

Jetty Road Urban Growth Area Stage 1 Development Contributions Plan

City of Greater Geelong

VERSION 4.2
SEPTEMBER 2011



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1. INTRODUCTION

1.1. BACKGROUND

This Jetty Road Urban Growth Area Development Contributions Plan (DCP) has been developed to support the funding of infrastructure in Stage 1 of the Jetty Road Urban Growth Area.

An existing Section 173 Agreement between Council and landowners regulates numerous aspects of the development of the land including the payment of development contributions. That Section 173 Agreement will continue to regulate the rights and obligations of the parties even after this DCP is formally introduced into the planning scheme.

The introduction of this DCP into the planning scheme has the effect of adjusting the rate of the development contribution which is payable. If the rate in this DCP is higher than the rate in the Section 173 Agreement, the new higher rate will apply and vice versa all in accordance with clause 3.1.5 of the Section 173 Agreement.

The development contribution provisions of the Section 173 Agreement and this DCP are in all other respects consistent with one another.

The Jetty Road Urban Growth Plan was prepared by the City of Greater Geelong Council in conjunction with a wide range of stakeholders, including state government agencies, statutory bodies, community groups, developers and landowners in order to guide future development in the Jetty Road Urban Growth Area. The Urban Growth Plan sets the long - term strategic framework for the development of the Jetty Road Urban Growth Area in relation to:

- Land use (such as residential development of varying densities, open space and community facilities);
- Transport (such as the road network, collector roads & proposed public transport);
- The neighbourhood activity centre; and
- Open space (passive & active), waterways and environmentally sensitive areas.

The Jetty Road Urban Growth Area consists of two areas referred to as Stage 1 and Stage 2, the boundaries of which are identified in Figure 1.

This DCP applies to Stage 1 land only, and identifies the infrastructure items to be funded from contributions from Stage 1 land owners. However, several infrastructure items, as noted in this document, will be funded by both Stage 1 and 2 contributions.

It is intended that Council will prepare a DCP for the Stage 2 area at the appropriate time in the future in order for Stage 2 land owners to contribute to infrastructure items. The Stage 2 DCP document would also outline the Stage 1 infrastructure items which Stage 2 land owners are required to contribute to.

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the development of a new community. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in urban growth areas including the Jetty Road Urban Growth Area.

The Jetty Road Urban Growth Area Infrastructure Plan (February 2010) identifies a range of physical and social infrastructure required as part of the development of the Jetty Road Growth Area. Not all of this infrastructure will be funded through the DCP.

This infrastructure is provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Development contributions (community infrastructure levy and development infrastructure levy);
- Utility service provider contributions; and
- Capital works projects by Council, state government agencies and community groups.

The DCP will collect levies to ensure that the infrastructure identified in this DCP can be delivered. However, this DCP is not the sole source of funding for all infrastructure in the Jetty Road Growth Area. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources. Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the Ministerial Direction for Development Contributions.

This DCP has been developed in accordance with the provisions of Part 3B of the Planning and Environment Act and the Victorian State Government *Development Contributions Guidelines (2003)* and as previously stated is consistent with the existing Section 173 Agreement that applies to the Stage 1 area

1.2. THE DCP AREA

The Jetty Road Urban Growth Area, otherwise referred to in this report as the Main Catchment Area (MCA), consists of the Stage 1 and Stage 2 areas as identified in Figure 1 below.

The Jetty Road Urban Growth Area is bounded by:

- Port Phillip Bay to the north;
- Jetty Road and Griggs Creek to the east;
- The Bellarine Rail Trail and Geelong Portarlington Road to the south; and
- McDermott Road to the west.

This DCP applies to the Stage 1 area only, identifying the infrastructure items that Stage 1 land owners will contribute to. However, some of the Stage 1 infrastructure items identified in this DCP will be funded by both Stage 1 and Stage 2 land owners. It is intended that a DCP will be prepared for the Stage 2 area at a later date.

FIGURE 1 JETTY ROAD MAIN CATCHMENT AREA



1.3. DCP TIMEFRAME

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

2. STATUTORY FRAMEWORK

2.1. PLANNING AND ENVIRONMENT ACT 1987

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

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (Section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed \$900 per dwelling (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

2.2. STATE PLANNING POLICY CONTEXT

The Minister's Direction dated 15 May 2003 outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities;
- Construction of roads, including bicycle, footpaths and traffic management devices;
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops;
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment;
- Drainage works;
- Buildings and works for maternal and child health centre, child care centre, kindergarten or a combination of these.

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2003)*. The *Development Contributions Guidelines (2003)* are available through the Department of Planning and Community Development (DPCD) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

3. LOCAL STRATEGIC CONTEXT

3.1. LOCAL PLANNING CONTEXT

A number of strategic planning documents have been prepared by, or on behalf of Council that identify the need, standard and costs for the infrastructure items that are included in this DCP.

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

- Jetty Road Urban Growth Area Infrastructure Plan, CPG Australia (formerly Coomes Consulting), February 2010;
- Jetty Road Urban Growth Plan, City of Greater Geelong (2007);
- Griggs Creek Rehabilitation Concept Design, URS Australia (2009); and
- Drysdale/Clifton Springs Community Infrastructure Analysis, Urbis (2008);

This DCP has been prepared in close consultation with Council officers from relevant departments of the City of Greater Geelong. Council officers have also provided strategic planning information and advice regarding costs for this DCP where appropriate. Additional cost and valuation advice was received by Council for specific items, including:

- DCP item R003 - Portarlinton Road intersection costs, Civil and Traffic Consultants (September 2011);
- DCP Item R007 - Wyndham Street Intersection costs, TGM Group (September 2011); and
- Valuation Advice for Development Contributions - Jetty Road Growth Area, Opteon Property (September 2011).

The Jetty Road Urban Growth Area Infrastructure Plan prepared by CPG Australia, provides the context and detail regarding the infrastructure required to support development in the Jetty Road Urban Growth Area. It should be noted however, that since the completion of the Infrastructure Plan, there have been some minor refinements in respect of some of the items of infrastructure (for example in respect of cost estimates) as a result of continuing discussions with landowners and the relevant Council departments. Any changes made are reflected in this DCP.

As previously stated, all landowners have executed a Section 173 Agreement with the City of Greater Geelong that broadly sets out the infrastructure required to be funded from development contributions.

4. NEED AND NEXUS

4.1. INTRODUCTION

Council has identified a need for each of the community and development infrastructure projects that have been included in this DCP. Council has identified that each item is needed in order to provide for the wellbeing, health and safety of the future community.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. The Main Catchment Area (MCA) for this DCP is deemed to have a nexus with an infrastructure item if the occupants of the MCA are likely to make use of the infrastructure item.

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

A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy.

The area of land within the DCP area and projected dwelling yields are outlined in this section.

4.2. LAND BUDGET

Table 1 shows the budget of allocated land uses for the Main Catchment Area. The Net Developable Area of the Stage 1 area is 130.28 hectares. This DCP only applies to the Stage 1 area.

