required for the road, which had already been acquired, could be included in the amended DCP as follows:

¹¹ Melton C110 (PSA) [2012] PPV 94

6 Existing Infrastructure and the DCP Guidelines

6.1 The Issue

Following the conclusion of the hearing, the Panel requested Council to make further written submission regarding the direction in the *DCP Guidelines* against the inclusion of 'existing infrastructure' in a DCP.

The *DCP Guidelines* state:

A DCP cannot include existing infrastructure that was wholly funded through general taxes or rates¹.

The Panel was concerned that, given that the land had already been acquired and the road widening already constructed, these works could reasonably be characterised as 'existing infrastructure'.

6.2 Submissions

By letter dated 1 August 2012, Mr Montebello, submitted that:

- The Guidelines should be given little if any weight. They do not form part of the Scheme and do not have a statutory basis. The Guidelines are a departmental publication, which can be amended at any time without any public consultation. The Guidelines are not binding and are only a Reference Document to the Scheme.
- The Project (DI_LA_6) should not be regarded as 'existing infrastructure' for the purposes of the *DCP Guidelines*. The Amendment seeks to fund the land acquisition costs of widening Beattys Road, not the construction of infrastructure. The Guidelines do not impose a restriction on the retrospective collection of funds for land acquisition.
- It would be unreasonable for this item to be excluded from the DCP, given that the Amendment process was commenced before negotiations for the acquisition of the land commenced.
- The acquisition of the land was not funded from 'general taxes or rates' but rather from Council's development contributions cash reserves.

6.3 Discussion

The Panel agrees that the *DCP Guidelines* are a Reference Document. The Planning Scheme clearly requires the *Guidelines* to be considered - clause 19.03-1 states:

Planning must consider as relevant:

- *Development Contributions Guidelines (Department of Sustainability and Environment, June 2003 – as amended March 2007).*

The Panel acknowledges that the Guidelines are not determinative. The Guidelines do, however, form part of the range of policies that are relevant to the Panel's consideration and are, in the view of the Panel, highly relevant to this Amendment.

The Panel does not accept the distinction sought to be drawn by Council between the land acquisition costs and the construction costs of widening Beattys Road as a basis for

- 135. Policy ought to encourage the early delivery of infrastructure, not discourage it. While it is normal for infrastructure providers to often wait until infrastructure is pressing (or even long overdue) before it is provided (e.g. roads) certain infrastructure must be in place from day 1 and policy should avoid discouraging the early provision of infrastructure. In that regard, the Guidelines reference to existing infrastructure is too simplistic and is long overdue for review.
- 136. The construction of the drain will enable Stage 2 of Jetty Road to discharge stormwater from day 1 in a lawful manner which does not have unreasonable impacts on nearby land. It is fortunate for development in Stage 2 that DR-02 has already been constructed. It means that developers will not have to employ volumetric control stormwater measures which are difficult and costly to provide.

Is it appropriate to include the Stage 2 DCP include DR-02?

- 137. Having established that the inclusion of the costs of DR-02 in the Stage 2 DCP is both lawful and desirable, it next needs to be established whether it is *appropriate* to include it.
- 138. For its inclusion in the Stage 2 DCP to be appropriate, there must be a clear nexus between the development of Stage 2 of the Growth Area and DR-02.
- 139. The evidence of Mr Beardshaw, the report prepared by Afflux Consulting dated 29 September 2023 (**Afflux Report**) and the South of the Rail Trail SWMS establishes this nexus. (So too Mr McLean’s evidence)
- 140. As set out in Mr Beardshaw’s evidence, (and also Mr McLeans evidence in different terms) since the Stage 1 DCP, the Environment Protection Authority has introduced the *Urban Stormwater Management Guidance 2021* (publication 1739) which includes new best practice considerations to reduce volume impact on waterways, which need to be met where practicable as part of the Stage 2 DCP. The South of the Rail Trail SWMS considered four options that could be used to address volumetric changes¹² and both Watertech and Mr Beardshaw¹³ confirmed that the outfall to Port Phillip Bay was the most economical. This outfall is achieved through DR-02.
- 141. As noted, the nexus between the Stage 2 DCP and DR-02 is also confirmed in the evidence of Mr McLean on behalf of the Developer Group:¹⁴

The SWMS for Stage 2 (Water Technology) considered and investigated three options to remove the excess volume (ie blue shade minus green shade in Figure 3 and Figure 4) generated from developing the JRUGA Stage 2 precinct. These options included stormwater harvesting, evaporation basins and ocean outfalls. Based on my experience, I agree with the findings that the first two options are not feasible which results in the recommendation for an ocean outfall. For properties 13 to 30 the ocean outfall would be via the Coriyule Road drain system, which is required to meet the principles and objectives of the Jetty Road UGP (as outlined in Section 5). Therefore in my opinion there is a clear nexus between the JRUGA Stage 2 precinct and the Coriyule Road drain system.

[our emphasis]

- 142. The nexus establishes that the development of Stage 2 of the Growth Area needs DR-02. Because of this need, DR-02 was constructed with the intention of it being partially funded by the Stage 2 DCP. This is demonstrated in the emails referred to in the advice prepared by Maddocks dated 5 December 2022 and circulates to the Panel and parties.
- 143. Having established that there is a nexus between the Stage 2 development and DR-02, and that the infrastructure comprised in DR-02 was constructed on the basis that it would be

¹² South of the Rail Trail SWMS, page 31.

¹³ Mr Beardshaw’s evidence, page 5.

¹⁴ Mr Mclean’s evidence statement, page 10.

Catchment	Properties	Peak Flow (m3/s)	% Contribution
Outfall 3 Connection	15 (part)	0.58	18.5
Outfall 4 Connection	13,14	0.50	16.0
Outfall 2 Connection	16-30, 15 (part)	0.04	1.3
Jetty Road Stage 1	-	2.01	64.2
Total		3.13	100

149. While Mr Mclean apportions costs on a flow rate basis, his apportionment would result in different rates of contribution for different parcels which again adds to complexity.
150. Mr McLean’s apportionment exercise is detailed but does not result in a fair apportionment of the costs of DR-02. It means that properties 16 - 30 and part of 15 which accounts for a significant proportion of the area that is drained and which utilises the DR-02 will only make a contribution of 1.3% to the costs. Properties 13, 14 and part of 15 will be subject to a significantly greater proportion of the costs on the basis that discharge to DR-02 is based on the 1% AEP peak flow rate back to less than pre-development peak flow rate.
151. Further, the minimal contribution apportioned to properties 16-30 and part of 15 does not account for the fact that there are base costs associated with the construction of DR-02 that would have been incurred that exceed the contribution that properties 16-30 and part of 15 would be required to make if Mr McLean’s method is accepted.
152. Accordingly, Council submits that Mr McLean’s apportionment exercise does not result in a fair method of apportionment and does not provide justification to depart from the usual area based method supported by Mr Beardshaw. The apportionment for the drain project as set out in the Stage 2 DCP is therefore appropriate.
153. The Stage 2 DCP should not be amended to address this submission.

THE SOUTHERN WETLAND

154. The *South of the Rail Trail SWMS* contains the recommended stormwater management strategy for the land south of the rail trail (being the Rural Land Zone precinct).
155. It proposes a constructed waterway and linear wetland (referred to here as the Southern Wetland) generally following the alignment of the existing waterway that flows from the corner of Portarlinton Road/Hackwill place north-west through the precinct and 91-125 Coriyule Road. Three sediment ponds are proposed along the waterway corridor to provide pre-treatment of stormwater at network outfalls (piped) before entering the wetland, as shown as follows:¹⁷

¹⁷ South of the Rail Trail SWMS, page 26.

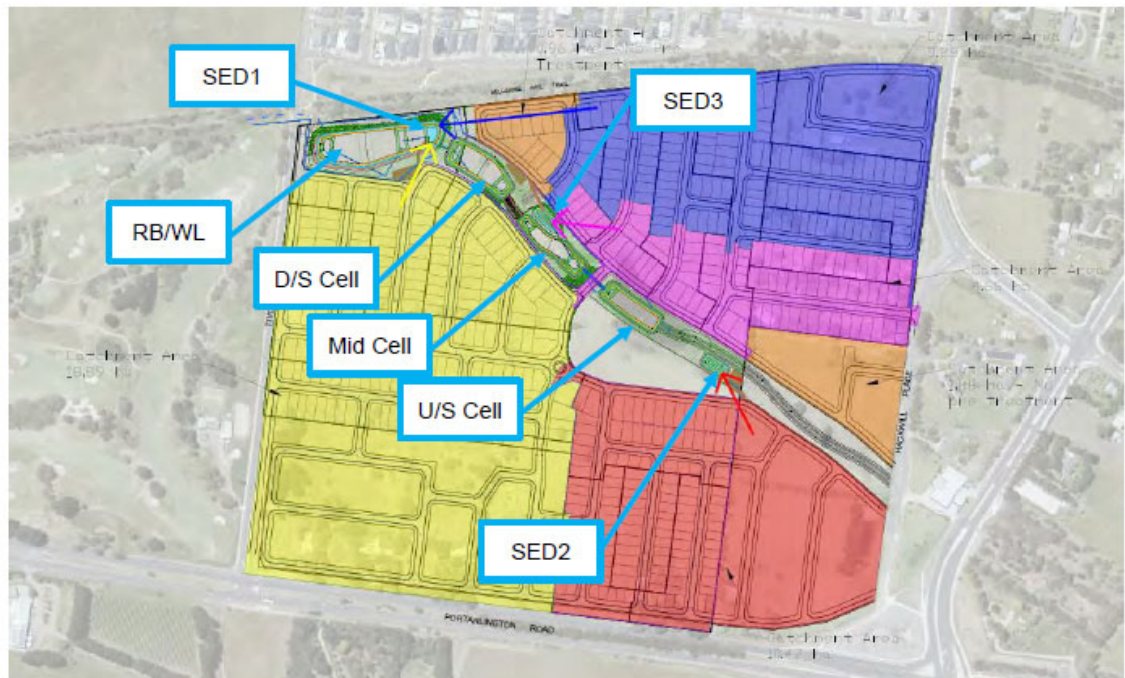


FIGURE 4-5 SMEC OVERALL DRAINAGE CATCHMENT EXTRACT

156. The South of the Rail Trail SWMS includes concept plans for the Southern Wetland at Appendix C (**Wetland Concept Plans**). The Stage 2 DCP provides for the land and construction of the Southern Wetland as DR-04 and DR-04L based on the Wetland Concept Plans as follows:



Source: Urban Enterprise

*Drainage land item (DR-04L) is only associated with the area shown in Figure 6 as 'drainage basin'. The construction item DR-04 extends further east to Hackwill Place.

157. APD and SOHO and submitter #52 raised issues relation to the costs associated with the Southern Wetland in the Stage 2 DCP.
158. Further APD and SOHO raised issues with the drafting of the requirements relating to the integrated water management plan in the DPO46 which were already addressed above.

Reduction in the area required for batters and landscape costs

159. APD and SOHO submitted that the land take and associated landscaping required for the Southern Wetland should be reduced.

160. The Wetland Concept Plans that inform the costings in the Stage 2 DCP are designed on that the basis that there are no batter slopes steeper than 1:6, as shown in the batter slope plan prepared by SMEC extracted below:



FIGURE 4-6 CONCEPT ASSET ARRANGEMENT SCHEMATIC (EXTRACT OF SMEC BATTER SLOPE PLAN)

161. This design complies with the Infrastructure Design Manual (**IDM**) which provides in relation to Floodway (section 16.18):

The minimum requirements that apply to design and treatment of flood ways, and open unlined drains, are as follows:

- The depth of flood ways should be kept to a minimum (generally less than 1.2m).
- The desirable maximum batter slope is 1:8; the absolute maximum slope is 1:5.
- The desirable minimum cross-fall for inverts is 1:40, and the minimum bed width 2.5m.

162. Further, in relation to constructed wetlands (20.3.8) it states:

- External batter slopes should be no steeper than 1:5. All internal batter slopes should have safety benches at least 1.5m wide measured from the edge of the normal top water level, and with a maximum slope of 1:8, a transition zone at least 0.5m wide with a maximum slope of 1:5, and a maximum slope of 1:3 thereafter.

163. The Infrastructure Design Manual is a manual prepared by rural and regional councils across Victoria and has been in place now since approximately 2007. The Infrastructure Design Manual is a joint initiative of Victorian rural and regional Councils working together to formulate and maintain a set of consistent requirements and standards for the design and development of infrastructure. It is widely used and accepted in the industry as the benchmark standard for infrastructure design. It was followed not too long after by the Engineering design and construction manual for subdivision in growth areas (2011)

164. APD and SOHO consider that the land required for the Southern Wetland can, and should, be reduced based on a revised design with batters steeper than that which is provided for in the Wetland Concept Designs that informed the Stage 2 DCP. In support of that submission,

APD has filed landscape architecture evidence from Mr Murphy which shows a revised design with reduced batters, as follows¹⁸:



165. The legend shows the batters will range from 1:3 to 1:6 as follows:



166. Council does not support amendments to the Stage 2 DCP to account for the revised design of the Southern Wetland. The proposal from APD seeks to depart from Rural and Regional Council standards as adopted through the IDM. It is not appropriate to base the Stage 2 DCP on the more relaxed standards. Council needs to be confident that the Stage 2 DCP makes adequate provision for the land required for the Southern Wetland. The concept design that informs the Stage 2 DCP provides this assurance.

167. There is nothing stopping APD and SOHO from seeking to negotiate a variation to Council's standards, including the requirements of the IDM, when the final design is approved by Council based on a specific design. However, that must be done on an item specific basis. The Stage 2 DCP (and DPO46) contains sufficient flexibility for this although a strong case will need to be mounted to depart from the IDM standards.

168. It is not appropriate to amend the Stage 2 DCP to reflect a revised design which does not accord with the adopted industry standards.

¹⁸ Mr Watter's evidence statement, page 12.

Designated waterway encumbrance

169. As set out above, the Southern Wetland is proposed along the alignment of the existing waterway that flows from the corner of Portarlington Road/Hackwill place north-west through the RLZ precinct and 91-125 Coriyule Road. The Corangamite Catchment Management Authority (**CCMA**) identifies all of the existing waterway as a designated waterway.
170. The Stage 2 DCP was prepared on the basis that the land quired for DR-04L was unencumbered due to a misunderstanding internally at Council regarding the status of the existing waterway.
171. Accordingly, the Stage 2 DCP needs to be amended such that the land designated as the waterway by the CCMA is considered to be encumbered land because it is a designated waterway. This will result in consequential adjustments to the land budget.
172. The CCMA has not provided a clear definition of the extent of the existing waterway encumbrance. Therefore a 40m wide 'post-development' waterway corridor has been used to specify the land encumbered by the existing waterway. The width of 40m was chosen as this is the width provided for the waterway in the South of the Rail Trail SWMS. Only land required for DR-04L that is outside the 40m wide encumbered area will be considered unencumbered land, and therefore funded as a land project under the Stage 2 DCP.
173. It follows that the land budget in the Stage 2 DCP should be updated to reduce the unencumbered land required for DR-04L once the assessment of area has been undertaken.

Landscape costs

174. The Stage 2 DCP includes construction costs of \$11,332,650.71 for DR-04 adopted from the document titled 2023.08.31 13588-14 DCP Cost Estimates issued by Stantec on 1 September 2023. This included a figure of \$813,750 for soil screening works relating to the preparation of a Cultural Heritage Management Plan (**CHMP**).¹⁹
175. APD submitted that the DR-04 costings should be amended to include increased costs for the landscape component, in accordance with the letter from SMEC dated 14 December 2023 and associated Opinion of Probable Costs from SMEC dated 10 July 2022 which was provided with the submission.
176. Council subsequently sought clarification from the Developer Group in relation to whether the updated costings include all work from Tivoli Drive to Hackwill Place and Portarlington Road and the additional SMEC landscaping costs.
177. On January 2024 representatives of APD responded to Council's queries stating:
- SMEC advise that the civil cost included in the works on APD parcels 16 and 18.
 - The costs excluded parcel 23. That is a section of constructed waterway.
 - SMEC have completed a preliminary costing for the open waterway between the APD land and Hackwill Place and we expect the cost to be in the order of \$700,000.
 - SMEC will provide an Opinion of Probable Cost for the missing component. This will be based on the same methodology and costs as that used for the exhibited version.
 - The landscape costs, per the SMEC letter (14 Dec 2023) provided with the submission, were deficient and need to be adjusted upwards.²⁰

¹⁹ Stage 2 DCP, Appendix E, pages 97-99.

²⁰ Delegates report, page 27.

178. The costs for DR-04 have subsequently been updated to \$15,621,027.39 in the cost sheet provided with the 'Day 1' documents. As explained in the evidence of Mr Watters filed on behalf of the Developer Group, this was to account for:²¹
- 178.1 revised landscape costs based on Opinion of Probable Costs from SMEC dated 10 July 2022;
 - 178.2 updated CHMP sieving costs based on the costs provided by Dugay and Co in the document titled *CHMP 18446 Curlewis sieving compliance creekbank and wetlands revised 2 teams (Dugay and Co Quote)*;
 - 178.3 removal of Item 46 (detailed civil design) on the basis that this is a double-up with consultant fees allocated to Item 48 (civil design and documentation); and
 - 178.4 updated % fees and contingency based on the new construction value.
179. Mr Watters' evidence confirms the appropriateness of these updated costs.
180. Submitter #52 has questioned the construction costs for DR-04 and has filed evidence from Mr Clarey on this issue. Mr Clarey has a different opinion in relation to certain items accounted for in DR-04. Council relies on the evidence of Mr Watters in support of the costs associated with DR-04 in the Stage 2 DCP, subject to the amendments set out in relation to the updated cost sheet included in the 'Day 1' documents.
181. Further Mr Clarey recommends that alternative design opportunities are investigated to mitigate the CHMP costs. It is noted that Mr Clarey is not an expert in cultural heritage matters.²² Nevertheless, at the time that the project is undertaken, Council will provide a credit (or reimbursement) for the actual cost of the works which may or may not be less than the amount allowed.
182. The updated costings for DR-04 for matters associated with the CHMP totals \$3,180,103.20 as set out in the Dugay and Co Quote. The work associated with the CHMP includes soil sieving. Mr Watters' evidence considers the appropriateness of these costs and finds them to be reasonable on the following basis²³:
- (a) An excess cut volume of 55,423 m³ is being generated from the DR-04 wetland excavation which will likely require disposal off-site.
 - (b) Determination of the "Top of Clay" or "Top of sterile layer" has been made based on a reasonable level of stratigraphy data obtained through geotechnical and cultural heritage test pit investigations.
 - (c) The method of determination of the required volume of material to be sieved prior to off-site disposal in SK31 appears to be reasonable based on the reported volumes from the 3D modelling. The material being excavated and disposed off-site (upper 0.66 m) appears to comprise topsoil and silty sand material which will not be suitable for use as FILL material within the development.
 - (d) Expert cost estimation has been supplied by a cultural heritage consultant which considers all RAP and consulting fees, along with associated plant fees to undertake sieving works.
183. Accordingly, the cost of DR-04 in the Stage 2 DCP should be amended to \$15,621,027.39 in accordance with the updated costs outlined above.