TABLE 1 JETTY ROAD URBAN GROWTH AREA LAND BUDGET

Land Use	Area (Ha)
Total Area Stage 1	154.99
Land to be acquired for roads	1.36
Encumbered Land	10.93
Total Encumbered Land	12.29
Gross Developable Area (Stage 1)	142.7
Unencumbered Open Space	12.02
Land for Community facilities	0.4
Net Developable Area (Stage 1)	130.28
Total Area Stage 2	149.45
Land to be acquired for roads	1.30
Encumbered Land	3.07
Total Encumbered Land	4.07
Gross Developable Area (Stage 2)	145.08
Total Open Space (assume 10%)	14.51
Net Developable Area (Stage 2)	130.58
Net Developable Area (Stage 1 + 2)	260.86

Source: City of Greater Geelong, 2011, based on development plans received 18-3-11.

4.3. LAND BUDGET BY TITLE BOUNDARY

Figure 2 identifies the location of the land parcels within the Main Catchment Area (MCA), by title boundary. Figure 2 also identifies the boundaries of the Stage 1 and Stage 2 areas.

FIGURE 2 LAND BUDGET BY TITLE BOUNDARY



Table 2 shows the land budget by title boundary for Stage 1 parcels of land, including information on land area, encumbered land and net residential developable area for each parcel. Information has been provided by individual lot where possible.

Table 3 shows the land budget by title boundary for Stage 2 parcels of land, including information on land area, encumbered land and net residential developable area for each parcel.

TABLE 2 STAGE 1 LAND BUDGET BY TITLE BOUNDARY (HECTARES)

Parcel Number	Address	Area (ha)	Landowner	Land for Road Part A	Land for Roads Parts B & C	Encumbered Land (drainage, encumbered open space, collector roads)	Gross Developable Area	Community	Open Space (unencumbered)	Net Developable Area (Residential)
1	206 Bayshore Road	38.31	Bisinella			6.44	31.87		3.32	28.55
2	148-166 Jetty Road	39.83	Algo		0.24	2.74	36.85	0.4	2.9	33.55
3	62-90 Coriyule Road	12.26	Bisinella		0.32	0.43	11.51		0.13	11.38
4	32-60 Coriyule Road	12.18	Eureka		0.38	0.49	22.91		1.65	21.26
5	2-30 Coriyule Road	3.53								
6	2-30 Coriyule Road	4.02								
7	2-30 Coriyule Road	4.05								
8	51-89 Coriyule Road	19.02	Eureka		0.42	0.36	18.24		2.67	15.57
9	25 Coriyule Road	8.35	Swan Bay			0.47	21.32		1.35	19.97
10	252 Jetty Road	13.44								
Total		154.99		0.00	1.36	10.89	142.7	0.4	12.02	130.28

Source: City of Greater Geelong. Note: Amounts are rounded

TABLE 3 STAGE 2 LAND BUDGET BY TITLE BOUNDARY (HECTARES)

Parcel Number	Address	Area (ha)	Land for Road Part A	Land for Roads Parts B & C	Encumbered Land	Gross Developable Area	Community	Open Space	Net Developable Area (Residential)
11	102-170 McDermott Road	32.93			3.066	29.86		2.9864	26.88
12	72-100 McDermott Road	11.77				11.77		1.177	10.59
13	32-70 McDermott Road	13.01				13.01		1.301	11.71
14	32-70 McDermott Road	13.07				13.07		1.307	11.76
15	91-125 Coriyule Road	25.91				25.91		2.591	23.32
16	1421-1423 Portarlington Road	17.91	0.96			16.95		1.695	15.26
17	1421-1423 Portarlington Road	4.4				4.40		0.44	3.96
18	1421-1423 Portarlington Road	4.34				4.34		0.434	3.91
19	275-290 Jetty Road	2.02				2.02		0.202	1.82
20	292-300 Jetty Road	1.63				1.63		0.163	1.47
21	302-310 Jetty Road	1.63				1.63		0.163	1.47
22	312-322 Jetty Road	1.41				1.41		0.141	1.27
23	324-346 Jetty Road	3.89				3.89		0.389	3.50
24	1481-1489 Portarlington Road	3.62				3.62		0.362	3.26
25	1471-1479 Portarlington Road	2.03				2.03		0.203	1.83
26	1421-1423 Portarlington Road	2.03				2.03		0.203	1.83
27	1451-1459 Portarlington Road	2.03				2.03		0.203	1.83
28	1441-1449 Portarlington Road	2.03				2.03		0.203	1.83
29	1431-1439 Portarlington Road	2.03				2.03		0.203	1.83
30	1425-1429 Portarlington Road	1.76	0.34			1.42		0.142	1.28
Total		149.45	1.30	0.00	3.07	145.08	0.00	14.51	130.58

Table 4 provides a summary of the information contained in Table 2 and Table 3. The combined Gross Developable Area of the Stage 1 and Stage 2 areas is 287.78 hectares. The combined Net Developable Area of the Stage 1 and Stage 2 areas is 260.86 hectares.

TABLE 4 TOTAL LAND AREA- STAGE 1 AND 2

Stage	Area (ha)	Land for Road A	Land for Roads B & C	Encumbered Land	Gross Developable Area	Unencumbered Open Space	Net Developable Area (Residential)
Stage 1	154.99	0.00	1.36	10.93	142.70	12.02	130.28
Stage 2	149.45	1.30	0.00	3.07	145.08	14.51	130.58
Total:	304.44	1.30	1.36	14.00	287.78	26.53	260.86

4.4. NET DEVELOPABLE AREA

Contributions are payable on the Net Developable Area of any given land parcel to be subdivided. For the purpose of this DCP, the Net Developable Area of all residential land has been used to determine the projected lot yield and population for the Main Catchment Area.

Net Developable Area is defined as “land that can be converted to ‘urban purposes’. Urban purposes are those uses that are associated with the establishment of an urban community and will usually include all aspects of residential, commercial and public use.” (DPCD, Development Contributions Guidelines, p.44). Developable land does not include encumbered (drainage reserves), land set aside for public open space other than small local parks provided pursuant to Standard C13 of Clause 56 of the Planning Scheme, or land for the collector roads that is to be funded under this DCP.

The Net Developable Area for residential uses is shown in Table 5.

TABLE 5 NET DEVELOPABLE AREA FOR RESIDENTIAL USE

	Total (ha)
Net Developable Area for residential uses, Stage 1	130.28
Net Developable Area for residential uses, Stage 2	130.58
Net Developable Area for residential, Stage 1 & 2	260.86

4.5. RESIDENTIAL DEVELOPMENT & POPULATION PROJECTIONS

Based on an average density of 12.4 lots per hectare and an average household size of 2.6 persons per dwelling, the projected lot yield for the Stage 1 area is 1,615 lots and the projected population is 4,199 persons, as outlined in Table 6.

TABLE 6 PROJECTED LOT YIELD AND POPULATION

	Total
Net Residential Developable Area- Stage 1 (Ha)	130.28
Average dwellings per Ha	12.4
Projected Lots- Stage 1	1,615
Estimated Population- Stage 1 (2.6 persons per dwelling)	4,199
Net Residential Developable Area- Stage 2 (Ha)	130.58
Average dwellings per Ha	12.4
Projected Lots- Stage 2	1,619
Estimated Population- Stage 2 (2.6 persons per dwelling)	4,209
Total Estimated Lots- Stage 1 and 2	3,234
Total Estimated Population- Stage 1 and 2	8,408

4.6. COMMERCIAL DEVELOPMENT PROJECTIONS

Stage 1 of the Jetty Road Urban Growth Area will include a Neighbourhood Activity Centre with commercial floorspace of approximately 5,000 square metres.

For the purposes of this DCP it is assumed that all developable land will be levied as if it was being developed for residential purposes, including the Neighbourhood Activity Centre land.

4.7. DEMAND UNITS

It is assumed that one hectare of residential developable area equates to one demand unit for the purposes of calculating the development infrastructure levy. For the Stage 1 area, demand units total 130.28.

TABLE 7 DEMAND UNITS BY LAND USE

Development	Total
Residential (Stage 1)	130.28
Residential (Stage 2)	130.58
Total	260.86

4.8. OTHER USES

Where residential land is subdivided into lots that are proposed to be used for a purpose other than a dwelling, a Development Contribution will be levied and must be paid, equivalent to the contribution which would otherwise have been paid if the land had been developed for dwellings. The whole of the land which is subdivided will be assessed on the basis of the demand units for Net Residential Developable Area.

5. INFRASTRUCTURE ITEMS TO BE FUNDED BY DCP

5.1. DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

In accordance with the *Planning and Environment Act 1987* and the Minister's Direction on Development Contributions, the DCP is required to make a distinction between "development" and "community" infrastructure.

Items of infrastructure of a community or social nature are to be classified as Community Infrastructure, whilst all other infrastructure required under the DCP is classified as Development Infrastructure.

Contributions relating to Community Infrastructure are to be made by the land owner at the time of building approval. Contributions relating to Community Infrastructure will be paid for at a "per-dwelling" rate in accordance with the *Planning and Environment Act 1987*.

Notwithstanding the provisions of the Act in this matter, the existing Section 173 Agreement requires payment of the development contribution, including the Community Infrastructure component, prior to the issue of a Statement of Compliance.

The Act also stipulates that the amount that may be contributed under a Community Infrastructure levy must not exceed \$900 for each dwelling. If this cap is increased by the State Government in the future, Council reserves the right to collect the increased amount to cover any shortfall in the Community Infrastructure levy up to the new cap amount.

Contributions relating to Development Infrastructure are to be made by developers at the time of subdivision. Contributions relating to Development Infrastructure are to be collected on a "per hectare of net developable land" basis.

5.2. EXTERNAL DEMAND

The strategic planning undertaken to determine the requirement for infrastructure items within the Main Catchment Area has identified that some of the infrastructure items identified in this DCP generate usage demand from outside the Jetty Road Urban Growth Area.

Items with demand external to the Jetty Road Growth Area are:

- OS001 Griggs Creek- Rehabilitation and Revegetation;
- OS002 Griggs Creek- Landscaping and Improvements.

Additional information including the apportionment of costs for each infrastructure item is provided in Appendix A: DCP Project Infrastructure Sheets.

Where there is external demand not recovered by the DCP, funds will be sought from alternative sources, including general rates, and Federal and State government grant funding.

5.3. STAGE 2 INFRASTRUCTURE CONTRIBUTIONS

This DCP only relates to the Stage 1 area of the Jetty Road Urban Growth Area. However, it is expected that for some of the infrastructure items identified in this DCP, there will be a contribution from Stage 2 land owners as part of their infrastructure contributions. The following infrastructure items will be partly funded by the Stage 2 land owners infrastructure contributions, in addition to Stage 1 land owners:

- R003 Intersection- North South Collector Road Part A and Portarlington Road;
- R004 Intersection- North South Collector Road Part B and East West Collector Road;
- P001 Pedestrian Crossing Over Griggs Creek to Clifton Springs Primary School;
- P002 Pedestrian Crossing Over Griggs Creek to Jetty Road Reserve;
- P003 Pedestrian Crossing at Bellarine Rail Trail and North South Collector Road;
- OS001 Griggs Creek- Rehabilitation and Revegetation;
- OS002 Griggs Creek- Landscaping and Improvements;
- OS003 Sub-Regional Park- Improvements;
- OS004 Foreshore Reserve- Improvements;
- C001 Community Hub- Land Acquisition;
- C002 Community Hub- Construction.

5.4. COMMUNITY INFRASTRUCTURE ITEMS

Strategic planning undertaken by the City of Greater Geelong Council has identified a requirement for one Community Infrastructure item:

- CO03 Regional Community and Learning Hub

The project number and description of this item is summarised in Table 11.

5.5. DEVELOPMENT INFRASTRUCTURE ITEMS

Strategic planning undertaken by the City of Greater Geelong Council has identified a requirement for 17 Development Infrastructure items. These Development Infrastructure items have been grouped into 6 infrastructure categories, being:

- Roads and Traffic Management;
- Land acquisition;
- Trail Networks;
- Open Space;
- Community; and
- Planning.

The project number and description of each item is summarised in Table 11.

5.6. INFRASTRUCTURE LOCATION MAPS

The location of each infrastructure project is shown on Figures 3 to 7.

Appendix A - DCP Infrastructure Project Sheets provides further detail on each of these projects in terms of the costing, apportionment and strategic justification of each item.