²¹ Mr Watter's evidence statement, page 16.

²² Mr Clarey's evidence statement, page 13 (para 5.8.1).

²³ Mr Watters' evidence statement, page 22 (para 45).

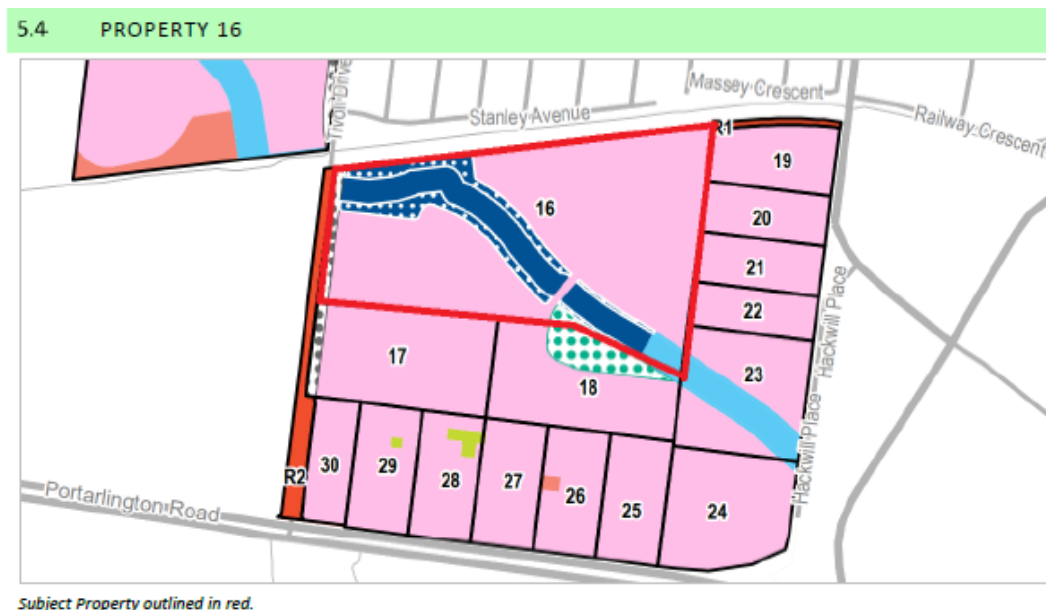
Inclusion of DR-05 in the Stage 2 DCP

- 184. The costs of the constructed waterway on Property 23 and 24 were omitted from the Stage 2 DCP, noting that DR-04 only applies to property 16.
- 185. As set out in Council’s Part A submission, Council proposes a new item DR-05 to account for these costs. Mr Watters’ evidence filed by the Developer Group supports the inclusion of DR-05.
- 186. The Stage 2 DCP should be amended to include DR-05 in relation to the constructed waterway on Property 23 and 24.

OTHER STAGE 2 DCP ISSUES

Valuation methodology for land required for DR-04-L in Property 16

- 187. APD Projects submits that the land valuation methodology for Parcel 16 should use a site specific methodology, and has filed evidence from Mr Petrocco on this issue.
- 188. The DCP Valuations Report undertaken by Westlink Consulting which has been updated on 22 March 2024 and shows Property 16 as follows²⁴:



- 189. The value of the land required for DR-04L is identified as \$1,800,000 per hectare on the following basis²⁵:

²⁴ DCP Valuations Report, page 15.

²⁵ DCP Valuations Report, page 16.

209. Council does not support this change on the basis that the additional demand and vehicle usage from across Stage 2 of the Growth Area will trigger the need for duplication of the road prior to development commencing, as addressed at page 29 of the Delegates Report.

TRAFFIC ISSUES

Delivery of Coriyule Road

210. Coriyule Road is proposed to be constructed between Tivoli / Greenvale Drive and McDermott Road as part of developer works. Several submitters³⁰ have raised traffic issues stating:
- 210.1 it should be sealed (west of McDermott Road to Hermsley Road);
 - 210.2 it should be formalised as an east-west connection to the Growth Area with the developers partly funding the cost;
 - 210.3 traffic calming alone is insufficient to divert vehicles away from Coriyule Road.
211. The Developer Group has filed traffic evidence by Mr Walsh which confirms it is appropriate for this portion of Coriyule Road to remain a gravel carriageway and that traffic calming measures proposed in the Amendment are appropriate. Council agrees with Mr Walsh and does not propose changes to the delivery of Coriyule Road in this regard.
212. Further, Council does not support the Coriyule Road being formalised as a higher order link road providing an east-west connection to the Growth Area. As set out in the Delegates Report, this is not supported by any traffic evidence, the Jetty Road Urban Growth Plan (**Urban Growth Plan**) or the *Bellarine Peninsula Statement of Planning Policy*.

Delivery of Tivoli Drive and Greenvale Drive

213. The duplication of Tivoli Drive and Greenvale Drive is proposed to be delivered early in the development of the Growth Area, in accordance with the s 173 agreements exhibited with the Amendment. Several submitters³¹ have raised traffic issues in relation to:
- 213.1 mechanisms for upgrading the road should an upgrade be required prior to the development of abutting land;
 - 213.2 that noise and speed mitigation measures are required to prevent dangerous driving;
 - 213.3 safety issues at the Tivoli Drive crossing of the Bellarine Rail Trail;
 - 213.4 design changes to include service lanes and roundabouts to serve entry streets.
214. Council relies on the evidence of Mr Walsh filed for the Developer Group which finds the proposed arrangements for the duplication of Tivoli Drive and Greenvale Drive to be appropriate, noting his recommendation of a road safety audit at functional or detailed design stage for the crossing of the Bellarine Rail Trail.
215. The arrangements for the duplication of Tivoli Drive and Greenvale Drive as provided for in the s 173 agreements are appropriate.

³⁰ Submitters #14, 22, 33 and 35.

³¹ Submitters #1, 14, 22, 25, 33 and 35.

220. Council will wait to hear the submissions on this matter and exactly what is proposed before it determines whether it is able to respond to the issue.

COUNCIL’S FINAL POSITION ON THE AMENDMENT

221. Council proposes improvements to the exhibited documents as set out in the ‘Day 1’ documents and explained in the Part A submission and this submission.
222. Council will work with any party proposing any reasonable improvements to the drafting.
223. A final response to the evidence and submissions and new matters raised (if possible) will be at the close of the Panel hearing, in Council’s closing submissions.

CONCLUSION

224. This completes the ‘Part B’ submission for the Council.
225. Council reserves its right to respond to any new issues raised through the course of the hearing in its reply submission at the close of the hearing.

Maddocks

.....
Maddocks
Per Terry Montebello
Lawyers for the Planning Authority
18 April 2024

ATTACHMENT A - RESIDENTIAL VILLAGE AND RETIREMENT VILLAGE EXAMPLES

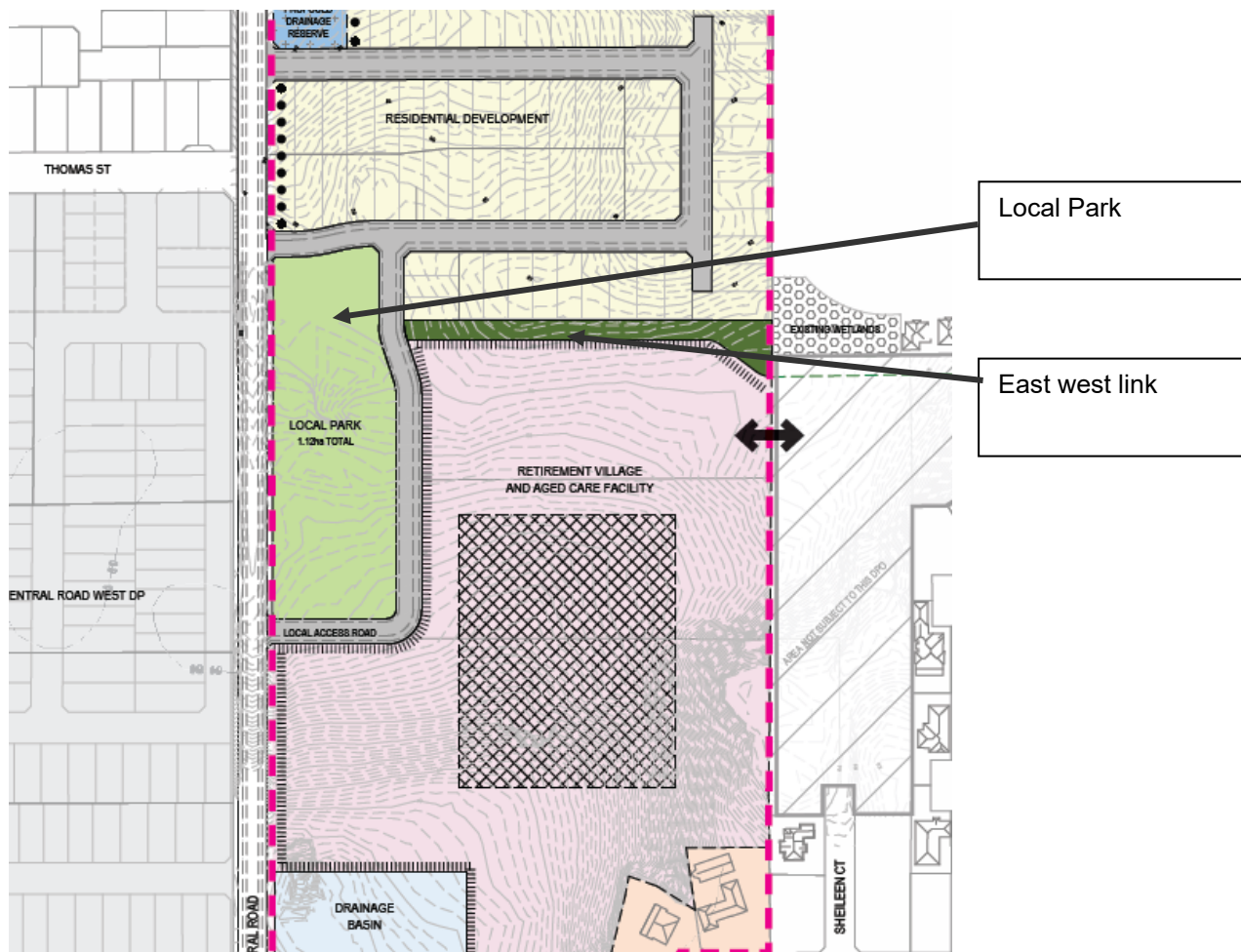
Residential village at St Leonards – 511-529, 531-539 and 41-569 Ibbotson Street, St Leonards

1. The land at 511-529, 531-539 and 41-569 Ibbotson Street, St Leonards is being developed as a residential village in accordance with Planning Permits PP-1347-2019/B and PP-1092-2018/A. The masterplan endorsed under the Permit is set out below.
2. As shown below, an east west link has been approved to private access from Ibbotson St greenway at the western boundary of the site to the local park at the east. Without the link, there would be no ability for someone walking along the greenway to access the local park without walking all the way to either end of the village.



Retirement village and aged care facility at Central Road, Drysdale

3. The land at 158-166 Central Road, Drysdale is being developed as a retirement village and aged care facility. The Development Plan Overlay – Schedule 37 (**DPO37**) applies to the site and facilitates connectivity with the adjoining Design and Development Overlay – Schedule 44. An extract of the masterplan being considered under the DPO37 is shown below.
4. An east west link is proposed to provide an east west connection to the local park to the east of the site. Both the DPO37 and DDO44 make references to this link, and has been subject to several months of negotiations between the developer and Council.



C387ggee Panel Hearing – DAY 1 version**SCHEDULE 46 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**DD/MM/YYYY
Proposed C387Shown on the planning scheme map as **DPO46**.**JETTY ROAD URBAN GROWTH AREA STAGE 2****1.0 Objectives**DD/MM/YYYY
Proposed C387

To provide an attractive, liveable and sustainable urban environment inclusive of a range of residential densities and dwelling types.

To protect and enhance areas with cultural, biodiversity and landscape value, including the foreshore, significant vegetation, the waterway corridor, and indigenous heritage.

To ensure subdivision and development responds to the topography, natural features and key views within the growth area, as well as interfacing rural, coastal and residential land.

To provide a permeable movement network of parks, landscaped streets and shared paths which connect to adjoining residential land, the foreshore reserve, Bellarine Rail Trail, neighbourhood activity centre and nearby community facilities.

To co-ordinate development infrastructure sequencing and staging, including the early delivery of a boulevard-style Tivoli Drive and Greenvale Drive.

2.0 Requirement before a permit is grantedDD/MM/YYYY
Proposed C387

A permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the Responsible Authority.

Before granting a permit, the Responsible Authority must be satisfied that the permit will not prejudice the preparation of a Development Plan and the future use and development of the land in an integrated and orderly manner.

3.0 Conditions and requirements for permitsDD/MM/YYYY
Proposed C387

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.
- Where an acoustic assessment report approved as part of the Southern Residential Area Development Plan recommends any noise attenuation measures, permit conditions must give effect to the recommendations of the acoustic assessment unless a restriction on title of the relevant plan of residential subdivision is able to give effect to the recommendations of the acoustic assessment report.
- Unless there is already an agreement in place to provide affordable housing, a permit for subdivision, buildings or works associated with residential development should provide affordable housing in accordance with the approved Development Plan.
- A permit for subdivision must include a condition which requires:
Prior to the certification of a plan of subdivision for the first stage of a subdivision, the proponent must demonstrate how it is proposed that the Environmentally Sustainable Development ~~Action Plan Assessment~~ approved as part of the Development Plan will be given effect. This may include either by way of an agreement under section 173 of the *Act* or by the various requirements of the Environmentally Sustainable Development ~~Action Plan Assessment~~ being applied as a restriction on title of the relevant plan of subdivision as appropriate.

- A permit for buildings and works associated with a non-residential land use or a Residential/Retirement village must include a condition which requires that prior to the commencement of development the permit holder demonstrates how the Environmentally Sustainable Development ~~Action Plan~~ Assessment approved as part of the Development Plan is to be given effect as part of the permitted development. This condition requirement includes a commitment to the use of a best practice environmental performance rating tool to the satisfaction of the Responsible Authority.
- If vegetation within the Sensitive Residential Interface Treatment linear area is shown in the approved Northern Residential Area Development Plan as to be retained, a permit for the residential subdivision must include the following condition:
The plan of subdivision must include a restriction requiring the vegetation protection zone as nominated in the Biodiversity Assessment forming part of the approved Development Plan to be provided on the land and kept free of all built form (including impervious pavements) but excluding boundary fencing.
- A permit for residential subdivision of land which abuts the western boundary of the growth area (interfacing rural land) must include the following conditions:
 - a condition requiring the preparation of a landscape plan designating suitable areas for canopy tree planting, as well as species selection, in the front setback of private lots, to the satisfaction of the Responsible Authority; and
 - a condition requiring that prior to certification of a plan of subdivision for the relevant stage, a restriction on title stating that this area is to be kept free from all built form and landscaped in accordance with the Landscape Plan.
 - a condition requiring the preparation of a dwelling colour and materials schedule, and a fence design plan, which reflects the coastal and rural transition, to the satisfaction of the Responsible Authority; and
 - a condition requiring that prior to certification of a plan of subdivision for the relevant stage, a restriction on title stating that each dwelling must be constructed in accordance with the Colour and Materials Schedule and the Fence Design Plan.
- A permit for subdivision of land within the catchments identified in the stormwater management strategy prepared by Water Technology dated 15 February 2023, must contain the following conditions and requirements, unless the Responsible Authority is satisfied that the conditions and requirements have been satisfied by an alternative method:
 - Prior to certification of the Plan of Subdivision, an easement(s) (or widened easements) for stormwater drainage to Port Phillip Bay must be secured to the satisfaction of Council.
 - All costs associated with the facilitation and delivery of downstream drainage works to Port Phillip Bay, including acquisition of easement land and outfall construction, shall be at the cost of the developer except where funded by an approved Development Contributions Plan.

4.0 Requirements for development plan

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Proposed C387

A Development Plan must be generally in accordance with the Jetty Road Stage 2 Urban Growth Area Framework Plan at Map 1 to this Schedule.

A Development Plan should be generally in accordance with the *Jetty Road Urban Growth Plan, 26 June 2007 (Amended 23 September 2008)* as appropriate.

A separate Development Plan may only be prepared and approved for each of the four land areas shown on Map 1, being the:

- Northern Residential Area (land budget property no's 11 & 12);
- Central Residential Area A (land budget property no's 13 & 14);
- Central Residential Area B (land budget property no. 15); and
- Southern Residential Area (land budget property no's 16-30).

Each Development Plan must be planned so that it integrates with adjoining Development Plan area(s) and the Jetty Road Urban Growth Area Stage 1 development.

A Development Plan must include the following general requirements:

A **Site Analysis and Local Context Assessment** that includes:

- A description of the existing features, environmental conditions and characteristics of the land and a design response.
- A description and design response to, as appropriate:
 - The *Jetty Road Urban Growth Plan, 26 June 2007 (amended 23 September 2008)*, approved Development Plan for Jetty Road Stage 1 and subsequent development.
 - The Bellarine Peninsula Statement of Planning Policy, July 2023.
 - The foreshore and Port Phillip Bay.
 - The rural and golf course land to the west and south.
 - The Bellarine Rail Trail.
 - The surrounding road and pedestrian/cycle network.