FIGURE 3 LOCATION OF ROAD ITEMS

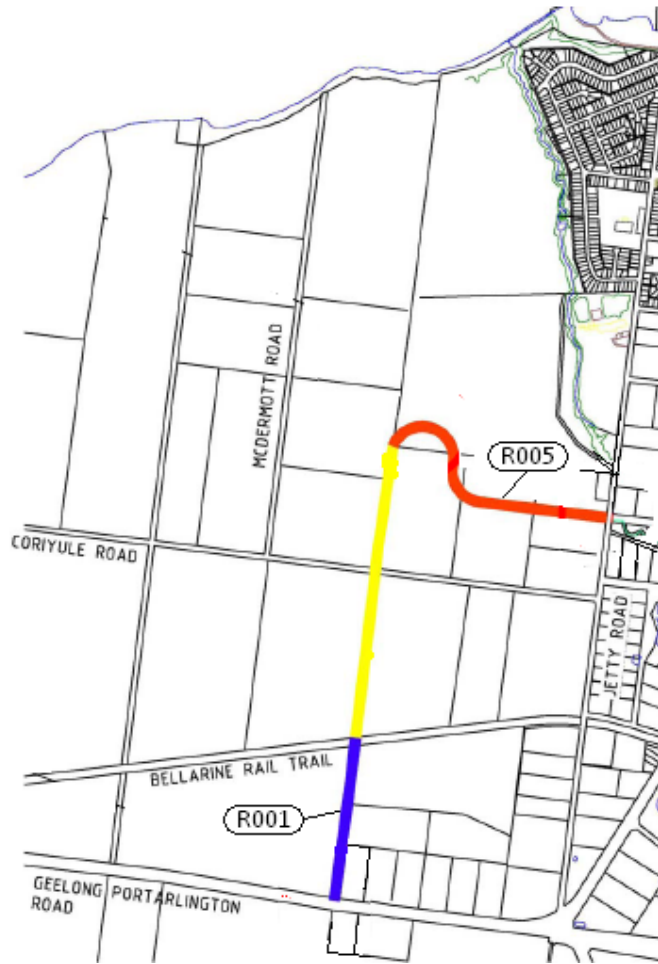


FIGURE 4 LOCATION OF TRAFFIC MANAGEMENT ITEMS

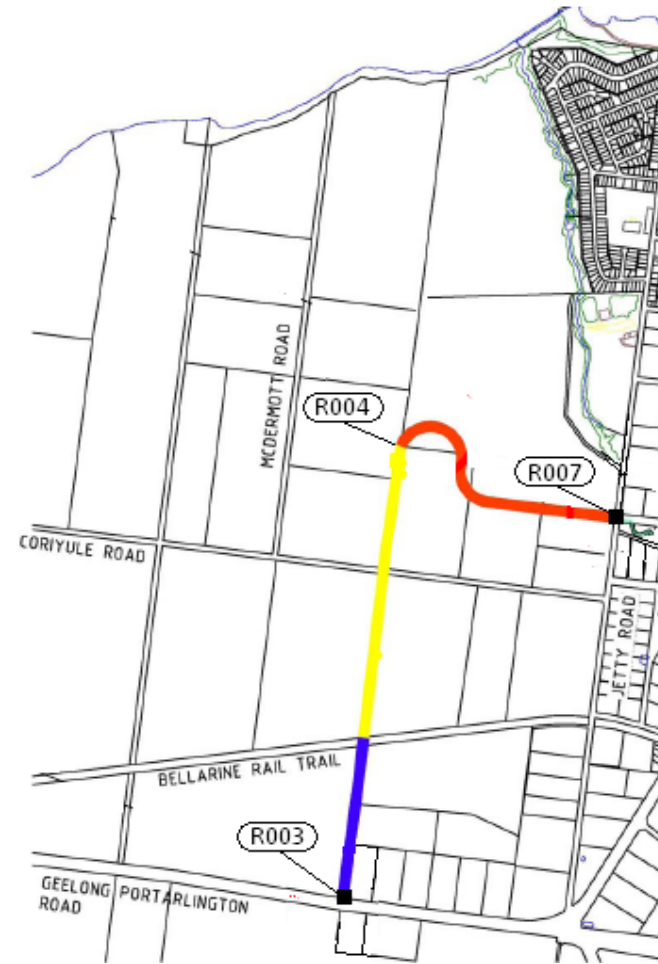
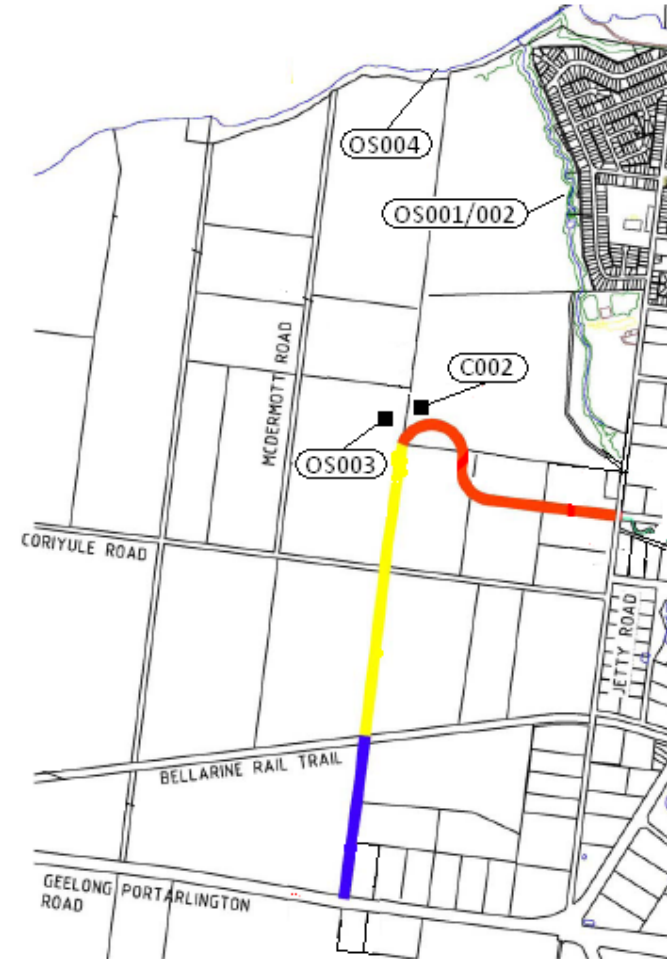


FIGURE 5 LOCATION OF PEDESTRIAN AND CYCLE INFRASTRUCTURE

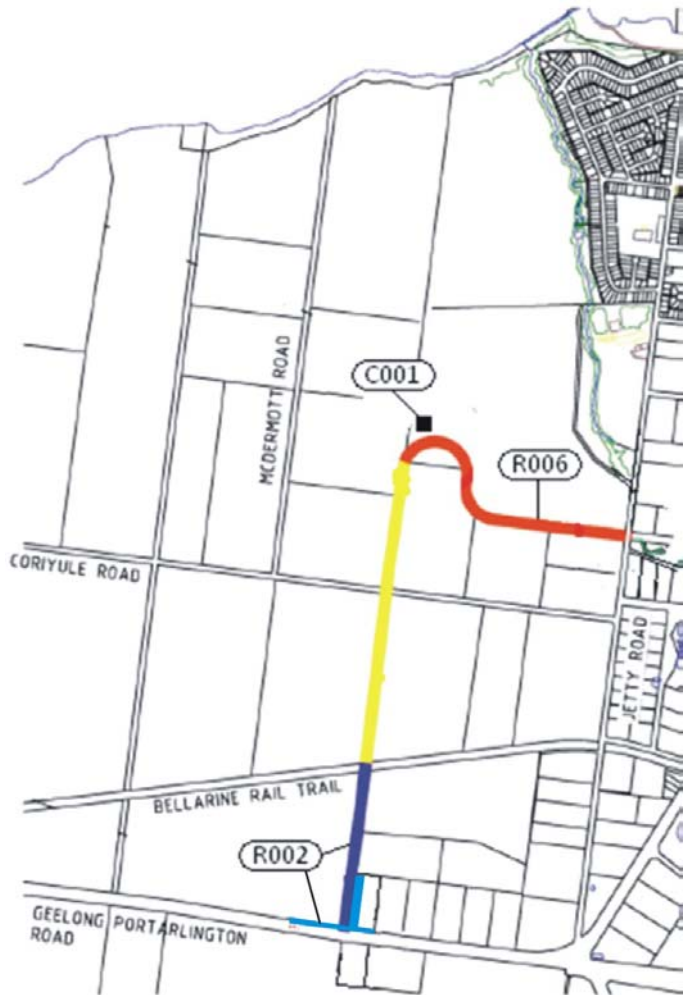


FIGURE 6 LOCATION OF OPEN SPACE AND COMMUNITY ITEMS



Note: Location of infrastructure item C003 to be determined.

FIGURE 7 LOCATION OF LAND TO BE ACQUIRED



6. CALCULATION OF LEVIES

6.1. METHOD OF CALCULATING LEVIES

The DCP Infrastructure Project Sheets in Appendix A identify the levies assigned to each infrastructure item. The method of calculation is described in this section.

6.1.1. PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Appendix A - DCP Infrastructure Project Sheets. The costs have been calculated as at July 2011 and will be indexed annually in accordance with the method specified in this DCP.

6.1.2. EXTERNAL USAGE

For some infrastructure projects there is a proportion of usage generated from areas external to the Main Catchment Area of the DCP. The Main Catchment Area consists of Stage 1 and 2, otherwise referred to as the Jetty Road Urban Growth Area. For each item in the DCP, the proportion of usage attributable to the external area has been specified in the DCP Infrastructure Project Sheets.

The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Main Catchment Area for each infrastructure item.

6.1.3. STAGE 2 INFRASTRUCTURE CONTRIBUTIONS

This DCP only relates to the Stage 1 area of the Jetty Road Urban Growth Area. However, it is intended that contributions from Stage 2 landowners will be collected for some of the infrastructure items identified in this DCP as part of their infrastructure contributions. Where relevant, this is specified in the DCP Infrastructure Project Sheets in Appendix A.

6.1.4. COST APPORTIONMENT METHODS

The cost of each of the infrastructure items has been apportioned based upon the likelihood that an item will be used by residents of the Main Catchment Area of the DCP.

The method and justification for the cost apportionment that has been used for each infrastructure item is outlined in the DCP Infrastructure Project Sheets (Appendix A).

6.2. DEVELOPMENT CONTRIBUTION RATES PER DEMAND UNIT

A summary of the community and development contributions that are required to be made in the Jetty Road Urban Growth Area are outlined in Tables 8 and 9. These contributions are in July 2011 dollars. The levy amounts shown in Tables 8 and 9 will be indexed annually in accordance with the method specified in this DCP.

The required Community Infrastructure Levy (CIL) is outlined in Table 8. The Community Infrastructure Levy is currently capped at \$900 per dwelling.

The required Development Infrastructure Levy is outlined in Table 9. Table 9 relates to Stage 1 of the Main Catchment Area, and indicates the levies payable by infrastructure type per hectare of net developable land.

All land is subject to the Development Infrastructure Levy. Only residential dwellings are subject to the Community Infrastructure Levy.

TABLE 8 COMMUNITY INFRASTRUCTURE LEVY PER DWELLING

Net Residential Developable Area Stage 1 (Ha)	Net Residential Developable Area Stage 2 (Ha)	Net Residential Developable Area Stage 1 and 2 (MCA) (Ha)	Minimum Dwellings per Ha	Total Estimated Dwellings	Regional and Community Learning Hub Costs Total (\$)	Regional and Community Learning Hub Costs apportioned to MCA (40%) (\$)	Community Infrastructure Levy per dwelling (\$)	Total Community Infrastructure Levy collectable per dwelling (capped at \$900) (\$)
130.28	130.58	260.86	12.4	3,234	7,768,375	3,107,350	960.84	900

TABLE 9 DEVELOPMENT INFRASTRUCTURE LEVY PER DEMAND UNIT

	Developable Hectares Stage 1	Developable Hectares Stage 2	Developable Hectares MCA	Roads and Traffic Management (\$)	Land Acquisition (\$)	Trail Networks (\$)	Open Space (\$)	Community (\$)	Planning (\$)	Development Infrastructure Levy collectable per developable hectare of Stage 1 land (\$)
Residential	130.28	130.58	260.86	41,169.62	6,969.90	9,079.62	10,934.83	13,212.56	982.41	82,348.94

1. The Demand Unit for residential development is 1 hectare of Net Residential Developable Area.

7. DCP ADMINISTRATION

7.1. INDEXATION OF LEVIES

Land values and construction costs shown in this DCP are in July 2011 dollars. They will be indexed annually according to the following specified method:

The Development Contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
 - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index, Melbourne, as published in the latest edition of Rawlings Australian Construction Handbook, or if this index is not available:
 - Producer Price Index Australia, Victoria (Table 15 Selected Output of Division E - Construction industry, Building Construction Victoria (for buildings) and Road and Bridge Construction Victoria (for roads, bridges, trails, etc) published by the ABS (Series 6427.0) or similar index;
 - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land required under the DCP within Stage 1 of the Jetty Road Growth Area, the land value must be adjusted by multiplying the land value by the Consumer Price Index (All Groups Melbourne) as published by the Australian Bureau of Statistics.
- In relation to the cost of land to be acquired under a Public Acquisition Overlay (item RO02), the value of the land to be acquired is to be adjusted by an annual revaluation prepared by a qualified independent valuer.
- The adjusted land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the Responsible Authority must publish a notice of the amended contributions on its website.

If the Community Infrastructure Levy cap (currently \$900 per dwelling) is ever increased, Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation methods in this DCP up to the new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

7.2. VALUATION OF LAND

The agreed land valuation rate for land within the DCP area (Stage 1) as shown in the Section 173 Agreement relating to development contributions in the DCP area is \$350,000 per hectare.

When indexed by the Consumer Price Index (All Groups Melbourne) in accordance with the agreement, the land valuation rate for land within the DCP area (Stage 1) is \$358,367 per hectare in July 2011 dollars.

The land value for item R002 (land acquisition for the north-south collector road) was provided by a qualified independent valuer. This land was valued at \$220,000 per hectare by Landlink Opteon (1st September 2011).

7.3. COLLECTING AGENCY

The City of Greater Geelong Council is the Collecting Agency pursuant to section 46K of the *Planning and Environment Act 1987*.

7.4. DEVELOPMENT AGENCY

The City of Greater Geelong is the Development Agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act 1987* with the exception of those items outlined in section 5.5 of this DCP.

7.5. COLLECTION OF LEVIES

Notwithstanding the provisions of the Act relating to the collection of the Community Infrastructure Levy, the existing Section 173 Agreement requires payment of the development contribution, including the Community Infrastructure component, prior to the issue of a Statement of Compliance.

The Development Infrastructure Levy will be collected by the City of Greater Geelong as follows:

- For the subdivision of residential land, before the issue of a Statement of Compliance under the Subdivision Act 1988 in respect of the subdivision creating any new residential lot;
- In relation to the development of commercial land, a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

The Development Infrastructure Levy will be collected by the City of Greater Geelong Council before the issue of a Statement of Compliance.

The City of Greater Geelong will impose conditions on a planning permit for subdivision or for the development of commercial land to collect the levies generally as follows:

FOR SUBDIVISIONS OF RESIDENTIAL LAND

A Development Infrastructure levy must be paid to the City of Greater Geelong in accordance with the provisions of the approved Development Contributions Plan for the land within the following specified time, namely after Certification of the relevant Plan of Subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that Plan.

Where the subdivision is to be developed in stages the Development Infrastructure levy for that stage only may be paid to the City of Greater Geelong within the time specified provided that a Schedule of Development Contributions is submitted with each Stage Plan of Subdivision. The schedule must show the amount of development contributions payable for each stage and the amount paid in respect of prior stages to the satisfaction of the City of Greater Geelong.

FOR A PERMIT FOR THE DEVELOPMENT OF COMMERCIAL LAND

Unless some other arrangement has been agreed to by the Council in a Section 173 Agreement, prior to the commencement of any development, the Development Infrastructure levy must be paid to the City of Greater Geelong in accordance with the provisions of the approved DCP for the land.

NO PERMIT REQUIRED FOR THE DEVELOPMENT OF LAND

Where no planning permit is required for the development of land, unless some other arrangement has been agreed to by the Council in a Section 173 Agreement, prior to the commencement of any development, the Development Infrastructure levy must be paid to the City of Greater Geelong in accordance with the provisions of the approved DCP for the land.

7.6. ADMINISTRATIVE PROCEDURES

The Council's Financial Services Department will undertake ongoing accounting and review of this DCP in terms of:

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

The Council's Strategic Planning Department will be required to undertake a formal review of this DCP every five years during the lifespan of the DCP.