An **Urban Design Masterplan** that includes:

- The location of all proposed land uses including, but not restricted to, roads, open spaces, drainage reserves and the location of proposed medium density housing.
- A subdivision or development layout that includes the location and distribution of lots showing a variety of lot sizes and densities to support a diverse range of housing types. The following principles must be applied:
 - A target minimum residential density of 15 dwellings per net developable hectare across the whole growth area.
 - Highest density located within the 400-metre walkable catchment of the neighbourhood activity centre (minimum of 20 dwellings per net developable hectare).
 - Medium to high densities located opposite local parks and the waterway corridor reserve.
 - Larger lot sizes along the western boundary interfacing rural land.
- Design measures to prevent rows of front-loaded townhouses that result in streetscapes which are garage dominated. Consideration should be given to rear-loaded townhouses with laneway services, to provide a more diverse range of built forms and interfaces to open space.
- A Pedestrian & Bicycle Network Plan showing convenient off and on-road footpaths and shared paths that connect to the adjoining residential land and neighbourhood activity centre, public open spaces including parks, the foreshore reserve and Bellarine Rail Trail, and nearby schools and other community uses. Shared user paths must be provided as shown on Map 1.
- A subdivision design that demonstrates how impacts on biodiversity values identified in the *Biodiversity Assessment* can be avoided and minimised.

- Retention of Aboriginal heritage and the waterway corridor as reserves in the subdivision design.
- Retention of vegetation rows in the Northern Residential Area, native vegetation and site boundary vegetation, within road or open space reserves to the greatest extent possible, as part of subdivision design.
- An arboricultural assessment to identify trees of medium and high value suitable for retention in reserves for landscape, habitat and amenity value.
- Road frontages along the foreshore reserve, waterway corridor reserve and the Bellarine Rail Trail to the greatest extent possible.
- Interface treatments to the rural land to the west and south, guided by the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*. For the Northern Residential Area and Central Residential Area A, treatment includes vegetation planting within McDermott Road reserve. Service infrastructure should be located outside land required for interface treatments where it conflicts with landscape outcomes.
- For lots abutting the western boundary interfacing rural land:
 - Each facing lot must have a front setback (garden) to allow for planting of at least one canopy tree.
 - Any lot presenting its side boundary to the interface must provide low transparent fencing where possible.
 - Future dwellings must make colour and material, as well as fencing-style, choices which reflect the coastal and rural transition.
- Protection of the Bellarine Rail Trail reserve from development or infrastructure that may jeopardise or limit the future use of the rail reserve for the introduction of heavy rail or light rail.
- A contours plan at 0.5m intervals.
- Urban design cross-sections for all road types.
- Identification of the Portarlington Road and Tivoli Drive corner as a potential site for non-residential uses.
- For land in the Southern Residential Area ~~close to Portarlington Road~~, an acoustic assessment ~~report~~ prepared by a suitably qualified acoustic engineer or other suitably qualified person to the satisfaction of the responsible authority, which:
 - Applies the following noise objectives:
 - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am.
 - Not greater than 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm.
 - ~~Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives.~~
 - Noise levels should be assessed:
 - considering the cumulative noise from all sources impacting on the proposal including industry and road traffic, as well as potential other noise sources; and
 - in unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
 - For areas other than sleeping and living areas, the median value of the range of recommended design sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).

- Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives, which is consistent with Clause 13.05-1 and can be implemented through subdivision with measures such as:
 - Land use separation, appropriate setback distances, use of barriers, and orientation and positioning of lots so that private open space is shielded from noise from Portarlington Road and High Street; and,
 - Clearly identifies areas where any noise attenuation measures are required.
- Includes additional considerations, where relevant, to address:
 - potential noise character (tonality, impulsiveness or intermittency);
 - noise with high energy in the low frequency range;
 - vibration; and,
 - transient or variable noise.

An **Environmentally Sustainable Development (ESD) Action Plan** ~~Assessment~~ must be prepared for residential subdivision as well as any buildings and works. The ESD ~~Assessment~~ **Action Plan** must include a proposed approach to the delivery of:

- ~~Residential ESD Design Guidelines prepared for residential subdivision which includes requirements for:~~
 - ~~The roof and façade materials of all new residential dwellings to meet a minimum Solar Reflective Index (SRI) benchmark of 50 or greater.~~
 - ~~All new dwellings with up to two bedrooms to have installed a 3kW minimum capacity solar photovoltaic (PV) system. An additional 1kW capacity solar photovoltaic (PV) system is required for each additional bedroom proposed.~~
- ~~A Sustainable Energy and Zero Carbon Plan prepared for residential subdivision or development which demonstrates:~~
 - ~~Actions to reduce greenhouse gas emissions from the construction and ongoing operation of any new dwellings towards net zero.~~
 - ~~How opportunities for renewable energy and/or green energy will be maximised.~~
 - ~~That subdivision and development does not connect existing or future reticulated gas networks.~~
- ~~A Circular Economy Plan prepared for residential subdivision or development that demonstrates, through ISCA Materials Calculator 2.1 or a similar life cycle assessment tool, how materials containing recycled content and low embodied carbon will be utilised.~~
- ~~For commercial and community buildings, commitment to the use of a best practice environmental performance rating tool, such as a Green Star Buildings rating of 6 stars, or an equivalent rating achieved through a similar tool.~~
 - Net zero outcomes in relation to operational energy.
 - An urban form which supports modal shift to reduce transport emissions.
 - Infrastructure required to support a net zero neighbourhood.
 - Reductions in embodied carbon.
 - Climate resilient housing and neighborhoods, including green infrastructure.

The ESD Action Plan must include:

- An assessment of the nature of the proposed development and the site conditions which present opportunities or constraints for achieving sustainable design outcomes.
- An assessment of the climate change impacts on the area
- A proposed response to these impacts including any relevant benchmarks or standards to inform future permit conditions (i.e. the roof and façade materials of all new residential dwellings to meet a minimum Solar Reflective Index (SRI) benchmark of 50 or greater).
- A proposed green infrastructure plan (or blue-green infrastructure plan) that provides a comprehensive response to the integration of urban heat responses, climate hazard management and biodiversity.
- An explanation of approach proposed to reduce the embodied carbon of material to be used on the construction of the new residential subdivision.
- The identification of the preferred mechanism for undertaking a life cycle assessment, and the relevant benchmarks for reduction in embodied carbon that subdivisions and development in the area should be achieving to inform future permit conditions.
- The proposed contribution of any design standards, including the mechanism with which they will be applied, to achieve a net zero neighbourhood and the relationship of these standards to the overarching approach to delivering a net zero operational energy precinct.

An **Affordable Housing Delivery Strategy** that includes:

- The provision of affordable housing comprising a transfer to the City of Greater Geelong Affordable Housing Trust or a Registered Housing Association under the *Housing Act 1983* of 5% of the total number of serviced lots proposed on the land in the application at a discount of 35% to market value as determined by an appropriately qualified expert. The serviced lots are to have an assumed area of 300 square metres. This provision is the **Primary Obligation**, or;
- A monetary contribution to the City of Greater Geelong Affordable Housing Trust or another Housing Agency nominated by Council which is of equal value (as independently assessed) to the Primary Obligation; or
- A provision of completed dwellings for nil consideration which in total have the same monetary value as the Primary Obligation as independently assessed;
- A combination of the above options; or
- Any other delivery model of the contribution which is of equal value to the Primary Obligation.
- The provision of affordable housing should be:
 - delivered within the land to which a planning permit application applies or if agreed with the responsible authority, other land in the Jetty Road Stage 2 area;
 - functionally and physically indistinguishable from other dwellings within the development; and
 - distributed across the development; and
 - a mix of lot or housing types to respond to local housing needs.

The method of implementing the Affordable Housing Delivery Strategy should be by a signed agreement between the landowner and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*.

The requirement in this Schedule for a Development Plan to include an Affordable Housing Delivery Strategy does not apply:

- where any other provision of the Greater Geelong Planning Scheme, or the *Planning and Environment Act 1987* (or any other Act), requires an

affordable housing contribution to be made in respect of the residential development of the land.

- to land in respect of which an agreement with the Responsible Authority has already been entered into for the provision of affordable housing.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, and is designed with reference to the whole catchment. The plan must be guided by the *Final Report Jetty Road Rezoning – Stage 2 SWMS, Water Technology, Version 07, 15 February 2023* and include:

- Reference to:
 - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
 - Clause 56.07 of the Greater Geelong Planning Scheme.
 - The Infrastructure Design Manual and associated Design Notes.
- A Drainage Strategy that addresses:
 - Drainage Feasibility.
 - Stormwater Quality Management.
 - Peak Discharge Management.
 - Potential impacts of the overall volume of stormwater on downstream land.
 - 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 DCP pipelines, retarding basins, treatment and sediment ponds, drying areas and access tracks to provide for the required stormwater assets and meet Best Practice Environmental Management Guidelines. The land required may include unencumbered land (as calculated in the Jetty Road Stage 2 DCP Land Budget) once functional designs have been approved.
- 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 of the volume of stormwater discharged over time from any stormwater asset.
- Treatment to achieve best practice pollutant removal targets in accordance with relevant standards and guidelines (including Design Note 3 and Melbourne Water guidelines).
- A cross-section of the constructed waterway and corridor reserve consistent with the Melbourne Water *Waterway Corridors* guidelines version 1 October 2013, and also having regard to ancillary open space functions of the waterway corridor.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying, maintenance and overland flow paths, both within the development area, and to external affected properties and reserves.
- Exploration of stormwater reuse opportunities with the Curlewis Golf Club and Council parks.
- Resting points for pedestrians and cyclists using the rural interface shared path, to be located and integrated into, the design of the drainage reserves along the western boundary.
- For Central Residential Area A, drainage infrastructure design and construction on the corner of Coriyule Road and McDermott Road must not impact the health of the significant River Red Gum located within the McDermott Road reserve.

- For the Southern Residential Area, the plan must also be guided by the *Final Report, Jetty Road South of Rail Trail SWMS, Water Technology, Version 06, 6 September 2023*.
- Consideration of development staging and assets necessary to be delivered in step with development.

The final design of the waterway corridor reserve, retarding basins, wetlands, and associated paths, sediment drying areas, maintenance access areas and planting, must be to the satisfaction of the Responsible Authority.

A Road Network and Traffic Management Plan that is guided by the Traffix Group reports *G21702R-03E, G21702R-04E & G21702R-05D, November 2022* and which includes:

- An internal road network that provides 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.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments.
- Identification of future bus routes and bus stop infrastructure locations as advised by the Head, Transport for Victoria.
- The duplication of Tivoli Drive and Greenvale Drive consistent with the role and function of the road at full development of the Jetty Road Urban Growth Area. This includes a roundabout treatment at the intersection of Tivoli Drive, Greenvale Drive and Coriyule Road.
- Locating ~~lower order connector~~ key local streets generally as show on Map 1, noting that some changes to respond to detailed subdivision design may be necessary, to provide convenient connectivity and access to the public open space network, as well as wayfinding through the area.
- Engineering cross-sections of all roads categories within and bordering the site, and showing:
 - Tivoli Drive and Greenvale Drive to be duplicated and designed as a boulevard-style bus capable road.
 - Lower order connector streets to include a shared path, parking bays and tree planting in kerb outstand.
- Provision of local streets to interface with rural land, the Bellarine Rail Trail and Portarlington Road guided by the cross-section designs shown in the *Amendment C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, City of Greater Geelong, November 2022*.
- No new road or private vehicular lot access to Portarlington Road and McDermott Road, and no direct access to future dwellings on the east side of Tivoli Drive for at least 100 metres north of Portarlington Road.
- Traffic management controls for the internal road network as required, including calming treatment required towards the western end of Coriyule Road (between the new drainage reserves), to discourage the use of Coriyule Road to the west of McDermott Road.
- Provision of a shared path within the Jetty Road/Hackwill Place reserve to connect the Bellarine Rail Trail and Jetty Road paths with the Drysdale Bypass/High Street/Grubb Road signalised intersection.
- A staging plan informed by a traffic impact assessment.

A Tivoli Drive and Greenvale Drive Early Delivery Plan that includes:

- How it is proposed to provide land and works for the early delivery of the ultimate treatment of Tivoli Drive and Greenvale Drive consistent with the ultimate cross-sections shown in the Traffix Group reports *G21702R-03E, G21702R-04E & G21702R-05D, November 2022*.

- Completion of the ultimate treatment of Tivoli Drive and Greenvale Drive as follows (or at an earlier time to the satisfaction of the Responsible Authority):
 - Property 11 and 12 cannot be further subdivided until the full length of Tivoli Drive and Greenvale Drive are upgraded to their ultimate profile as described in the relevant DCP Drawing project scoping sheet unless otherwise agreed in writing by the Responsible Authority.
 - Property 13 and 14 cannot be further subdivided until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile unless otherwise agreed in writing by the Responsible Authority.
 - Property 15 cannot be further subdivided until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile unless otherwise agreed in writing by the Responsible Authority.
 - Land south of the Bellarine Rail Trail relying on access from Tivoli Drive cannot be further subdivided until Tivoli Drive is constructed to its ultimate profile from the northern boundary of the Rail Trail Reserve to Portarlinton Road including the lengthening of the turn lane from Tivoli Drive into Portarlinton Road as proposed by Traffix Group and as shown in the relevant DCP scoping sheet unless otherwise agreed in writing by the Responsible Authority. Construction includes the required upgrades to/widening of the existing Pedestrian Operated Signals that are located across Tivoli Drive at the Rail Trail.

An Open Space and Landscape Masterplan that includes:

- Identification of all areas and location of public open space consistent with Map 1.
- An open space contribution equal to 10% of the net developable land (unencumbered) or in-lieu cash payment or combination of both.
- Encumbered land being land required for the following:
 - Stormwater drainage reserves (including retarding basins, wetlands, sediment ponds and associated sediment drying and access/maintenance areas as approved within the Integrated Water Management Plan inclusive of functional layout plan designs);
 - The waterway corridor reserve which consists of the hydraulic width (1% AEP channel), riparian zone and vegetated buffer zone;
 - The foreshore reserve exclusion zone;
 - Land area required for the protection of remnant vegetation and scattered native trees (to be transferred to Council as road or conservation reserve); and
 - Land set aside in Aboriginal cultural heritage reserves

is not to be credited for the purposes of the open space contribution under clause 53.01 of the Scheme.
- A Public Open Space Table showing the land size and parcel percentage provided for unencumbered public open space contribution.
- Plans of all encumbered land reserves, identifying vegetation and fauna retention and management, re-establishment of local indigenous plant species, and any bank stabilisation and rehabilitation works.
- A tree canopy plan that meets the tree canopy target of 25% contained in the *City of Greater Geelong Urban Forest Strategy 2015-2025* and which stipulates the number and type of trees to be delivered.

- Landscaping treatment concepts proposed to provide an attractive entrance to the Jetty Road Growth Area (at Portarlinton Road) and along the Tivoli Drive/Greenvale Drive boulevard using local indigenous plant species where suitable.
- Provision of a 1.82 hectare district park located on the natural highpoint generally as shown in Map 1. The park is to integrate with that part of the park (0.18ha) which is provided within the Jetty Road Stage 1 area so as to create a district park total area of 2 hectares.
- Three local parks must be provided and configured to be a usable space (generally square or rectangular shape unless an alternative configuration is agreed by the Responsible Authority) and edged by roads or other reserve frontage.
- All open space areas must be separated from dwellings by road frontages or other active interfaces such as pedestrian paths, paper roads and/or a shared path.
- Plans of the Aboriginal heritage reserves shown on Map 1. Plans should show works required to improve the land for its intended purpose, any interpretive signage or structures and interface treatments. Plans should be prepared in consultation with the Wadawurrung Traditional Owners Aboriginal Corporation.

The Open Space and Landscape Masterplan must include concept plans to the satisfaction of the Responsible Authority for each of the following:

- Foreshore reserve.
- District park.
- Local parks of approximately 1 hectare.

Concept plans should show the general layout and indicative landscape treatments (such as paths, seating, lighting, shading structures, play spaces and paving materials) in accordance with Council infrastructure standards, and the use of local indigenous plant species where appropriate. Utility kiosks/cabinets must not be located in any open space.

The Open Space and Landscape Masterplan must integrate with the Pedestrian & Bicycle Network Plan.

A Biodiversity Assessment that includes:

- A native vegetation assessment and response to the *Guidelines for the Removal, Destruction or Lopping of Native Vegetation* (DELWP 2017). The assessment must include adjoining road reserves as relevant.
- A biodiversity desktop assessment, and if required, an in-season fauna survey including survey for any particular rare or listed species potentially onsite and recommendations which are to be given effect in subdivision and development permit conditions.
- For Central Residential Area B, protection of four scattered River Red Gums identified in the *Mark Trengove Ecological Services, April 2019* vegetation assessment (Trees C-F in Figure 4), within the local park.
- For the Southern Residential Area, protection of the six scattered native trees (River Red Gum, Manna Gum and Swamp Gum) identified in the *Mark Trengove Ecological Services, March 2020* vegetation assessment (Trees A-F in Figure 4), within an open space or road reserve.
- Details of protection measures that should be applied to vegetation identified for retention, including remnant trees and other vegetation in adjoining road reserves and the Bellarine Rail Trail (or on the boundary).

A Bushfire Assessment and Development Plan informed by a report prepared a suitably qualified expert that includes:

- Creation of low-threat and/or non-vegetated setback areas to address bushfire risk from the Farming Zone land to the west. Any bushfire setback areas should be designed to not detract from rural-urban transition interface and shared path requirements.
- For Central Area A, creation of interim low-threat and/or non-vegetated setback areas to address bushfire risk from the north until development of the Northern Area progresses.

An Area specific **Land Use Budget** consistent with the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan*.

A **Development Sequencing and Staging Plan** that provides for the timely provision and delivery of service infrastructure and open space and includes:

- The sequence in which the initial stages of the Development Plan area is to proceed and identification of likely direction of development shown in a Staging Plan.
- Evidence that reticulated water supply and sewerage services can be provided to the land in a timely and efficient manner.
- The proposed staging and early provision of stormwater management infrastructure.
- The proposed delivery of all public open space reserves in association with the creation of private lots. The district park must be delivered in the early stages of development of Central Area Residential A.
- The delivery of Council-managed land/nature strips directly abutting public open space reserves within the same stage as the public reserve.
- Any interim termination of roads which may be extended in the future across site boundaries must be designed and constructed to allow for functional vehicular movement during that interim period.

Northern Residential Area Development Plan

In addition to the Development Plan general requirements at Clause 4.0 of this Schedule, a Development Plan prepared for the Northern Area must include the following requirements:

- A view analysis from the site to Port Phillip Bay, and from the foreshore reserve to the site, prepared by a suitably qualified expert. Subdivision design must respond to the key opportunities and constraints derived from this analysis, and provide for:
 - An urban structure to maximise viewlines towards the bay within the public realm.
 - The orientation and arrangement of lots to share views where practical.
 - Views to the bay from the district park.
- An Aboriginal Cultural Heritage Desktop Assessment.
- An Infrastructure Servicing Assessment.
- Identification of the land area adjacent to the foreshore, including the land between the mean high water line and the top of the foreshore escarpment and extending south of the top of the foreshore escarpment, as public open space reserve consistent with the report: *Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023*.
- A report prepared by a suitably qualified expert to address potential issues arising from coastal instability and erosion along the foreshore and foreshore reserve, including storm surge, having regard to the report:

Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023, and to the satisfaction of the Responsible Authority.

- The Integrated Water Management Plan must include a report to inform the design and location of the DCP coastal outfall structure having regard to any onsite native vegetation and the report: *Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023*.
- The Biodiversity Assessment must consider:
 - How the identified Remnant Vegetation Reserve on Map 1 can be enhanced, with reference to the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*.
 - The retention value of the planted native vegetation within the Sensitive Residential Interface Treatment linear area along the eastern boundary and nominating a vegetation protection zone.
- Existing vegetation rows identified on Map 1 and in the *C387ggee Development Plan Overlay Schedule 46 Background Landscape Report, November 2022, City of Greater Geelong*, must be protected to the greatest extent possible in road reserves or open space reserves, and form part of the street and shared path network.
- A report prepared by a suitably qualified expert that assesses a preferred and distinct built form character for future dwellings on lots that front, or are visible from, the foreshore reserve. Report recommendations must be given effect as permit conditions to the satisfaction of the Responsible Authority.
- Provision of the western interface shared path within the McDermott Road reserve and closure of the road to vehicles north of the 121-201 McDermott Road Curlewis private access driveway, subject to further investigation.

Specific Land Use and Development

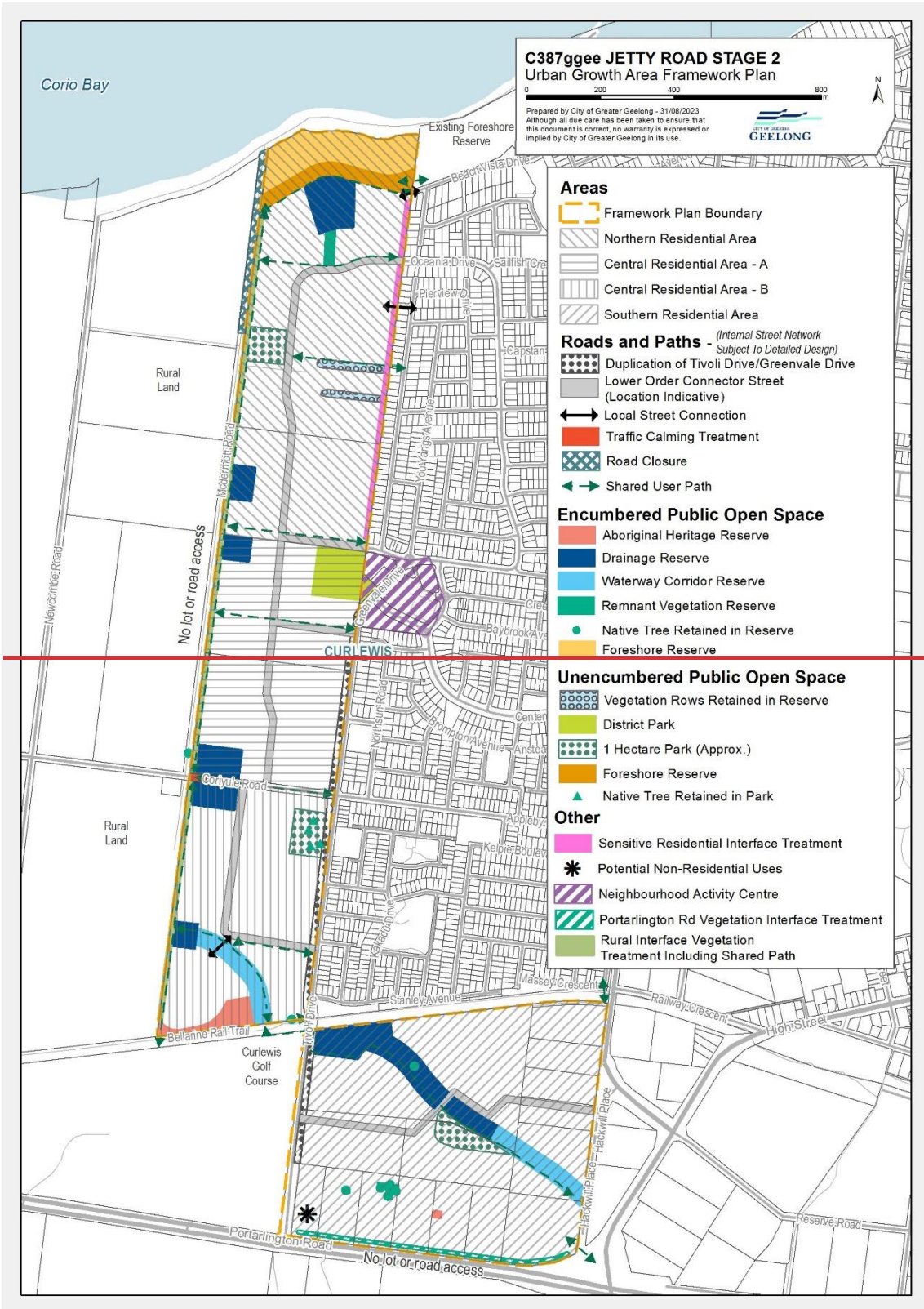
In addition to the Development Plan general requirements at Clause 4.0 of this Schedule, the Development Plan must make provision for the following further specific requirements for the following land-uses:

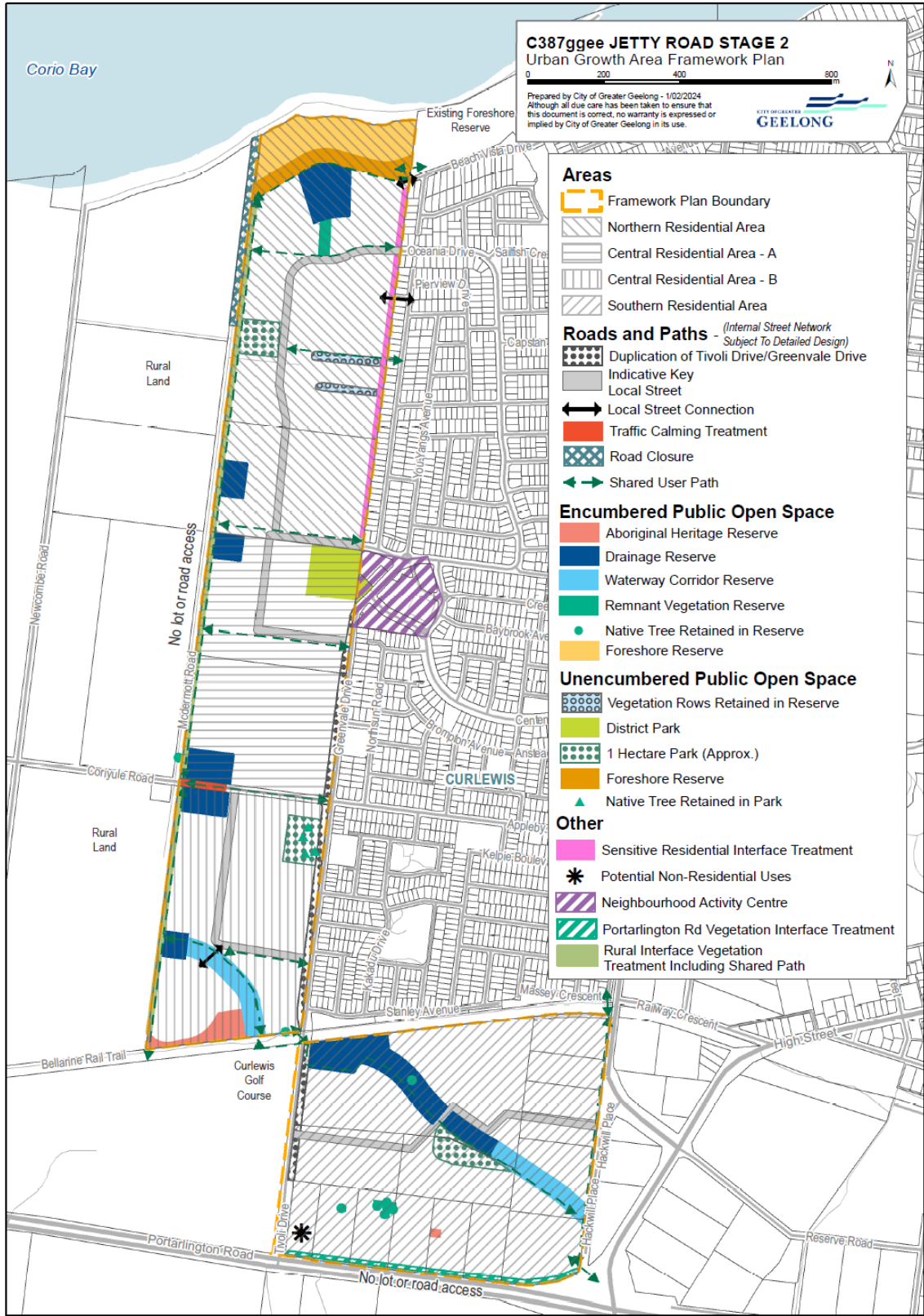
- ***Residential village and Retirement village***
 - The use and development must not be located within 100 metres of the boundary of the district park.
 - Regard must be had to, and compliance must be demonstrated with, the Urban Design Guidelines for Victoria.
 - A movement analysis must be undertaken to demonstrate that public pedestrian connectivity through the area including convenient and direct access to bus stops and public open space is not compromised by the proposed use and development.
 - Gates that provide access to the public realm must be open during daylight hours.
 - Any boundary fencing installed should be of low height, transparent in design, and be sympathetic to the urban or rural character.
 - Dwelling frontage should ensure strong passive surveillance and contribute towards activation of the public realm.
 - Trees should generally be located to provide shade to paved surfaces, with specific focus on shading pedestrian paths.
 - Where the use interfaces with the western boundary rural land:
 - A Plan of Subdivision must vest land in Council sufficient to provide for a rural interface reserve inclusive of a shared

path. This area is not to be credited as part of the public open space contribution.

- A landscape plan must be prepared showing generous planting including canopy trees within the rural interface reserve.
- A dwelling (or any other building) colour and materials schedule, and a fence design plan, must be prepared which reflects the coastal and rural transition, to the satisfaction of the Responsible Authority.
- On-site stormwater assets required to drain and treat stormwater for the development must be designed, constructed and maintained as private assets, to the satisfaction of the Responsible Authority.
- ***Non-residential uses subject to permit in the General Residential Zone***
 - The location of any proposed non-residential use(s), other than a Child care centre, should be limited to the corner of Portarlington Road and Tivoli Drive, subject to a traffic impact assessment and approval by the Head, Transport for Victoria. The exception to this requirement is that a Food and drink premises (café or restaurant) may be located adjacent to the foreshore reserve.
 - A site analysis must be undertaken to ensure the proposed development design responds to the existing character and features of the site and surrounding land.
 - Development must provide sufficient setback land to roads and private lots to enable generous landscaping including canopy trees.
 - Signage must be sympathetic in scale, not dominate the landscape and be entirely integrated into the design of the built form and architecture.

MAP 1 TO THE SCHEDULE 46 TO CLAUSE 43.04





Greater Geelong C387ggee

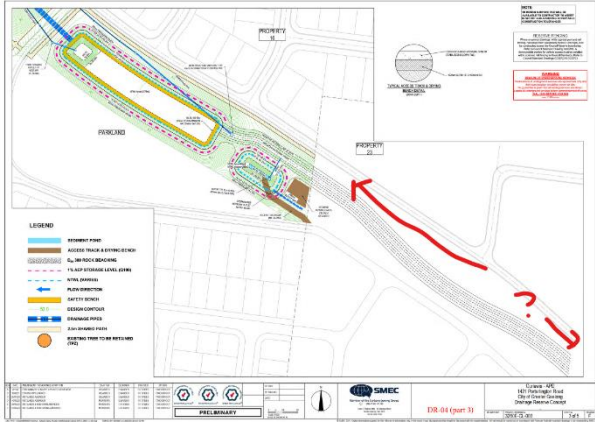
Jetty Road Urban Growth Area Stage 2 DCP – changes log sheet for Panel Hearing

18 April 2024

Summary of changes to exhibited DCP

1. DR-04: cost increase due to increased landscaping costs (change requested by submission no. 7)
2. DR-04L: reduction in land area for valuation and corresponding reduction in land cost (change requested by submission no. 7 & 52). Results in an increase in encumbered Waterways and Drainage Land. Minor rounding difference in total area of 10sqm / 0.001ha.
3. DR-05 (proposed new infrastructure item): in considering submissions, Council became aware that DR-04 costings did not include works to Property 23 and 24 and sought clarification from the proponent. The proponent responded that the works were not included in the original costings, provided costings, and requested inclusion as a separate DCP item.
4. Consequential changes to the document as a result of 1-3 above.

PDF Page	Section	Figure	Table	Appendix	Exhibited version	Panel version	Submission #																																																																																																																																																																																								
11	3.2	-	T1	-	<p>TT. 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11	3.3	-	T7, T8,	-	Note the NDA has dropped from 120.208ha to 120.207 ha (10sqm). References to NDA to be updated accordingly	As shown in Table 1, there are 120.207 hectares of NDA in the precinct to be development for residential purposes. The precinct will yield approximately 2,000 dwellings at an average density of 16.6 dwellings per hectare.																																																																																																																																																																																									
12	3.4	-	-	-	Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)	Add new <i>Drainage: Detailed Designs and Costs</i> supporting documents: JETTY ROAD - STAGE 2 DCP - DR-04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway ESTIMATE: 03/04/24 - REV 08 and JETTY ROAD - STAGE 2 DCP – DR-05 - Drainage Works - Property 23 - 20-40 Hackwill Place, CURLEWIS VIC 3222 ESTIMATE: 03/04/24 - REV 05	7 & 52																																																																																																																																																																																								

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						as shown in Appendix 1 of this summary.	
13	4.1	-	-	-	... 26 infrastructure projects... 25 projects...	... 27 infrastructure projects... 26 projects...	7 - request
13	4.1	F3	-	-	F3	<p>Add new DCP project DR-05 to Property 23 and Property 24. At the request of the Developer Group: <i>'It would be good to maintain the costing in the DCP in two sections or sub-totals with the APD and non APD properties to make implementation really clear and simple and avoid any chance of a dispute about how the costs would be split'</i>.</p> <p>Reason for inclusion: the exhibited cost did not include works within Property 23 & 24</p> 	7 - request
18	4.4	-	T4	-	T4	Add new DCP project DR-05 (Property 23 and Property 24) for construction of waterway channel including connection	7 - request

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18	4.4	-	T4	-	DR-04-L Detention and WSUD Basin (Property 16) Land for a drainage detention and WSUD basin (3.193ha). This refers only to unencumbered drainage land.	DR-04-L Detention and WSUD Basin (Property 16 & 18) Land for a drainage detention and WSUD basin (1.546ha - refer to Appendix 2). This refers only to unencumbered drainage land outside 40m wide waterway corridor	7 & 52																																																																																																
19	4.4	F6	-	-	F6	Add new DCP project 'DR-05'.	7 & 52																																																																																																
29	5.8	-	T9	-	<p>Drainage section:</p> <table border="1"> <thead> <tr> <th>DCP ID</th> <th>DCP Type</th> <th>Item Name</th> <th>Land Area (ha)</th> <th>Land Cost</th> <th>Construction Cost</th> <th>Total Cost</th> <th>Internal Apportionment</th> <th>Cost to MCA</th> <th>Charge Area</th> <th>Demand Units</th> <th>Levy per l/s</th> </tr> </thead> <tbody> <tr> <td colspan="12">Drainage</td> </tr> <tr> <td>DR-01</td> <td>Development</td> <td>Drainage Works - Pipeline (Property 11)</td> <td></td> <td>\$0</td> <td>\$386,647</td> <td>\$386,647</td> <td>100.00%</td> <td>\$386,647</td> <td>CA 1</td> <td>34,438</td> <td>\$11,221.82</td> </tr> <tr> <td>DR-02</td> <td>Development</td> <td>Conyale Road Drainage Item</td> <td></td> <td>\$0</td> <td>\$3,941,708</td> <td>\$3,941,708</td> <td>63.87%</td> <td>\$2,476,137</td> <td>CA 2 & 3</td> <td>85,770</td> <td>\$28,769.55</td> </tr> <tr> <td>DR-03</td> <td>Development</td> <td>Drainage Works - Pipeline (Property 15)</td> <td></td> <td>\$0</td> <td>\$323,364</td> <td>\$323,364</td> <td>63.87%</td> <td>\$202,642</td> <td>CA 2 & 3</td> <td>85,770</td> <td>\$2,352.83</td> </tr> <tr> <td>DR-04</td> <td>Development</td> <td>Detention and WSUD Basin (Property 16) (construction)</td> <td></td> <td>\$0</td> <td>\$11,332,851</td> <td>\$11,332,851</td> <td>100.00%</td> <td>\$11,332,851</td> <td>CA 3</td> <td>44,249</td> <td>\$256,110.89</td> </tr> <tr> <td>DR-04-L</td> <td>Development</td> <td>Detention and WSUD Basin (Property 16) (land)</td> <td>3.193</td> <td>\$5,747,400</td> <td>\$0</td> <td>\$5,747,400</td> <td>100.00%</td> <td>\$5,747,400</td> <td>CA 3</td> <td>44,249</td> <td>\$129,887.68</td> </tr> <tr> <td colspan="3">Subtotal Drainage</td> <td></td> <td>\$5,747,400</td> <td>\$15,044,179</td> <td>\$21,791,579</td> <td></td> <td>\$21,188,278</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	DCP ID	DCP Type	Item Name	Land Area (ha)	Land Cost	Construction Cost	Total Cost	Internal Apportionment	Cost to MCA	Charge Area	Demand Units	Levy per l/s	Drainage												DR-01	Development	Drainage Works - Pipeline (Property 11)		\$0	\$386,647	\$386,647	100.00%	\$386,647	CA 1	34,438	\$11,221.82	DR-02	Development	Conyale Road Drainage Item		\$0	\$3,941,708	\$3,941,708	63.87%	\$2,476,137	CA 2 & 3	85,770	\$28,769.55	DR-03	Development	Drainage Works - Pipeline (Property 15)		\$0	\$323,364	\$323,364	63.87%	\$202,642	CA 2 & 3	85,770	\$2,352.83	DR-04	Development	Detention and WSUD Basin (Property 16) (construction)		\$0	\$11,332,851	\$11,332,851	100.00%	\$11,332,851	CA 3	44,249	\$256,110.89	DR-04-L	Development	Detention and WSUD Basin (Property 16) (land)	3.193	\$5,747,400	\$0	\$5,747,400	100.00%	\$5,747,400	CA 3	44,249	\$129,887.68	Subtotal Drainage				\$5,747,400	\$15,044,179	\$21,791,579		\$21,188,278				<p>Change T9 to account for:</p> <ul style="list-style-type: none"> DR-04 Construction Cost – apply to Property 16 & 18 and new total cost: \$15,621,027 DR-04-L correct 'Land Area' and 'Land Cost' New land area: 1.546ha New land cost: \$2,782,800 New DCP item DR-05 (Property 23 and Property 24) and cost: \$1,357,230 <p>Refer to Appendix 3 for enlargement – NOT INSERTED here</p>	7 & 52
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DR-03	Development	Drainage Works - Pipeline (Property 15)		\$0	\$323,364	\$323,364	63.87%	\$202,642	CA 2 & 3	85,770	\$2,352.83																																																																																												
DR-04	Development	Detention and WSUD Basin (Property 16) (construction)		\$0	\$11,332,851	\$11,332,851	100.00%	\$11,332,851	CA 3	44,249	\$256,110.89																																																																																												
DR-04-L	Development	Detention and WSUD Basin (Property 16) (land)	3.193	\$5,747,400	\$0	\$5,747,400	100.00%	\$5,747,400	CA 3	44,249	\$129,887.68																																																																																												
Subtotal Drainage				\$5,747,400	\$15,044,179	\$21,791,579		\$21,188,278																																																																																															