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

If Council resolves not to proceed with any of the infrastructure projects listed in this Development Contributions Plan, the Council will take action to comply with section 46(Q) of the Planning & Environment Act 1987.

7.7. METHOD OF PROVISION

Responsibility for the delivery of infrastructure works identified in this DCP resides with the Council of the City of Greater Geelong.

Infrastructure works may be provided by developers with a credit provided against their development contribution liability, subject to the agreement of the Council. The process by which developers may receive this credit is outlined in Section 8 -Implementation Strategy.

8. IMPLEMENTATION STRATEGY

This section provides further details of the implementation of the DCP following on from the Method of Provision outlined in Section 7, particularly with regards to the provision of Land and Works In-Kind.

8.1. PROVISION OF LAND AND WORKS IN-KIND

As outlined in Section 7, payment of development contributions is to be made in cash.

Alternatively, provided Council agrees in writing a landowner may construct or cause to be constructed any infrastructure project identified in this DCP and receive a credit for the cost of that infrastructure project against the obligation to pay the development contribution (works-in-lieu).

The credit to which the landowner shall be entitled in respect of works-in-lieu shall be the amount specified as the cost of that infrastructure project in this DCP indexed in accordance with this DCP and must not in any event, unless Council expressly agrees in writing, exceed the cost of the infrastructure project as specified in this DCP.

Any agreement in writing in respect of works-in-lieu shall be deemed to require that the works:

- Must be constructed in accordance with detailed engineering plans and specifications first approved by Council;
- Must accord with any conditions on the approval of the plans and specifications;
- Must be constructed to the satisfaction of Council; and
- Must be maintained free of defects for a period of 12 months from their practical completion.

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

- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind can't be offset against future levy payments the developer shall be reimbursed by the Council for any excess credit at the time of provision in the DCP;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP this can be done provided the impact on the DCP is cost and revenue neutral;
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with one of the methods described above.

8.2. LAND

Council wishes to obtain land required under the DCP, as an off-set against a developer's development contributions. The existing Section 173 Agreement sets out the mechanisms and provisions in relation to the acquisition of land, with the exception of land for the north-south collector road.

8.3. INFRASTRUCTURE ALLOCATION AND STRATEGIC JUSTIFICATION

Table 10 provides a summary of the infrastructure items in the DCP, the determination of cost apportionment to the Main Catchment Area, and the strategic justification for the item.

8.4. DETAILED CALCULATION OF DEVELOPMENT INFRASTRUCTURE LEVIES

Table 11 provides the details of the levy calculations for each item, including identifying which Stages are contributing to each infrastructure item.

TABLE 10 DEVELOPMENT INFRASTRUCTURE ITEMS – MCA DETERMINATION AND STRATEGIC JUSTIFICATION

	Category	Project Summary	Capital Cost	MCA Determination	Strategic Justification
ROADS					
R001	Roads	North South Collector Road Part A- Construction (Stage 1)	\$1,210,900	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	A new primary north south access road to the urban growth area from Geelong-Portarlington Road is to be created and landscaped as the identifiable "gateway" to the growth area, capable of safe and efficient management of full development traffic (15,000 vehicles per day) generated by the growth area.
R002	Land	North South Collector Road Part A- Land Acquisition	\$294,800	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	A new primary north south access road to the urban growth area from Geelong-Portarlington Road is to be created and landscaped as the identifiable "gateway" to the growth area, capable of safe and efficient management of full development traffic (15,000 vehicles per day) generated by the growth area.
R003	Roads	Intersection- North South Collector Road Part A and Geelong Portarlington Road	\$1,559,000	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Required to service new community and manage traffic. Fully functioning signalised intersection required at 1050 lots.
R004	Roads	Internal North South/East West Collector Road Intersection	\$680,739	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Required to service new community. The TTM traffic report has proposed signalisation of the internal intersection. Fully functioning signalised intersection required at approximately 2250 lots.
R005	Roads	East West Collector Road Part C- Additional Construction to Collector Road Standard	\$1,604,077	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	Required to service new community with traffic generation estimated at 9,000 vehicles per day on the connection back to Wyndham Street. Provides a link between Jetty Road growth area and Drysdale-Clifton Springs township.
R006	Land	East West Collector Road- Additional Land Acquisition to Facilitate Collector Road Cross Section	\$541,647	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	Full east west road cross section is required to service new community with traffic generation estimated at 9000 vehicles per day on the connection back to Wyndham Street.
R007	Roads	Jetty Road- Wyndham Street Intersection.	\$1,430,000	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	Required to service new community with traffic generation estimated at 9000 vehicles per day on the connection back to Wyndham Street. Fully functioning signalised intersection required at 450 lots.
		ROADS Sub-total	\$7,321,163		
TRAILS					

P001	Crossing	Pedestrian Bridge to Clifton Springs Primary School	\$935,886	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Provides pedestrian access to the existing Primary School from the Jetty Road Urban Growth Area.
P002	Crossing	Pedestrian Bridge to Jetty Road reserve.	\$935,886	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Pedestrian bridge across Griggs Creek to provide access to Jetty Road Reserve.
P003	Crossing	Pedestrian lights at Bellarine Rail Trail (North-south collector)	\$496,699	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Necessary to create a safe crossing point for the users of the Bellarine Rail Trail.
		TRAILS Sub-total	\$2,368,471		
ACTIVE OPEN SPACE					
OS001	Open Space	Griggs Creek-Rehabilitation and Revegetation	\$901,378	85% of demand is generated by surrounding residential areas and 15% of demand is generated by internal demand. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Griggs Creek is to be protected and rehabilitated to strengthen its ecological and amenity values.
OS002	Open Space	Griggs Creek-Landscaping and Improvements	\$1,237,042	50% of demand is generated by surrounding residential areas and 50% of demand is generated by internal demand. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Griggs Creek is to be protected and rehabilitated to strengthen its ecological and amenity values.
OS003	Open Space	Sub-Regional Park-Improvements	\$284,426	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Active open space is required in order to service the new community and a large central park of at least 2 hectares should be provided adjacent to the neighbourhood activity centre, including the natural high point of the site and providing views to the bay.
OS004	Open Space	Foreshore Reserve-Improvements	\$1,814,259	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	The foreshore is to be protected and rehabilitated to strengthen its ecological and amenity values.
		ACTIVE OPEN SPACE Sub-total	\$4,237,105		
COMMUNITY					
C001	Land	Childrens and Community Hub- Land Acquisition	\$143,347	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Land acquisition required to enable construction of the Community Hub.
C002	Community Facilities	Childrens and Community Hub- Construction	\$3,446,569	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	Required to service new community. Community services and infrastructure to be provided within close proximity to the neighbourhood activity centre, to the satisfaction of Council.

		COMMUNITY Sub-total	\$3,589,916		
PLANNING					
PL001	DCP/ Planning	DCP/Planning Costs	\$127,988	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	Required for the preparation and implementation of the Development Contributions Plan to ensure fair and reasonable apportionment of costs and timely provision of infrastructure.
		PLANNING Sub-total	\$127,988		
		TOTAL	\$17,644,644		

Note: this table excludes item C003 - Regional Community and Learning Hub.