PDF Page	Section	Figure	Table	Appendix	Exhibited version	Panel version	Submission #																																																												
30	5.9	-	T10	-	Drainage section: <table border="1"> <thead> <tr> <th colspan="4">Drainage</th> </tr> </thead> <tbody> <tr> <td>DR-01</td> <td>\$11,221.52</td> <td>\$0.00</td> <td>\$0.00</td> </tr> <tr> <td>DR-02</td> <td>\$0.00</td> <td>\$28,799.55</td> <td>\$28,799.55</td> </tr> <tr> <td>DR-03</td> <td>\$0.00</td> <td>\$2,362.62</td> <td>\$2,362.62</td> </tr> <tr> <td>DR-04</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$256,110.89*</td> </tr> <tr> <td>DR-04-L</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$129,887.68*</td> </tr> <tr> <td>Sub-total Drainage</td> <td>\$11,221.52</td> <td>\$31,162.16</td> <td>\$417,160.73</td> </tr> </tbody> </table>	Drainage				DR-01	\$11,221.52	\$0.00	\$0.00	DR-02	\$0.00	\$28,799.55	\$28,799.55	DR-03	\$0.00	\$2,362.62	\$2,362.62	DR-04	\$0.00	\$0.00	\$256,110.89*	DR-04-L	\$0.00	\$0.00	\$129,887.68*	Sub-total Drainage	\$11,221.52	\$31,162.16	\$417,160.73	Corresponding changes <table border="1"> <thead> <tr> <th colspan="4">Drainage</th> </tr> </thead> <tbody> <tr> <td>DR-01</td> <td>\$11,221.53</td> <td>\$0.00</td> <td>\$0.00</td> </tr> <tr> <td>DR-02</td> <td>\$0.00</td> <td>\$28,799.55</td> <td>\$28,799.55</td> </tr> <tr> <td>DR-03</td> <td>\$0.00</td> <td>\$2,362.62</td> <td>\$2,362.62</td> </tr> <tr> <td>DR-04</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$353,025.55</td> </tr> <tr> <td>DR-04-L</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$62,889.56</td> </tr> <tr> <td>DR-05</td> <td>\$0.00</td> <td>\$0.00</td> <td>\$30,261.85</td> </tr> <tr> <td>Sub-total Drainage</td> <td>\$11,221.53</td> <td>\$31,162.17</td> <td>\$477,339.12</td> </tr> </tbody> </table> <p>Refer to Appendix 3 for full table– NOT INSERTED here</p>	Drainage				DR-01	\$11,221.53	\$0.00	\$0.00	DR-02	\$0.00	\$28,799.55	\$28,799.55	DR-03	\$0.00	\$2,362.62	\$2,362.62	DR-04	\$0.00	\$0.00	\$353,025.55	DR-04-L	\$0.00	\$0.00	\$62,889.56	DR-05	\$0.00	\$0.00	\$30,261.85	Sub-total Drainage	\$11,221.53	\$31,162.17	\$477,339.12	7 & 52
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36	-	-	T12	A	Property Specific Land Budget	New land budget shown in Appendix 4	7 & 52																																																												
53	-	-	-	D	OS-01 Description: 'Includes carpark outlined in the Structure Plan'	Delete	Council																																																												
61	-	-	-	D	DR-04	To be replaced with updated cost.	7 & 52																																																												
-	-	-	-	D	-	DR-05 - Add new infrastructure project sheet	7 - request																																																												
62	-	-	-	D	DR-04-L	To be replaced with updated cost.																																																													
	-	-	-	E	DR-01 21 (D-03) Drainage Works – Pipeline (Property 11) DR-03 14 (D-02) Drainage Works – Pipeline (Property 15)	DR-01 Drainage Works – Pipeline (Property 11) (Stantec Item No. 21 D-03) DR-03 Drainage Works – Pipeline (Property 15) (Stantec Item No. 14 D-02) Note: relates to council report paragraph 145 Submission no. 7.6. While the exhibited DCP re-numbered the drainage projects compared to Stantec cost estimates, the actual \$	7																																																												

PDF Page	Section	Figure	Table	Appendix	Exhibited version	Panel version	Submission #
						values against the relevant project for the 2x pipelines are correct. Therefore, the DCP charges are correct. Submission item C6 is resolved.	
97-99	-	-	-	E	DR-04	Remove and replace with JETTY ROAD - STAGE 2 DCP DR-04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway ESTIMATE: 03/04/24 - REV 08 Refer to Appendix 1	-
	-	-	-	E	-	New DR-05 QS sheet JETTY ROAD - STAGE 2 DCP DR-05 - Drainage Works - Property 23 - 20-40 Hackwill Place, CURLEWIS VIC 3222 ESTIMATE: 03/04/24 - REV 05 Refer to Appendix 1	-

Appendix 1

JETTY ROAD - STAGE 2 DCP - DR-04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway

ESTIMATE: 03/04/24 - REV 08

JETTY ROAD - STAGE 2 DCP

DR-05 - Drainage Works - Property 23 - 20-40 Hackwill Place, CURLEWIS VIC 3222

ESTIMATE: 03/04/24 - REV 05

JETTY ROAD - STAGE 2 DCP

DR-04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway

ESTIMATE: 03/04/24 - REV 08

These works involve construction of the existing waterway between Portarlington/Jetty Rd and the Rail Trail/ Tivoli Dv. The works include detention basins, channel construction, wetlands, sediment ponds, drainage, bypass drainage, dewatering areas, access tracks, headwalls, rock beaching, creek lining, etc.

These works are within Properties 16 & 18 only.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
PRELIMINARIES					
1	Site Establishment	1	Item	\$ 50,000.00	\$ 50,000.00
2	Provision of temporary fencing	1	Item	\$ 20,000.00	\$ 20,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
4	Implementation of the Environmental Management Plan	1	Item	\$ 8,000.00	\$ 8,000.00
5	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 40,000.00	\$ 40,000.00
6	Site preparation including disposal of all surface rock, dead trees, timber, fences, wire, rubbish, disposed offsite to a tip to be arranged by the contractor.	1	Item	\$ 5,000.00	\$ 5,000.00
7	Allowance for Dewatering, treatment and bypass pumping of external catchment during construction (including water treatment prior to discharge)	1	Item	\$ 90,000.00	\$ 90,000.00
EARTHWORKS					
8	Formation to 98% level 1 compaction inclusive of stripping and stockpiling of topsoil; excavation, placing, watering and compacting approved clay filling in embankment, removal and disposal of all other surplus spoil off site, construction waste and rubbish offsite, all as specified.				
	(i) Strip existing topsoil & stockpile for future use	46800	m3	\$ 10.00	\$ 468,000.00
	(ii) Estimated Excavation	57300	m3	\$ 20.00	\$ 1,146,000.00
	(iii) Estimated Fill	3050	m3	\$ 15.00	\$ 45,750.00
9	PROVISIONAL ITEM Excess Material to be transported off site	54250	m3	\$ 30.00	\$ 1,627,500.00
	PROVISIONAL ITEM Backfilling of Existing Dam	1300	m3	\$ 15.00	\$ 19,500.00
10	Topsoiling				
	(i) 200mm depth topsoil beneath EDD (No hydroseeding)	14760	m2	\$ 2.50	\$ 36,900.00
	(ii) 200mm depth topsoil on permanent batters (above EDD)	30120	m2	\$ 2.50	\$ 75,300.00
	(iii) Hydromulch all areas above EDD with sterile Ryegrass	30120	m2	\$ 1.30	\$ 39,156.00
	(iv) Topsoil amelioration with gypsum (5T/ha) - all topsoil	33140	m2	\$ 2.50	\$ 82,850.00
11	PROVISIONAL ITEM Clay lining				
	(i) Additional 300mm Depth Cut to perform clay lining works	4428	m3	\$ 20.00	\$ 88,560.00
	(ii) Install and compact 300mm depth clay liner to EDD	4428	m3	\$ 20.00	\$ 88,560.00
	(iii) Import suitable Clay Liner Material	4428	m3	\$ 30.00	\$ 132,840.00
	(iv) Dispose of excess unsuitable clay material off-site	4428	m3	\$ 30.00	\$ 132,840.00
ACCESS TRACKS AND SEDIMENT PONDS					
12	Sediment Pond Hardstand - 400mm depth compacted rock, D50>50mm	400	m2	\$ 90.00	\$ 36,000.00
13	Access Track - 200mm thick Class 3 FCR access track with 6% CTR	470	m2	\$ 45.00	\$ 21,150.00
14	Dewatering Area - 200mm thick Class 3 FCR	900	m2	\$ 25.00	\$ 22,500.00
15	Clean (remove & dispose) debris from sediment basins at end of maintenance period	1	Item	\$ 20,000.00	\$ 20,000.00
CONSTRUCTED WATERWAY					
16	D50 = 300mm Rock Beaching to Base Of Channel - 75 lin.m in Property 16				
	(i) Detailed cut prior to installing beaching	4850	m2	\$ 15.00	\$ 72,750.00
	(ii) Rock placement base of constructed waterway	7865	m2	\$ 25.00	\$ 196,625.00
17	Import of Rock material (1m dia fieldstone)	2360	m3	\$ 105.00	\$ 247,800.00

DRAINAGE WORKS					
18	Excavation and refilling trenches, supply, laying and jointing ordinary backfill.				
	(i) 300 dia Balance Pipes	200	m	\$ 160.00	\$ 32,000.00
	(ii) 450 dia Balance Pipe and Outlet Pipe	70	m	\$ 220.00	\$ 15,400.00
	(iii) 525 dia Outlet Pipe	230	m	\$ 300.00	\$ 69,000.00
	(iv) 750 dia Outlet Pipe	40	m	\$ 480.00	\$ 19,200.00
	(v) Q100 Pipes between wetland segments (2 x 750 dia RCP's) = 2 x 28m	156	m	\$ 480.00	\$ 74,880.00
	(vi) Culverts at road crossing (3 x 1200 x 900 RCBC's) = 3 x 36m	165	m	\$ 1,200.00	\$ 198,000.00
19	CCTV of all proposed and existing drainage pipes as instructed by Council	1286	m	\$ 18.00	\$ 23,148.00
20	Submerged Offtake Pit cast-in-situ including excavation, covers and step irons and disposal of excess material. Refer to MW STD DRG 7251/12/008				
	(i) 600mm x 600mm	14	No.	\$ 3,200.00	\$ 44,800.00
21	Junction Pits cast-in-situ including excavation, covers and step irons and disposal of excess material. All as specified. Refer to MW STD DRG 7251/08/408				
	(i) 900mm x 900mm (Wetland edge pits)	10	No.	\$ 3,600.00	\$ 36,000.00
22	Single pipe outlet to Pond 1, 2, 3 - DN1200 pipe with post & rail barrier to be installed around outlet structure	3	No.	\$ 7,500.00	\$ 22,500.00
23	Supply & install Timber Bollard SD714 (includes 1 removable at each access track)	9	No.	\$ 150.00	\$ 1,350.00
24	Bypass pipe requested by Council for 20% AEP Diversion for Maintenance				
	(i) Pond 1 bypass - DN900	190	m	\$ 400.00	\$ 76,000.00
	(ii) Pond 1 bypass - DN1500	140	m	\$ 1,000.00	\$ 140,000.00
	(iii) Pond 1 bypass - DN900	260	m	\$ 400.00	\$ 104,000.00
	(iv) Allowance for shut-off gates/ modified pits	3	Item	\$ 15,000.00	\$ 45,000.00
25	Modifications to existing channel on west side of Tivoli Drive to achieve 300mm freeboard to Golf Course and Rail Trail inclusive of Earthworks and Geofabric (as required)	250	m3	\$ 80.00	\$ 20,000.00
26	Sediment Pond Drawdown (dewatering) prior to handover for clean out purposes.	1	Item	\$ 15,000.00	\$ 15,000.00
27	Sediment excavation & removal prior to CoGG handover (based on 5yr sed load calcs)	448	m3	\$ 125.00	\$ 56,000.00
LANDSCAPE WORKS					
28	Preliminaries & General Requirements				
	Site establishment including provisions of access, survey setout, provision of site and office compounds, insurance, OH&S, traffic control, traffic management plan for Council, environmental protection and other works as specified. (3.5% of Project Value)	1	Item	\$ -	\$ 68,652.83
29	Groundworks				
	Earthworks to achieve levels as indicated on landscape plans or as required to complete the works - family nodes, fitness station, seating areas	1	Item	\$ 8,000.00	\$ 8,000.00
30	Paving				
	Geotechnical Certification	1	Item	\$ 1,900.00	\$ 1,900.00
	2.5m Wide Concrete Shared Paths - Supply & install plain concrete pavement - 774 Lin.m	1935	m2	\$ 91.00	\$ 176,085.00
	1.5m Wide Concrete Secondary Pedestrian Paths - Supply & install plain concrete pavement - 67 Lin.m	101	m2	\$ 91.00	\$ 9,145.50
	200mm wide Concrete Edge between waterway planting and grass area	1383	m	\$ 110.00	\$ 152,130.00
31	Quarry Work				
	Supply & install natural boulders (700-1200mm dia.) for seating and stepping stones as specified (provisional sum)	150	Ea.	\$ 180.00	\$ 27,000.00
32	Fixtures & Furniture				
	S1 - Supply & install timber seat with backrest as specified	7	Ea.	\$ 2,600.00	\$ 18,200.00
	S4 - Supply & install informal log seating as specified	4	Ea.	\$ 2,400.00	\$ 9,600.00
	Structural Certification, as required	1	Item	\$ 3,500.00	\$ 3,500.00
	Pedestrian Bridge - Supply and Installation all inclusive	1	Item	\$ 350,000.00	\$ 350,000.00

33	Wetland Works (Below Q100)				
	Weed control to all waterway planting areas	13960	m2	\$ 0.50	\$ 6,980.00
	Fine Trimming & grading for all waterway planting areas	13960	m2	\$ 0.50	\$ 6,980.00
	Cultivation 150mm depth to all waterway planting areas	13960	m2	\$ 1.20	\$ 16,752.00
	Supply & install jute matting to all planting areas	13960	m2	\$ 7.00	\$ 97,720.00
	Supply & install 200mm imported topsoil to all waterway planting areas	13960	m2	\$ 18.00	\$ 251,280.00
	Maintenance paths into wetlands - Supply & install plain concrete pavement	402	m2	\$ 120.00	\$ 48,240.00
34	Soil & Preparation				
	Weed control to all grassed areas (above Q100)	18711	m2	\$ 0.50	\$ 9,355.50
	Fine Trimming & grading for grassed area (above Q100), as specified	18711	m2	\$ 0.50	\$ 9,355.50
	Cultivation 150mm depth to all grassed areas (above Q100) as specified	18711	m2	\$ 1.20	\$ 22,453.20
	Supply & install 200mm imported topsoil to all grassed areas (above Q100), as specified	18711	m2	\$ 18.00	\$ 336,798.00
	Supply & install 75mm depth approved organic mulch to all garden beds (above Q100) as specified	4101	m2	\$ 8.00	\$ 32,808.00
35	Trees & Planting				
	Supply & install trees	288	Ea.	\$ 240.00	\$ 69,120.00
	Supply & install shrubs & groundcovers to Garden Bed Areas (above Q100) - V93 Hiko cell - 4 plants/m2	16404	Ea.	\$ 3.50	\$ 57,414.00
	Supply & install plants to Wetland Planting (Below Q100, Ephemeral Planting and Aquatic) - 600cc tube stock	55840	Ea.	\$ 5.50	\$ 307,120.00
36	Turf & Grassing				
	G1 - Supply & install instant turf (100% Kikuyu) in all areas including drying benches	14610	m2	\$ 11.00	\$ 160,710.00
37	Establishment (Landscaping)				
	Establish the landscape to the standards indicated in the specification. This may include, but not limited to, mowing, watering, weed removal and any miscellaneous items required to maintain the landscape	13	Weeks	\$ 1,100.00	\$ 14,300.00
	Establish the landscape to the standards indicated in the specification for MW Reimbursables items - LB1, LB2, CI, SM, DM planting areas	13	Weeks	\$ 1,800.00	\$ 4,765.00
CULTURAL HERITAGE					
38	CHMP Soil Screening Works (based on SMEC Sketch SK31 - volume of 20,680 m3 & Dugay and Co. Archaeology and Cultural Heritage Management Cost Estimate - Table 4)	1	Item	\$ 3,180,103.20	\$ 3,180,103.20
				SUB TOTAL - CONSTRUCTION COSTS	\$ 11,264,826.73
39	2-Year Maintenance Period	208	Wk.	\$ 1,000.00	\$ 208,000.00
COUNCIL AND AUTHORITY FEES AND CHARGES					
40	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 366,106.87	\$ 366,106.87
CONSULTANCY FEES					
41	Project and Program Management	3%	Item	\$ 337,944.80	\$ 337,944.80
42	Feature Survey	1	Item	\$ 5,000.00	\$ 5,000.00
43	Geotechnical Testing	1	Item	\$ 50,000.00	\$ 50,000.00
44	Integrated Stormwater Management Plan including Functional Designs and Reporting	1	Item	\$ 120,000.00	\$ 120,000.00
45	Title Survey and Plan of Subdivision	1	Item	\$ 10,000.00	\$ 10,000.00
46	Detailed Civil Design	1	Item	\$	\$
47	Engineering Concept Costs	1	Item	\$ 99,997.50	\$ 99,997.50
48	Civil Design and Documentation	8%	Item	\$ 901,186.14	\$ 901,186.14
49	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
				SUBTOTAL CONSULTANCY AND AUTHORITY FEES	\$ 2,103,235.31
CONTINGENCY					
50	Contingency (20% of Construction Costs)	20%	Item	\$ 2,252,965.35	\$ 2,252,965.35
				TOTAL (EXCL. GST)	\$ 15,621,027.39
				GST	\$ 1,562,102.74
				TOTAL AMOUNT (INCL. GST)	\$ 17,183,130.12
Notes:					
- Cultural Heritage Screening costs are based on the following documents:					
1. Dugay & Co Archaeology and Cultural Heritage Management Cost Estimate (03/04/2024)					
2. SMEC Sketch 3260E-CL-SK26-Depth to Top of Clay Layer - Wetlands (Rev A)					
3. SMEC Sketch 3260E-CL-SK31-Wetland Sieve Volume (660 mm depth to Clay) - Rev A					
4. Cultural Heritage Management Plan 18446					
5. Geotechnical Site Investigation Report G3275.175 (GSSW1960) AA					

JETTY ROAD - STAGE 2 DCP

DR-05 - Drainage Works - Property 23 - 20-40 Hackwill Place, CURLEWIS VIC 3222

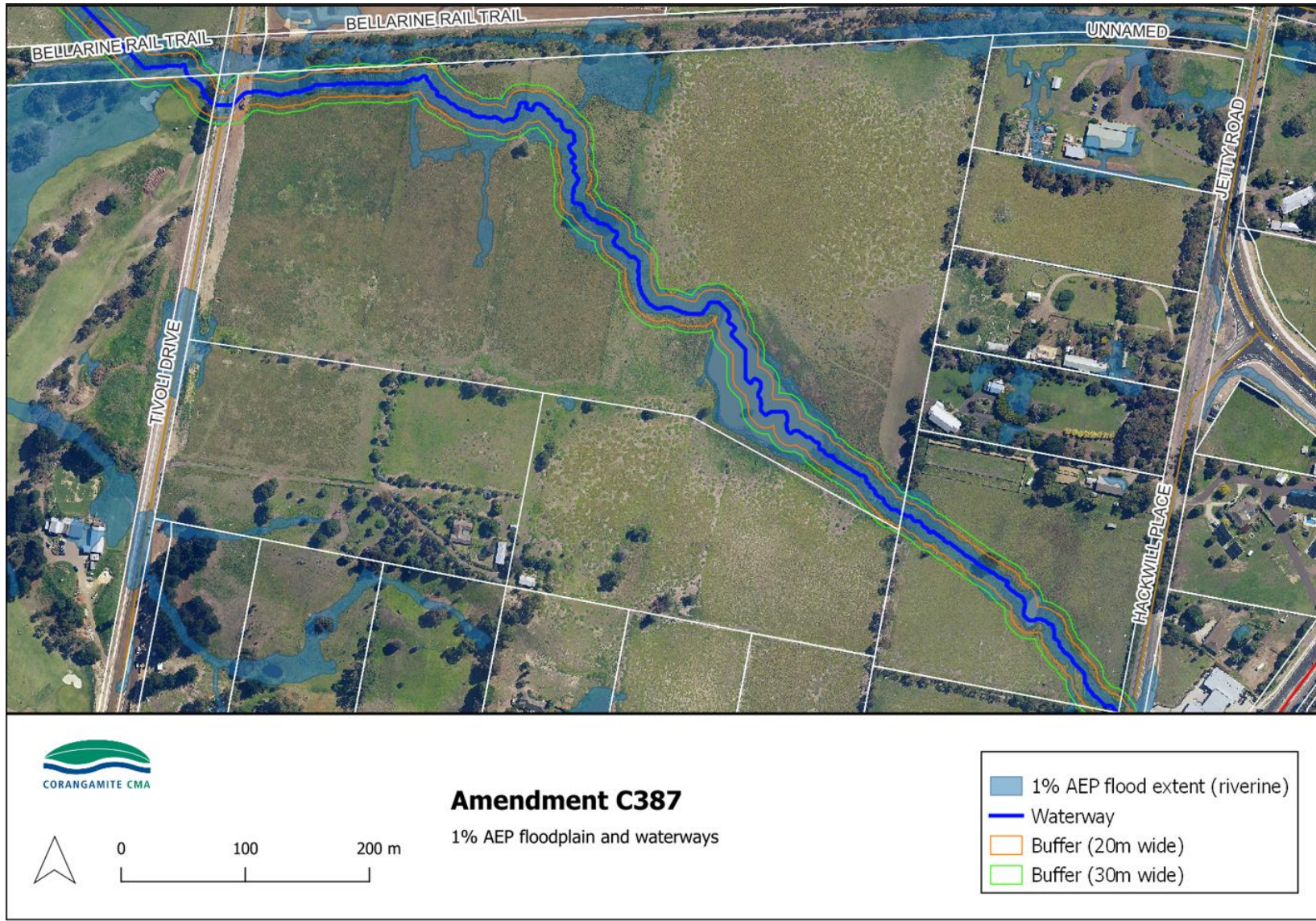
ESTIMATE: 03/04/24 - REV 05

These works involve the construction a waterway channel between Portarlinton/Jetty Rd and the proposed waterway within JR Stg 2's Property 16 & 18. Works include channel construction, connection to the existing outfall drain (Jetty Rd), Wetlands, rockwork, lining, landscaping & works as denoted below.

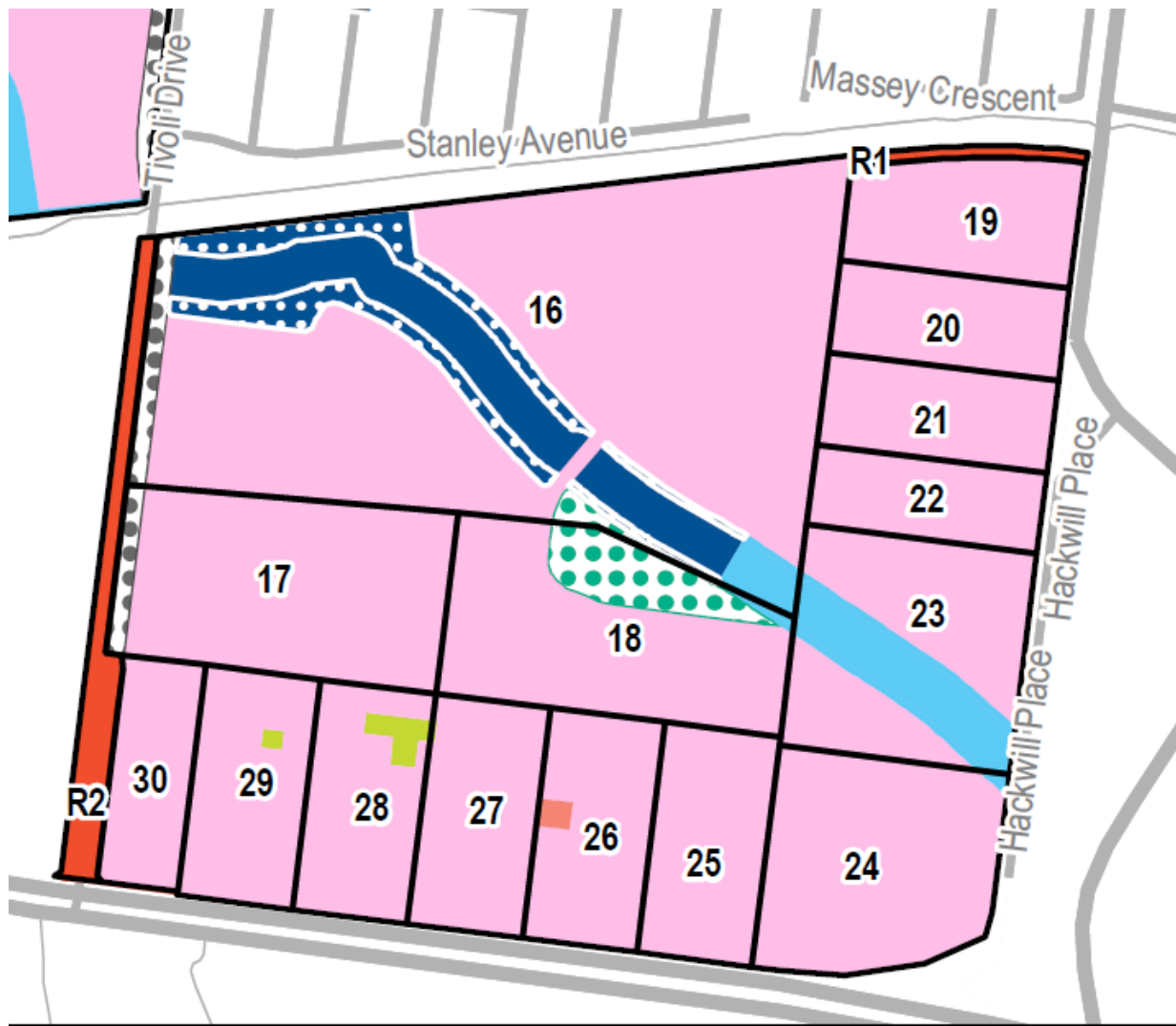
ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
PRELIMINARIES					
1	Site Establishment	1	Item	\$ 10,000.00	\$ 10,000.00
2	Provision of temporary fencing	700	m	\$ 15.00	\$ 10,500.00
3	Provision of Construction Management Plan	1	Item	\$ 1,500.00	\$ 1,500.00
4	Implementation of the Environmental Management Plan	1	Item	\$ 2,000.00	\$ 2,000.00
5	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 4,000.00	\$ 4,000.00
6	Site preparation including disposal of all surface rock, dead trees, timber, fences, wire, rubbish, disposed offsite to a tip to be arranged by the contractor.	1	Item	\$ 2,000.00	\$ 2,000.00
7	Allowance for Dewatering, treatment and bypass pumping of external catchment during construction (including water treatment prior to discharge)	1	Item	\$ 20,000.00	\$ 20,000.00
EARTHWORKS					
8	Formation to 98% level 1 compaction inclusive of stripping and stockpiling of topsoil; excavation, placing, watering and compacting approved clay filling in embankment, removal and disposal of all other surplus spoil off site, construction waste and rubbish offsite, all as specified.				
	(i) Strip existing topsoil (200mm) & stockpile for future use (Chanel Works)	1607	m3	\$ 10.00	\$ 16,070.00
	(ii) Strip existing topsoil (200mm) & stockpile for future use (Balance of Waterway Reserve)	643	m3	\$ 10.00	\$ 6,430.00
	(iii) Estimated Excavation	2079	m3	\$ 20.00	\$ 41,580.00
9	PROVISIONAL ITEM Excess Material to be transported off site	2079	m3	\$ 30.00	\$ 62,370.00
	PROVISIONAL ITEM Backfilling of Existing Dam	864	m3	\$ 15.00	\$ 12,960.00
10	PROVISIONAL ITEM Clay lining				
	(i) Additional 300mm Depth Cut to perform clay lining v	1051	m3	\$ 20.00	\$ 21,020.00
	(ii) Install and compact 300mm depth clay liner to EDD	1051	m3	\$ 20.00	\$ 21,020.00
	(iii) Import suitable Clay Liner Material	1051	m3	\$ 30.00	\$ 31,530.00
	(iv) Dispose of excess unsuitable clay material off-site	1051	m3	\$ 30.00	\$ 31,530.00
WATERWAY END TREATMENT					
11	Connection to Ex. Bypass Basin Outlet at Jetty Rd	1	Item	\$ 20,000.00	\$ 20,000.00
	Connection & Inlet Treatment	1	Item	\$ 10,000.00	\$ 10,000.00
	Import of Rock material for inlet treatment (fieldstone)	1	Item	\$ 5,000.00	\$ 5,000.00
LANDSCAPE WORKS					
12	Paving				
	Geotechnical Certification	1	Item	\$ 1,900.00	\$ 1,900.00
	2.5m Wide Concrete Shared Paths - Supply & install plain concrete pavement - 230 Lin.m	575	m2	\$ 91.00	\$ 52,325.00
	200mm wide Concrete Edge between waterway planting and grass area	463	m	\$ 110.00	\$ 50,930.00

13	Waterway Works (Below Q100)				
	Weed control to all waterway planting areas	3015	m2	\$ 0.50	\$ 1,507.50
	Fine Trimming & grading for all waterway planting areas	3015	m2	\$ 0.50	\$ 1,507.50
	Cultivation 150mm depth to all waterway planting areas	3015	m2	\$ 1.20	\$ 3,618.00
	Supply & install jute matting to all planting areas	3015	m2	\$ 7.00	\$ 21,105.00
	Supply & install 200mm imported topsoil to all waterway planting areas	3015	m2	\$ 18.00	\$ 54,270.00
14	Soil & Preparation				
	Weed control to all grassed areas (above Q100)	6415	m2	\$ 0.50	\$ 3,207.50
	Fine Trimming & grading for grassed area (above Q100), as specified	6415	m2	\$ 0.50	\$ 3,207.50
	Cultivation 150mm depth to all grassed areas (above Q100) as specified	6415	m2	\$ 1.20	\$ 7,698.00
	Supply & install 200mm imported topsoil to all grassed areas (above Q100), as specified	6415	m2	\$ 18.00	\$ 115,470.00
15	Trees & Planting				
	Supply & install trees	112	Item	\$ 200.00	\$ 22,400.00
	Supply & install plants to Wetland Planting (Below Q100, Ephemeral Planting and Aquatic) - 600cc tube stock	12060	Item	\$ 5.50	\$ 66,330.00
16	Turf & Grassing				
	G1 - Supply & install instant turf (100% Kikuyu) in all areas including drying benches	6415	m2	\$ 11.00	\$ 70,565.00
17	Landscape Establishment				
	Establish the landscape to the standards indicated in the specification. This may include, but not limited to, mowing, watering, weed removal and any miscellaneous items required to maintain the landscape	13	Wk	\$ 900.00	\$ 11,700.00
	Establish the landscape to the standards indicated in the specification for MW Reimbursables items - LB1, LB2, CI, SM, DM planting areas	13	Wk	\$ 600.00	\$ 4,765.00
SUB TOTAL - CONSTRUCTION COSTS					\$ 822,016.00
COUNCIL AND AUTHORITY FEES AND CHARGES					
18	2-Year Maintenance Period	208	Wk	\$ 1,000.00	\$ 208,000.00
CONSULTANCY FEES					
19	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 26,715.52	\$ 26,715.52
20	Project and Program Management	3%	Item	\$ 24,660.48	\$ 24,660.48
21	Feature Survey	1	Item	\$ 2,500.00	\$ 2,500.00
22	Geotechnical Testing	1	Item	\$ 15,000.00	\$ 15,000.00
23	Title Survey and Plan of Subdivision	1	Item	\$ 8,000.00	\$ 8,000.00
24	Civil Design and Documentation	8%	Item	\$ 65,761.28	\$ 65,761.28
25	As Constructed Information	1	Item	\$ 2,000.00	\$ 2,000.00
SUBTOTAL CONSULTANCY AND AUTHORITY FEES					\$ 352,637.28
CONTINGENCY					
26	Contingency (20% of Construction Costs)	20%	Item	\$ 164,403.20	\$ 164,403.20
TOTAL (EXCL. GST)					\$ 1,339,056.48
GST					\$ 133,905.65
TOTAL AMOUNT (INCL. GST)					\$ 1,472,962.13
Notes:					
<ul style="list-style-type: none"> - Estimate developed utilising C387 DCP Rates / Fees for Preliminaries, Earthworks, Waterway Works, Council and Authority Fees & Charges, Consultancy Fees & Contingency - Estimate for Landscaping developed by SMEC Landscapes in accordance with APD Curlewis Wetland Landscaped Masterplan - Extent of waterway channel within property 23 assumed to be from Property 16 / 18 to the existing Jetty Road Outlet. - Estimate assumes 1m deep channel, 3m width at invert, 15m total channel width w/ 1:6 Batters as no engineering design has been developed. - No allowance for any bulk earthworks / landforming surrounding the drainage channel to suit existing topography. - No allowance for any works not specified. 					