TABLE 11 DEVELOPMENT INFRASTRUCTURE LEVY CALCULATION BY INFRASTRUCTURE ITEM

Project ID	Category	Project Summary	Land Capital Cost	Construction Capital Cost	External	\$ Attributed to MCA	Estimated Cost to Council	Development Types Making Contribution	Stages which are contributing to infrastructure item	Number of Equivalent Developable Hectares contributing to infrastructure item	Contribution Per Equivalent Net Developable Hectare
R001	Roads	North South Collector Road Part A- Construction (Stage 1)	\$0	\$1,210,900	0%	\$1,210,900	\$0	Residential	One	130.28	\$9,294.60
R002	Land	North South Collector Road Part A- Land Acquisition	\$294,800	\$0	0%	\$294,800	\$0	Residential	One	130.28	\$2,262.82
R003	Roads	Intersection- North South Collector Road Part A and Geelong Portarlington Road	\$0	\$1,559,000	0%	\$1,559,000	\$0	Residential	One and Two	260.86	\$5,976.49
R004	Roads	Internal North South/East West Collector Road Intersection	\$0	\$680,739	0%	\$680,739	\$0	Residential	One and Two	260.86	\$2,609.64
R005	Roads	East West Collector Road Part C- Additional Construction to Collector Road Standard	\$0	\$1,604,077	0%	\$1,604,077	\$0	Residential	One	130.28	\$12,312.53
R006	Land	East West Collector Road-Additional Land Acquisition to Facilitate Collector Road Cross Section	\$541,647	\$0	0%	\$541,647	\$0	Residential	One	130.28	\$4,157.56
R007	Roads	Jetty Road- Wyndham Street Intersection.	\$0	\$1,430,000	0%	\$1,430,000	\$0	Residential	One	130.28	\$10,976.36
P001	Crossing	Pedestrian Bridge to Clifton Springs Primary School	\$0	\$935,886	0%	\$935,886	\$0	Residential	One and Two	260.86	\$3,587.75
P002	Crossing	Pedestrian Bridge to Jetty Road reserve.	\$0	\$935,886	0%	\$935,886	\$0	Residential	One and Two	260.86	\$3,587.75
P003	Crossing	Pedestrian signals at Bellarine Rail Trail	\$0	\$496,699	0%	\$496,699	\$0	Residential	One and Two	260.86	\$1,904.12
OS001	Open Space	Griggs Creek- Rehabilitation and Revegetation	\$0	\$901,378	85%	\$135,207	\$766,172	Residential	One and Two	260.86	\$518.32
OS002	Open Space	Griggs Creek- Landscaping and Improvements	\$0	\$1,237,042	50%	\$618,521	\$618,521	Residential	One and Two	260.86	\$2,371.12

OS003	Open Space	Sub-Regional Park-Improvements	\$0	\$284,426	0%	\$284,426	\$0	Residential	One and Two	260.86	\$1,090.36
OS004	Open Space	Foreshore Reserve-Improvements	\$0	\$1,814,259	0%	\$1,814,259	\$0	Residential	One and Two	260.86	\$6,955.03
C001	Land	Childrens and Community Hub- Land Acquisition	\$143,347	\$0	0%	\$143,347	\$0	Residential	One and Two	260.86	\$549.53
C002	Community	Childrens and Community Hub- Construction	\$0	\$3,446,569	0%	\$3,446,569	\$0	Residential	One and Two	260.86	\$13,212.56
PL001	Planning	Planning costs	\$0	\$127,988	0%	\$127,988	\$0	Residential	One	130.28	\$982.41
		DIL TOTAL (Stages 1 & 2)	\$979,794	\$16,664,850		\$16,259,951	\$1,384,693				\$82,348.94

8.5. DCP SUMMARY TABLES

The following summary tables serve as a quick reference guide. For more detail on any of these items refer to the appropriate section of this document. All dollar values shown in these tables are current as of July 2011 and are subject to indexation and review in accordance with the methods outlined within Section 7 of this document.

TABLE 12 SUMMARY OF LAND USE

Stage	Net Developable Area (Residential)
Stage 1	130.28
Stage 2	130.58
Total	260.86

TABLE 13 SUMMARY OF LEVIES PAYABLE (JULY 2011 VALUES)

	Levy to be Collected
Residential	
Development Infrastructure Levy (per hectare)	\$82,348.94
Community Infrastructure Levy (per dwelling)	\$900

TABLE 14 SUMMARY OF COSTS APPORTIONED AND FUNDS TO BE COLLECTED (JULY 2011 VALUES)

	Stage 1	Stage 2	MCA Total (Stages 1 and 2)	External (Council)	Total
Development Infrastructure					
Total DIL Cost Apportioned	\$10,728,420	\$5,531,531	\$16,259,951	\$1,384,693	\$17,644,644
Total DIL Funds to be Collected	\$10,728,420	\$5,531,531	\$16,259,951	\$0	\$16,259,951
Community Infrastructure					
Total CIL Cost Apportioned	\$1,551,753	\$1,555,597	\$3,107,350	\$4,661,025	\$7,768,375
Total CIL Funds to be Collected	\$1,453,500	\$1,457,100	\$2,910,600	\$0	\$2,910,600
All Infrastructure					
Total Cost Apportioned	\$12,280,174	\$7,087,127	\$19,367,301	\$6,045,718	\$25,413,019
Total Funds to be Collected under DCP	\$12,181,920	\$6,988,631	\$19,170,551	\$0	\$19,170,551

APPENDICES

Appendix A. DCP INFRASTRUCTURE PROJECT SHEETS

R001	North South Collector Road Part A- Construction (Stage 1)				
Description	Part construction of 32 metre road reservation, single pavement with no parking or bike lane until full cross-section is constructed. Temporary landscaping to the median and drainage to be provided. Stage 1 length approximately 600m. Approximate total length of collector road through development area is 2,740 metres. Full cross-section to be constructed when facilitated by an increase in vehicular frequency. This item includes construction of golf course barrier netting and an allowance for a trajectory simulation study.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Roads</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Roads
Infrastructure Type	Infrastructure Category				
Development	Roads				
Project Cost	\$1,210,900				
Project Timing	2016-2017 or 900 lots.				
Strategic Justification	A new primary north south access road to the urban growth area from Geelong-Portarlington Road is to be created and landscaped as the identifiable "gateway" to the growth area, capable of safe and efficient management of full development traffic (15,000 vehicles per day) generated by the growth area.				
External Usage Discount	0%				
Project Cost to MCA	\$1,210,900				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.				
Demand Units	130.3				
Levy Amount	\$9,294.60				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

R002	North South Collector Road Part A- Land Acquisition				
Description	The interim construction works for the north south collector road require land acquisition from private land owners in Stage 2. Duplication to be provided as part of stage 2 development. Land to be acquired from 3 parcels: 1201-1419 Portarlington Rod - Curlewis Golf Club (405m2), 1425-1429 Portarlington Road (3,410m2) and 1421-1423 Portarlington Rd (9,600m2). Total area to be acquired: 1.34ha, land value: \$220,000 per ha.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Land</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Land
Infrastructure Type	Infrastructure Category				
Development	Land				
Project Cost	\$294,800				
Project Timing	2013-2014 or 450 lots				
Strategic Justification	A new primary north south access road to the urban growth area from Geelong-Portarlington Road is to be created and landscaped as the identifiable "gateway" to the growth area, capable of safe and efficient management of full development traffic (15,000 vehicles per day) generated by the growth area.				
External Usage Discount	0%				
Project Cost to MCA	\$294,800				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.				
Demand Units	130.3				
Levy Amount	\$2,262.82				
Costing Justification	Based on an independent valuation, dated September 2011 (Landlink Opteon).				