Appendix 2



Source: CCMA email - Mon 8/01/2024 5:20 PM



Source: CoGG

Appendix 3

Table 9 updates:

T9 Infrastructure Levy Calculations By Infrastructure Item

DCP ID	DCP Type	Item Name	Land Area (ha)	Land Cost	Construction Cost	Total Cost	Internal Apportionment	Cost to MCA	Charge Areas	Demand Units	Levy per ha
Roads											
RD-01	Development	Greenvale Drive between Centennial Boulevard and Coriyle Road (construction)		\$0	\$2,382,641	\$2,382,641	100.00%	\$2,382,641	All	120.208	\$19,820.98
RD-01-L	Development	Greenvale Drive between Centennial Boulevard and Coriyle Road (land)	0.74	\$1,702,000	\$0	\$1,702,000	100.00%	\$1,702,000	All	120.208	\$14,158.79
RD-02	Development	Tivoli Drive between Coriyle Road and Bellarine Rail-Trail (construction)		\$0	\$2,922,045	\$2,922,045	100.00%	\$2,922,045	All	120.208	\$24,308.24
RD-02-L	Development	Tivoli Drive between Coriyle Road and Bellarine Rail-Trail (land)	0.93	\$1,906,500	\$0	\$1,906,500	100.00%	\$1,906,500	All	120.208	\$15,860.01
RD-03	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (construction)		\$0	\$2,876,126	\$2,876,126	100.00%	\$2,876,126	All	120.208	\$23,926.25
RD-03-L	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (land)	0.596	\$1,120,600	\$0	\$1,120,600	100.00%	\$1,120,600	All	120.208	\$9,322.17
RD-04	Development	Greenvale Road / Centennial Boulevard intersection		\$0	\$866,953	\$866,953	50.06%	\$433,968	All	120.208	\$3,610.14
RD-05	Development	Greenvale Drive, Tivoli Road and Coriyle Road roundabout		\$0	\$1,270,877	\$1,270,877	100.00%	\$1,270,877	All	120.208	\$10,572.31
RD-06	Development	Geelong Portarlington Road / Tivoli Road intersection		\$0	\$2,249,832	\$2,249,832	50.06%	\$1,126,191	All	120.208	\$9,368.69
Sub-total Roads					\$4,729,100	\$12,568,474	\$17,297,574		\$15,740,948		
Paths											
P-01	Development	Pedestrian Bridge to Jetty Road reserve.		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120.208	\$5,624.13
P-02	Development	Pedestrian Bridge to Clifton Springs Primary School		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120.208	\$5,624.13
P-03	Development	Pedestrian lights at Bellarine Rail Trail.		\$0	\$716,799	\$716,799	50.06%	\$358,806	All	120.208	\$2,984.87
Sub-total Paths					\$0	\$3,418,000	\$3,418,000		\$1,710,937		
Open Space											
OS-01	Development	Foreshore Reserve - Improvements		\$0	\$4,296,551	\$4,296,551	50.06%	\$2,150,710	All	120.208	\$17,891.57
OS-02	Development	Griggs Creek - Rehabilitation and Revegetation		\$0	\$1,300,802	\$1,300,802	7.51%	\$97,671	All	120.208	\$812.51
OS-03	Development	Griggs Creek - Landscaping and Improvements		\$0	\$1,785,207	\$1,785,207	25.03%	\$446,808	All	120.208	\$3,716.95
OS-04	Development	Sub-Regional Park - Improvements		\$0	\$1,946,551	\$1,946,551	50.06%	\$974,378	All	120.208	\$8,105.77
OS-05	Development	Southern Precinct Local Park - Improvements		\$0	\$1,157,638	\$1,157,638	100.00%	\$1,157,638	CA3	44.249	\$26,161.91
Sub-total Open Space					\$0	\$10,486,749	\$10,486,749		\$4,827,205		
Drainage											
DR-01	Development	Drainage Works - Pipeline (Property 11)		\$0	\$386,447	\$386,447	100.00%	\$386,447	CA 1	34.438	\$11,221.53
DR-02	Development	Coriyle Road Drainage Item		\$0	\$3,941,708	\$3,941,708	62.67%	\$2,470,137	CA 2 & 3	85.77	\$28,799.55
DR-03	Development	Drainage Works - Pipeline (Property 15)		\$0	\$323,364	\$323,364	62.67%	\$202,642	CA 2 & 3	85.77	\$2,362.62
DR-04	Development	Detention and WSUD Basin (Property 16 & 18) (construction)		\$0	\$15,621,027	\$15,621,027	100.00%	\$15,621,027	CA 3	44.249	\$353,025.55
DR-04-L	Development	Detention and WSUD Basin (Property 16 & 18) (land)	1.546	\$2,782,800	\$0	\$2,782,800	100.00%	\$2,782,800	CA 3	44.249	\$62,889.56
DR-05	Development	Waterway construction (Property 23)		\$0	\$1,339,056	\$1,339,056	100.00%	\$1,339,056	CA 3	44.249	\$30,261.85
Sub-total Drainage					\$5,747,400	\$21,611,603	\$24,394,403		\$22,802,110		
Community Facilities											
CF-01	Development	Childrens and Community Hub (construction)		\$0	\$9,990,759	\$9,990,759	50.06%	\$5,001,040	All	120.208	\$41,603.22
CF-01-L	Development	Childrens and Community Hub (land)	0.4	\$191,755	\$0	\$191,755	50.06%	\$95,986	All	120.208	\$798.50
CF-02	Community	Regional Community and Learning Hub		\$0	\$11,210,739	\$11,210,739	40.00%	\$4,484,295	All	3717*	\$1,206.43 per d
Sub-total Community Facilities					\$191,755	\$21,201,497	\$21,393,253		\$9,581,322		
Planning											
PL-01	Development	Planning Costs		\$0	\$1,057,674	\$1,057,674	100%	\$1,057,674	All	120.208	\$8,798.70
Sub-total Planning					\$0	\$1,057,674	\$1,057,674		\$1,057,674		
Total - DIL					\$10,668,255	\$59,133,259	\$66,836,914		\$51,235,900		
Total - CIL					\$0	\$11,210,739	\$11,210,739		\$4,484,295		
Total					\$10,668,255	\$70,343,998	\$78,047,653		\$55,720,195		

T10 Development and Community Infrastructure Levy By Demand Unit			
DCP ID	Charge Area 1	Charge Area 2	Charge Area 3
Roads			
RD-01	\$19,820.98	\$19,820.98	\$19,820.98
RD-01-L	\$14,158.79	\$14,158.79	\$14,158.79
RD-02	\$24,308.24	\$24,308.24	\$24,308.24
RD-02-L	\$15,860.01	\$15,860.01	\$15,860.01
RD-03	\$23,926.25	\$23,926.25	\$23,926.25
RD-03-L	\$9,322.17	\$9,322.17	\$9,322.17
RD-04	\$3,610.14	\$3,610.14	\$3,610.14
RD-05	\$10,572.31	\$10,572.31	\$10,572.31
RD-06	\$9,368.69	\$9,368.69	\$9,368.69
Sub-total Roads	\$130,947.58	\$130,947.58	\$130,947.58
Paths			
P-01	\$5,624.13	\$5,624.13	\$5,624.13
P-02	\$5,624.13	\$5,624.13	\$5,624.13
P-03	\$2,984.87	\$2,984.87	\$2,984.87
Sub-total Paths	\$14,233.13	\$14,233.13	\$14,233.13
Open Space			
OS-01	\$17,891.57	\$17,891.57	\$17,891.57
OS-02	\$812.51	\$812.51	\$812.51
OS-03	\$3,716.95	\$3,716.95	\$3,716.95
OS-04	\$8,105.77	\$8,105.77	\$8,105.77
OS-05	\$0.00	\$0.00	\$26,161.91
Sub-total Open Space	\$30,526.80	\$30,526.80	\$56,688.71
Drainage			
DR-01	\$11,221.53	\$0.00	\$0.00
DR-02	\$0.00	\$28,799.55	\$28,799.55
DR-03	\$0.00	\$2,362.62	\$2,362.62
DR-04	\$0.00	\$0.00	\$353,025.55
DR-04-L	\$0.00	\$0.00	\$62,889.56
DR-05	\$0.00	\$0.00	\$30,261.85
Sub-total Drainage	\$11,221.53	\$31,162.17	\$477,339.12
Community Facilities (DIL)			
CF-01	\$41,603.22	\$41,603.22	\$41,603.22
CF-01-L	\$798.50	\$798.50	\$798.50
Sub-total Community Facilities	\$42,401.72	\$42,401.72	\$42,401.72
Planning			
PL-01	\$8,798.70	\$8,798.70	\$8,798.70
Sub-total Planning	\$8,798.70	\$8,798.70	\$8,798.70
Total - DIL	\$238,129.46	\$258,070.10	\$730,408.96
Total - CIL (CF-02)	\$1,206.43	\$1,206.43	\$1,206.43

Source: Urban Enterprise, amended by CoGG

Appendix 4

T12 Property Specific Land Budget																					
Property Number	Charge Area	Address	Total Area	Transport			Waterways and Drainage			Encumbered Open Space					Unencumbered Open Space (Clause 53.01)					Net Developable Area (NDA)	Exhibited DCP
				Existing Road Reserves	Land for Road (DCP)	Sub-total Transport	Encumbered Waterways	Unencumbered Drainage Land	Sub-total Waterways and Drainage	Aboriginal Heritage Reserve	Remnant Vegetation Reserve	Native Tree Retained in Reserve	Foreshore Reserve (70%)	Sub-total Encumbered Open Space	Vegetation Rows Retained in Reserve	District Park	1 Hectare Parks (approx.)	Foreshore Reserve (30%)	Sub-total Unencumbered Open Space		
Property 11	Charge Area	102-170 McDermott Road, CURLEWIS VIC	32.983	0	0	0	0	1.705	1.705	0	0.29	0	4.531	4.821	0.709	0	1.052	1.302	3.063	23.394	23.394
Property 12	Charge Area	72-100 McDermott Road, CURLEWIS VIC 3222	11.781	0	0	0	0	0.737	0.737	0	0	0	0	0	0	0	0	0	0	11.044	11.044
Property 13	Charge Area	32-70 McDermott Road, CURLEWIS VIC 3222	12.987	0	0.211	0.211	0	0.613	0.613	0	0	0	0	0	0	1.812	0	0	1.812	10.351	10.351
Property 14	Charge Area	32-70 McDermott Road, CURLEWIS VIC 3222	13.048	0	0.529	0.529	0	1.117	1.117	0	0	0	0	0	0	0	0	0	0	11.402	11.402
Property 15	Charge Area	91-125 Coriule Road, CURLEWIS VIC 3222	25.882	0	0.93	0.93	1.641	1.457	3.098	1.031	0	0	0	1.031	0	0	1.055	0	1.055	19.768	19.768
Property 16	Charge Area	1421-1423 Portarlington Road, CURLEWIS VIC 3222	17.026	0	0.357	0.357	2.590	1.544	4.134	0	0	0	0	0	0	0	0.144	0	0.144	12.391	12.392
Property 17	Charge Area	1421-1423 Portarlington Road, CURLEWIS VIC 3222	4.393	0	0.239	0.239	0	0	0	0	0	0	0	0	0	0	0	0	0	4.154	4.154
Property 18	Charge Area	1421-1423 Portarlington Road, CURLEWIS VIC 3222	4.336	0	0	0	0.055	0.002	0.057	0	0	0	0	0	0	0	0.856	0	0.856	3.423	3.423
Property 19	Charge Area	276-290 Jetty Road, CURLEWIS VIC 3222	2.011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.011	2.011
Property 20	Charge Area	292-300 Jetty Road, CURLEWIS VIC 3222	1.623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.623	1.623
Property 21	Charge Area	2-8 Hackwill Place, CURLEWIS VIC 3222	1.622	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.622	1.622
Property 22	Charge Area	12-18 Hackwill Place, CURLEWIS VIC 3222	1.409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.409	1.409
Property 23	Charge Area	20-40 Hackwill Place, CURLEWIS VIC 3222	3.892	0	0	0	1.132	0	1.132	0	0	0	0	0	0	0	0	0	0	2.76	2.76
Property 24	Charge Area	1481-1489 Portarlington Road, CURLEWIS VIC 3222	3.609	0	0	0	0.028	0	0.028	0	0	0	0	0	0	0	0	0	0	3.581	3.581
Property 25	Charge Area	1471-1479 Portarlington Road, CURLEWIS VIC 3222	2.026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.026	2.026
Property 26	Charge Area	1421-1423 Portarlington Road, CURLEWIS VIC 3222	2.026	0	0	0	0	0	0	0.065	0	0	0	0.065	0	0	0	0	0	1.961	1.961
Property 27	Charge Area	1451-1459 Portarlington Road, CURLEWIS VIC 3222	2.024	0	0	0	0	0	0	0	0	0.006	0	0.006	0	0	0	0	0	2.018	2.018
Property 28	Charge Area	1441-1449 Portarlington Road, CURLEWIS VIC 3222	2.023	0	0	0	0	0	0	0	0	0.16	0	0.16	0	0	0	0	0	1.863	1.863
Property 29	Charge Area	1431-1439 Portarlington Road, CURLEWIS VIC 3222	2.024	0	0	0	0	0	0	0	0	0.031	0	0.031	0	0	0	0	0	1.993	1.993
Property 30	Charge Area	1425-1429 Portarlington Road, CURLEWIS VIC 3222	1.413	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.413	1.413
Property R1	N/A	Unnamed Road Reserve	0.206	0.206	0	0.206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Property R2	N/A	Tivoli Drive Road Reserve	1.205	1.205	0	1.205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Property R3	N/A	Coriule Road Reserve	0.796	0.796	0	0.796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			150.345	2.207	2.266	4.473	5.446	7.175	12.621	1.096	0.29	0.197	4.531	6.114	0.709	1.812	3.107	1.302	6.93	120.207	
		Exhibited DCP	150.345	2.207	2.266	4.473	3.798	8.822	12.62	1.096	0.29	0.197	4.531	6.114	0.709	1.812	3.107	1.302	6.93	120.208	

Source: Urban Enterprise, amended by CoGG

Land Budget	Area (ha)	% of total	% of NDA
Total Area	150.345		
Transport			
Existing Road Reserves	2.207	1.47%	1.84%
Land for Road (DCP)	2.266	1.51%	1.89%
<i>Sub-total Transport</i>	<i>4.473</i>	<i>2.98%</i>	<i>3.72%</i>
Waterways and Drainage			
Encumbered Waterways	5.446	3.62%	4.53%
Unencumbered Drainage Land	7.175	4.77%	5.97%
<i>Sub-total Waterways and Drainage</i>	<i>12.621</i>	<i>8.39%</i>	<i>10.50%</i>
Encumbered Open Space			
Aboriginal Heritage Reserve	1.096	0.73%	0.91%
Remnant Vegetation Reserve	0.29	0.19%	0.24%
Native Tree Retained in Reserve	0.197	0.13%	0.16%
Foreshore Reserve (70%)	4.531	3.01%	3.77%
<i>Sub-total Encumbered Open Space</i>	<i>6.114</i>	<i>4.07%</i>	<i>5.09%</i>
Unencumbered Open Space (Clause 53.01)			
Vegetation Rows Retained in Reserve	0.709	0.47%	0.59%
District Park	1.812	1.21%	1.51%
1 Hectare Parks (approx.)	3.107	2.07%	2.58%
Foreshore Reserve (30%)	1.302	0.87%	1.08%
<i>Sub-total Unencumbered Open Space</i>	<i>6.930</i>	<i>4.61%</i>	<i>5.77%</i>
Net Developable Area (NDA)	120.207	79.95%	

T2 Transport Infrastructure List

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Roads and Intersections				
RD-01	Development	Greenvale Drive between Centennial Boulevard and Coriyule Road Construction Greenvale Drive - Between Centennial Boulevard and Coriyule Road.	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-01-L	Development	Greenvale Drive between Centennial Boulevard and Coriyule Road Land for Greenvale Drive - Between Centennial Boulevard and Coriyule Road (0.740 ha).	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-02	Development	Tivoli Drive between Coriyule Road and Bellarine Rail-Trail Construction of Tivoli Drive Construction - Between Coriyule Road and Bellarine Rail Trail.	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-02-L	Development	Tivoli Drive between Coriyule Road and Bellarine Rail-Trail Land for Tivoli Drive Construction - Between Coriyule Road and Bellarine Rail Trail (0.93 ha).	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-03	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail Construction of Tivoli Drive Construction - Upgrade of Tivoli Drive from Portarlington Road to northern extent of the Bellarine Rail Trail. Includes turning lane extension at Portarlington Road intersection and pedestrian crossing of the Bellarine Rail Trail.	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-03-L	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail Land for Tivoli Drive Construction - Tivoli Drive from Portarlington Road to northern extent of the Bellarine Rail Trail. Includes turning lane extension at Portarlington Road intersection and pedestrian crossing of the Bellarine Rail Trail (0.596 ha).	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-04	Development	Greenvale Road / Centennial Boulevard intersection Construction of signalised intersection - Greenvale Road and Centennial Boulevard.	The MCA & Jetty Road Stage 1 Area.	Prior to the delivery of 2,250 lots in the Jetty Road Urban Growth Area.
RD-05	Development	Greenvale Drive, Tivoli Road and Coriyule Road roundabout Construction of a roundabout at the intersection of Greenvale Drive, Tivoli Road and Coriyule Road (land included in RD-01-L and RD-02-L).	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
RD-06	Development	Geelong Portarlington Road / Tivoli Road intersection Construction of signalised intersection - Geelong Portarlington Road and Tivoli Road.	The MCA & Jetty Road Stage 1 Area.	Complete
Paths				
P-01	Development	Pedestrian Bridge Pedestrian Bridge to Jetty Road reserve.	The MCA & Jetty Road Stage 1 Area.	Complete
P-02	Development	Pedestrian Bridge Pedestrian Bridge to Clifton Springs Primary School.	The MCA & Jetty Road Stage 1 Area.	Complete
P-03	Development	Pedestrian Lights Pedestrian lights at Bellarine Rail Trail.	The MCA & Jetty Road Stage 1 Area.	Complete

T3 Open Space Infrastructure List

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Open Space				
OS-01	Development	Foreshore Reserve – Improvements Protection and enhancement of the foreshore environs.	The MCA and Jetty Road Stage 1 area	Stage 1 complete. Stage 2 works, as development progresses
OS-02	Development	Griggs Creek – Rehabilitation and Revegetation Protection and enhancement of the Griggs Creek environs in accordance with the Griggs Creek Rehabilitation Concept Design.	The MCA and Jetty Road Stage 1 area and external apportionment allowance	Complete
OS-03	Development	Griggs Creek – Landscaping and Improvements Protection and enhancement of the Griggs Creek environs in accordance with the Griggs Creek Rehabilitation Concept Design. Does not include landscaping of reserve west of embankment. Soft landscaping of the 30m wide reserve is to be undertaken by developers of the adjoining parcels as part of normal development and via planning permit conditions. Items 7.1 to 7.4 in the Griggs Creek Concept Design in Appendix E are included in the DCP costing of this infrastructure project.	The MCA and Jetty Road Stage 1 area and external apportionment allowance	Complete
OS-04	Development	Sub-Regional Park – Improvements Development and Landscaping of the 2 Hectare Sub Regional Park, provided adjacent to the neighbourhood activity centre.	The MCA and Jetty Road Stage 1 area	As development progresses
OS-05	Development	Southern Precinct Local Park – Improvements Enhancements to local park including basic and essential improvements such as paths, fixed furniture, play equipment and landscaping.	Charge Area 3	As development progresses

T4 Drainage Infrastructure List

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Drainage				
DR-01	Development	Drainage Works - Pipeline (Property 11) Construction of drainage pipe works along the western edge of Property 11, adjacent to the foreshore reserve, between the drainage basin and Port Phillip Bay.	Charge Area 1	As needed to service development in Charge Area 1.
DR-02	Development	Coriyule Road Drainage Item Stage 2 – Construction of drainage infrastructure (1800m) north of the end of the works constructed by Council in the first stage of the Coriyule Road drain to an outfall at Port Phillip Bay.	Charge Area 2 & 3 and Jetty Road Stage 1 area (part) (treated as external allowance)	Complete
DR-03	Development	Drainage Works - Pipeline (Property 15) Construction of drainage pipe works along the western edge of Property 15 between the drainage basin and Coriyule Road	Charge Area 2 & 3 and Jetty Road Stage 1 area (part) (treated as external allowance)	As needed to service development in Charge Areas 2 and 3
DR-04	Development	Detention and WSUD Basin (Property 16) Construction of a drainage detention and WSUD basin including earthworks, sediment ponds, access tracks, rock batters and drainage works.	Charge Area 3	As needed to service development in Charge Area 3
DR-04-L	Development	Detention and WSUD Basin (Property 16) Land for a drainage detention and WSUD basin (3.193 ha). This refers only to unencumbered drainage land.	Charge Area 3	As needed to service development in Charge Area 3
DR-05	Development	Drainage waterway works (Property 23) Construction of a Waterway channel	Charge Area 3	As needed to service development in Charge Area 3

T5 Community Facilities Infrastructure List

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Community Facilities				
CF-01	Development	Children and Community Hub Construction of the child and maternal services area and neighbourhood community hub. To be located in close proximity to the neighbourhood activity centre, to the satisfaction of Council.	The MCA and Jetty Road Stage 1 area	At approximately 2031 or at an alternative time as determined by Council having regard to demand.
CF-01-L	Development	Children and Community Hub Acquisition of land for Childrens and Community Hub facilities (0.4 ha)	The MCA and Jetty Road Stage 1 area	Complete
CF-02	Community	Drysdale Regional Community and Learning Hub Construction of Regional Community and Learning Hub, to service existing and new Drysdale Clifton Springs Catchment.	The MCA and Jetty Road Stage 1 area and an allowance for external apportionment	Complete

T6 Planning Item List

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Planning				
PL-01	Development	Planning Costs Costs associated with the preparation of this DCP.	The MCA	Complete

T7 Demand Units

Levy Category	Unit	Demand Units
DIL	NDA (hectares)	120.207
CIL	Dwellings	2,000

T8 Charge Area Demand Units (DIL)

Charge Area	Properties	NDA
1	11, 12	34.438
2	13, 14,15	41.521
3	16-30	44.249
Total		120.208

T9 Infrastructure Levy Calculations By Infrastructure Item

DCP ID	DCP Type	Item Name	Land Area (ha)	Land Cost	Construction Cost	Total Cost	Internal Apportionment	Cost to MCA	Charge Areas	Demand Units	Levy per ha	Charge Area 1	Charge Area 2	Charge Area 3
Roads														
RD-01	Development	Greenvale Drive between Centennial Boulevard and Coriyle Road (construction)		\$0	\$2,382,641	\$2,382,641	100.00%	\$2,382,641	All	120.208	\$19,820.98	\$19,820.98	\$19,820.98	\$19,820.98
RD-01-L	Development	Greenvale Drive between Centennial Boulevard and Coriyle Road (land)	0.74	\$1,702,000	\$0	\$1,702,000	100.00%	\$1,702,000	All	120.208	\$14,158.79	\$14,158.79	\$14,158.79	\$14,158.79
RD-02	Development	Tivoli Drive between Coriyule Road and Bellarine Rail-Trail (construction)		\$0	\$2,922,045	\$2,922,045	100.00%	\$2,922,045	All	120.208	\$24,308.24	\$24,308.24	\$24,308.24	\$24,308.24
RD-02-L	Development	Tivoli Drive between Coriyule Road and Bellarine Rail-Trail (land)	0.93	\$1,906,500	\$0	\$1,906,500	100.00%	\$1,906,500	All	120.208	\$15,860.01	\$15,860.01	\$15,860.01	\$15,860.01
RD-03	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (construction)		\$0	\$2,876,126	\$2,876,126	100.00%	\$2,876,126	All	120.208	\$23,926.25	\$23,926.25	\$23,926.25	\$23,926.25
RD-03-L	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (land)	0.596	\$1,120,600	\$0	\$1,120,600	100.00%	\$1,120,600	All	120.208	\$9,322.17	\$9,322.17	\$9,322.17	\$9,322.17
RD-04	Development	Greenvale Road / Centennial Boulevard intersection		\$0	\$866,953	\$866,953	50.06%	\$433,968	All	120.208	\$3,610.14	\$3,610.14	\$3,610.14	\$3,610.14
RD-05	Development	Greenvale Drive, Tivoli Road and Coriyule Road roundabout		\$0	\$1,270,877	\$1,270,877	100.00%	\$1,270,877	All	120.208	\$10,572.31	\$10,572.31	\$10,572.31	\$10,572.31
RD-06	Development	Geelong Portarlington Road / Tivoli Road intersection		\$0	\$2,249,832	\$2,249,832	50.06%	\$1,126,191	All	120.208	\$9,368.69	\$9,368.69	\$9,368.69	\$9,368.69
Sub-total Roads					\$4,729,100	\$12,568,474		\$17,297,574						
Paths														
P-01	Development	Pedestrian Bridge to Jetty Road reserve.		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120.208	\$5,624.13	\$5,624.13	\$5,624.13	\$5,624.13
P-02	Development	Pedestrian Bridge to Clifton Springs Primary School		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120.208	\$5,624.13	\$5,624.13	\$5,624.13	\$5,624.13
P-03	Development	Pedestrian lights at Bellarine Rail Trail.		\$0	\$716,799	\$716,799	50.06%	\$358,806	All	120.208	\$2,984.87	\$2,984.87	\$2,984.87	\$2,984.87
Sub-total Paths					\$0	\$3,418,000		\$3,418,000						
Open Space														
OS-01	Development	Foreshore Reserve - Improvements		\$0	\$4,296,551	\$4,296,551	50.06%	\$2,150,710	All	120.208	\$17,891.57	\$17,891.57	\$17,891.57	\$17,891.57
OS-02	Development	Griggs Creek - Rehabilitation and Revegetation		\$0	\$1,300,802	\$1,300,802	7.51%	\$97,671	All	120.208	\$812.51	\$812.51	\$812.51	\$812.51
OS-03	Development	Griggs Creek - Landscaping and Improvements		\$0	\$1,785,207	\$1,785,207	25.03%	\$446,808	All	120.208	\$3,716.95	\$3,716.95	\$3,716.95	\$3,716.95
OS-04	Development	Sub-Regional Park - Improvements		\$0	\$1,946,551	\$1,946,551	50.06%	\$974,378	All	120.208	\$8,105.77	\$8,105.77	\$8,105.77	\$8,105.77
OS-05	Development	Southern Precinct Local Park - Improvements		\$0	\$1,157,638	\$1,157,638	100.00%	\$1,157,638	CA3	44.249	\$26,161.91	0	0	\$26,161.91
Sub-total Open Space					\$0	\$10,486,749		\$10,486,749						
Drainage														
DR-01	Development	Drainage Works - Pipeline (Property 11)		\$0	\$386,447	\$386,447	100.00%	\$386,447	CA 1	34.438	\$11,221.53	\$11,221.53	0	0
DR-02	Development	Coriyule Road Drainage Item		\$0	\$3,941,708	\$3,941,708	62.67%	\$2,470,137	CA 2 & 3	85.77	\$28,799.55	0	\$28,799.55	\$28,799.55
DR-03	Development	Drainage Works - Pipeline (Property 15)		\$0	\$323,364	\$323,364	62.67%	\$202,642	CA 2 & 3	85.77	\$2,362.62	0	\$2,362.62	\$2,362.62
DR-04	Development	Detention and WSUD Basin (Property 16 & 18) (construction)		\$0	\$15,621,027	\$15,621,027	100.00%	\$15,621,027	CA 3	44.249	\$353,025.55			\$353,025.55
DR-04-L	Development	Detention and WSUD Basin (Property 16 & 18) (land)	1.546	\$2,782,800	\$0	\$2,782,800	100.00%	\$2,782,800	CA 3	44.249	\$62,889.56			\$62,889.56
DR-05	Development	Waterway construction (Property 23)		\$0	\$1,339,056	\$1,339,056	100.00%	\$1,339,056	CA 3	44.249	\$30,261.85			\$30,261.85
Sub-total Drainage					\$5,747,400	\$21,611,603		\$24,394,403						
Community Facilities														
CF-01	Development	Childrens and Community Hub (construction)		\$0	\$9,990,759	\$9,990,759	50.06%	\$5,001,040	All	120.208	\$41,603.22	\$41,603.22	\$41,603.22	\$41,603.22
CF-01-L	Development	Childrens and Community Hub (land)	0.4	\$191,755	\$0	\$191,755	50.06%	\$95,986	All	120.208	\$798.50	\$798.50	\$798.50	\$798.50
CF-02	Community	Regional Community and Learning Hub		\$0	\$11,210,739	\$11,210,739	40.00%	\$4,484,295	All	3717*	\$1,206.43 per dw			
Sub-total Community Facilities					\$191,755	\$21,201,497		\$21,393,253						
Planning														
PL-01	Development	Planning Costs		\$0	\$1,057,674	\$1,057,674	100%	\$1,057,674	All	120.208	\$8,798.70	\$8,798.70	\$8,798.70	\$8,798.70

Sub-total Planning			\$0	\$1,057,674	\$1,057,674		\$1,057,674		
Total - DIL			\$10,668,255	\$59,133,259	\$66,836,914		\$51,235,900		
Total - CIL			\$0	\$11,210,739	\$11,210,739		\$4,484,295		
Total			\$10,668,255	\$70,343,998	\$78,047,653		\$55,720,195		

\$238,129.46 \$258,070.10 \$730,408.96

T10 Development and Community Infrastructure Levy By Demand Unit

DCP ID	Charge Area 1	Charge Area 2	Charge Area 3
Roads			
RD-01	\$19,820.98	\$19,820.98	\$19,820.98
RD-01-L	\$14,158.79	\$14,158.79	\$14,158.79
RD-02	\$24,308.24	\$24,308.24	\$24,308.24
RD-02-L	\$15,860.01	\$15,860.01	\$15,860.01
RD-03	\$23,926.25	\$23,926.25	\$23,926.25
RD-03-L	\$9,322.17	\$9,322.17	\$9,322.17
RD-04	\$3,610.14	\$3,610.14	\$3,610.14
RD-05	\$10,572.31	\$10,572.31	\$10,572.31
RD-06	\$9,368.69	\$9,368.69	\$9,368.69
Sub-total Roads	\$130,947.58	\$130,947.58	\$130,947.58
Paths			
P-01	\$5,624.13	\$5,624.13	\$5,624.13
P-02	\$5,624.13	\$5,624.13	\$5,624.13
P-03	\$2,984.87	\$2,984.87	\$2,984.87
Sub-total Paths	\$14,233.13	\$14,233.13	\$14,233.13
Open Space			
OS-01	\$17,891.57	\$17,891.57	\$17,891.57
OS-02	\$812.51	\$812.51	\$812.51
OS-03	\$3,716.95	\$3,716.95	\$3,716.95
OS-04	\$8,105.77	\$8,105.77	\$8,105.77
OS-05	\$0.00	\$0.00	\$26,161.91
Sub-total Open Space	\$30,526.80	\$30,526.80	\$56,688.71
Drainage			
DR-01	\$11,221.53	\$0.00	\$0.00
DR-02	\$0.00	\$28,799.55	\$28,799.55
DR-03	\$0.00	\$2,362.62	\$2,362.62
DR-04	\$0.00	\$0.00	\$353,025.55
DR-04-L	\$0.00	\$0.00	\$62,889.56
DR-05	\$0.00	\$0.00	\$30,261.85
Sub-total Drainage	\$11,221.53	\$31,162.17	\$477,339.12
Community Facilities (DIL)			
CF-01	\$41,603.22	\$41,603.22	\$41,603.22
CF-01-L	\$798.50	\$798.50	\$798.50
Sub-total Community Facilities	\$42,401.72	\$42,401.72	\$42,401.72
Planning			
PL-01	\$8,798.70	\$8,798.70	\$8,798.70
Sub-total Planning	\$8,798.70	\$8,798.70	\$8,798.70

Drainage			
DR-01	\$11,221.53	\$0.00	\$0.00
DR-02	\$0.00	\$28,799.55	\$28,799.55
DR-03	\$0.00	\$2,362.62	\$2,362.62
DR-04	\$0.00	\$0.00	\$353,025.55
DR-04-L	\$0.00	\$0.00	\$62,889.56
DR-05	\$0.00	\$0.00	\$30,261.85
Sub-total Drainage	\$11,221.53	\$31,162.17	\$477,339.12

Total - DIL	\$238,129.46	\$258,070.10	\$730,408.96
Total - CIL (CF-02)	\$1,206.43	\$1,206.43	\$1,206.43

T12 Property Specific Land Budget

Property Number	Charge Area	Address	Total Area	Transport			Waterways and Drainage			Encumbered Open Space					Unencumbered Open Space (Clause 53.01)					Net Developable Area (NDA)
				Existing Road Reserves	Land for Road (DCP)	Sub-total Transport	Encumbered Waterways	Unencumbered Drainage Land	Sub-total Waterways and Drainage	Aboriginal Heritage Reserve	Remnant Vegetation Reserve	Native Tree Retained in Reserve	Foreshore Reserve (70%)	Sub-total Encumbered Open Space	Vegetation Rows Retained in Reserve	District Park	1 Hectare Parks (approx.)	Foreshore Reserve (30%)	Sub-total Unencumbered Open Space	
Property 11	Charge Area 1	102-170 McDermott Road, CURLEWIS VIC	32.983	0	0	0	0	1.705	1.705	0	0.29	0	4.531	4.821	0.709	0	1.052	1.302	3.063	23.394
Property 12	Charge Area	72-100 McDermott Road, CURLEWIS VIC 3222	11.781	0	0	0	0	0.737	0.737	0	0	0	0	0	0	0	0	0	0	11.044
Property 13	Charge Area 2	32-70 McDermott Road, CURLEWIS VIC 3222	12.987	0	0.211	0.211	0	0.613	0.613	0	0	0	0	0	0	1.812	0	0	1.812	10.351
Property 14	Charge Area 2	32-70 McDermott Road, CURLEWIS VIC 3222	13.048	0	0.529	0.529	0	1.117	1.117	0	0	0	0	0	0	0	0	0	0	11.402
Property 15	Charge Area 2	91-125 Coriyule Road, CURLEWIS VIC 3222	25.882	0	0.93	0.93	1.641	1.457	3.098	1.031	0	0	0	1.031	0	0	1.055	0	1.055	19.768
Property 16	Charge Area 3	1421-1423 Portarlington Road, CURLEWIS VIC 3222	17.026	0	0.357	0.357	2.590	1.544	4.134	0	0	0	0	0	0	0	0.144	0	0.144	12.391
Property 17	Charge Area 3	1421-1423 Portarlington Road, CURLEWIS VIC 3222	4.393	0	0.239	0.239	0	0	0	0	0	0	0	0	0	0	0	0	0	4.154
Property 18	Charge Area 3	1421-1423 Portarlington Road, CURLEWIS VIC 3222	4.336	0	0	0	0.055	0.002	0.057	0	0	0	0	0	0	0	0.856	0	0.856	3.423
Property 19	Charge Area 3	276-290 Jetty Road, CURLEWIS VIC 3222	2.011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.011
Property 20	Charge Area 3	292-300 Jetty Road, CURLEWIS VIC 3222	1.623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.623
Property 21	Charge Area 3	2-8 Hackwill Place, CURLEWIS VIC 3222	1.622	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.622
Property 22	Charge Area 3	12-18 Hackwill Place, CURLEWIS VIC 3222	1.409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.409
Property 23	Charge Area 3	20-40 Hackwill Place, CURLEWIS VIC 3222	3.892	0	0	0	1.132	0	1.132	0	0	0	0	0	0	0	0	0	0	2.76
Property 24	Charge Area 3	1481-1489 Portarlington Road, CURLEWIS VIC 3222	3.609	0	0	0	0.028	0	0.028	0	0	0	0	0	0	0	0	0	0	3.581
Property 25	Charge Area 3	1471-1479 Portarlington Road, CURLEWIS VIC 3222	2.026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.026
Property 26	Charge Area 3	1421-1423 Portarlington Road, CURLEWIS VIC 3222	2.026	0	0	0	0	0	0	0.065	0	0	0	0.065	0	0	0	0	0	1.961
Property 27	Charge Area 3	1451-1459 Portarlington Road, CURLEWIS VIC 3222	2.024	0	0	0	0	0	0	0	0	0.006	0	0.006	0	0	0	0	0	2.018
Property 28	Charge Area 3	1441-1449 Portarlington Road, CURLEWIS VIC 3222	2.023	0	0	0	0	0	0	0	0	0.16	0	0.16	0	0	0	0	0	1.863
Property 29	Charge Area 3	1431-1439 Portarlington Road, CURLEWIS VIC 3222	2.024	0	0	0	0	0	0	0	0	0.031	0	0.031	0	0	0	0	0	1.993
Property 30	Charge Area 3	1425-1429 Portarlington Road, CURLEWIS VIC 3222	1.413	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.413
Property R1	N/A	Unnamed Road Reserve	0.206	0.206	0	0.206	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Property R2	N/A	Tivoli Drive Road Reserve	1.205	1.205	0	1.205	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Property R3	N/A	Coriyule Road Reserve	0.796	0.796	0	0.796	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			150.345	2.207	2.266	4.473	5.446	7.175	12.621	1.096	0.29	0.197	4.531	6.114	0.709	1.812	3.107	1.302	6.93	120.207

Exhibited DCP

Exhibited DCP

150.345	2.207	2.266	4.473	3.798	8.822	12.62	1.096	0.29	0.197	4.531	6.114	0.709	1.812	3.107	1.302	6.93	120.208
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