The Project Cost is expressed in July 2011 dollars.

R003	Intersection- North South Collector Road Part A and Geelong Portarlington Road	
Description	Fully functioning signalised intersection on Geelong-Portarlington Road is required at 900 lots, including signals, widened road reserve and construction of a re-designed intersection treatment. Works on this intersection will require approval from VicRoads.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
Project Cost	\$1,559,000	
Project Timing	2016-17 or 900 lots	
Strategic Justification	Required to service new community and manage traffic.	
External Usage Discount	0%	
Project Cost to MCA	\$1,559,000	
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	
Demand Units	260.9	
Levy Amount	\$5,976.49	
Costing Justification	Cost estimate provided by Civil and Traffic Consultants (18/9/11) and verified by Council officers.	

The Project Cost is expressed in July 2011 dollars.

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R004	Internal North South/East West Collector Road Intersection				
Description	Fully signalised intersection of the north south collector road (Part B) and the east west collector road (Part C) internal to the development. This intersection is adjacent to the neighbourhood activity centre.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Roads</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Roads
Infrastructure Type	Infrastructure Category				
Development	Roads				
Project Cost	\$680,739				
Project Timing	2025 - 2026 or 2,250 lots				
Strategic Justification	Required to service new community. The TTM traffic report recommends signalisation of the internal intersection.				
External Usage Discount	0%				
Project Cost to MCA	\$680,739				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$2,609.64				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report. Cost indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

R005	East West Collector Road Part C- Additional Construction to Collector Road Standard				
Description	32 metre road reservation, dual carriageway road with 6 metre central median. Approximate total length of collector road through development area is 2,740m. Approximate length of Part C is 945 metres. The 945m is located as follows according to the latest development plan (parcel numbers below refer to Figure 2 of the DCP): Parcel 2 (Algo) - 229m; Parcel 3 (Bisinella) - 166m; Parcels 4, 5, 6 (Eureka) - 550m. Construction of Part C to full cross section required to be provided by developer. Costs variation between Collector Road to local road standard to be reimbursed through the DCP based on percentage of total length of road.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Roads</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Roads
Infrastructure Type	Infrastructure Category				
Development	Roads				
Project Cost	\$1,604,077				
Project Timing	2013 - 2014 or 450 lots				
Strategic Justification	Required to service new community with traffic generation estimated at 9,000 vehicles per day on the connection back to Wyndham Street. Provides a link between Jetty Road growth area and Drysdale-Clifton Springs township.				
External Usage Discount	0%				
Project Cost to MCA	\$1,604,077				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.				
Demand Units	130.3				
Levy Amount	\$12,312.53				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

R006	East West Collector Road- Additional Land Acquisition to Facilitate Collector Road Cross Section				
Description	Land acquisition compensation between local road width and collector road width requirements for the east west collector road. Approximate length of the Part C collector road is 920 metres. Area to be acquired 1.47ha, land value \$350,000 per ha (indexed to July 2011). If the road reserve in the Neighbourhood Activity Centre is less than the full 32m in width, the land acquisition compensation payable is to be adjusted accordingly based on total land to be acquired.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Land</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Land
Infrastructure Type	Infrastructure Category				
Development	Land				
Project Cost	\$541,647				
Project Timing	2013 - 2014 or 450 lots				
Strategic Justification	Full east west road cross section is required to service new community with traffic generation estimated at 9000 vehicles per day on the connection back to Wyndham Street.				
External Usage Discount	0%				
Project Cost to MCA	\$541,647				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.				
Demand Units	130.3				
Levy Amount	\$4,157.56				
Costing Justification	Land value agreed in the Section 173 Agreements and indexed by CPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

R007	Jetty Road- Wyndham Street Intersection.	
Description	Fully signalised intersection of the east west collector road, Wyndham Street and Jetty Road.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
Project Cost	\$1,430,000	
Project Timing	3,500 vehicles per day using Wyndham Street.	
Strategic Justification	Required to service new community with traffic generation estimated at 9000 vehicles per day on the connection back to Wyndham Street.	
External Usage Discount	0%	
Project Cost to MCA	\$1,430,000	
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.	
Demand Units	130.3	
Levy Amount	\$10,976.36	
Costing Justification	C230 Panel Report (p.2), updated by TGM letter to Council (30-9-11)	

The Project Cost is expressed in July 2011 dollars.

P001	Pedestrian Bridge to Clifton Springs Primary School				
Description	Construction of a pedestrian bridge across Griggs Creek adjacent to Clifton Springs Primary School. Precise location to be determined. No allowance for a drop-off point.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Crossing</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Crossing
Infrastructure Type	Infrastructure Category				
Development	Crossing				
Project Cost	\$935,886				
Project Timing	2017 - 2018 or 1050 lots				
Strategic Justification	Provides pedestrian access to the existing Primary School from the Jetty Road Urban Growth Area.				
External Usage Discount	0%				
Project Cost to MCA	\$935,886				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$3,587.75				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

P002	Pedestrian Bridge to Jetty Road reserve.				
Description	Construction of new pedestrian bridge across Grigg's Creek adjacent to Jetty Road Reserve.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Crossing</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Crossing
Infrastructure Type	Infrastructure Category				
Development	Crossing				
Project Cost	\$935,886				
Project Timing	2020 - 2021 or 1,500 lots				
Strategic Justification	Pedestrian bridge across Griggs Creek to provide access to Jetty Road Reserve.				
External Usage Discount	0%				
Project Cost to MCA	\$935,886				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$3,587.75				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

P003	Pedestrian lights at Bellarine Rail Trail.				
Description	Installation of 2 sets of pedestrian lights on the Bellarine Rail Trail across the North South Collector Road and Jetty Road.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Crossing</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Crossing
Infrastructure Type	Infrastructure Category				
Development	Crossing				
Project Cost	\$496,699				
Project Timing	2020 - 2021 or 1,500 lots				
Strategic Justification	Necessary to create a safe crossing points for users of the Bellarine Rail Trail.				
External Usage Discount	0%				
Project Cost to MCA	\$496,699				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$1,904.12				
Costing Justification	Cost Estimates provided by council officers and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

OS001	Griggs Creek- Rehabilitation and Revegetation				
Description	Protection and enhancement of the Griggs Creek environs in accordance with the Griggs Creek Rehabilitation Concept Design.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Open Space</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Open Space
Infrastructure Type	Infrastructure Category				
Development	Open Space				
Project Cost	\$901,378				
Project Timing	2015 - 2016 or 750 lots				
Strategic Justification	Griggs Creek is to be protected and rehabilitated to strengthen its ecological and amenity values.				
External Usage Discount	85%				
Project Cost to MCA	\$135,207				
Apportionment of Costs	85% of demand is generated by surrounding residential areas and 15% of demand is generated by internal demand. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$518.32				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

OS002	Griggs Creek- Landscaping and Improvements				
Description	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 B are included in the DCP costing of this infrastructure project.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Open Space</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Open Space
Infrastructure Type	Infrastructure Category				
Development	Open Space				
Project Cost	\$1,237,042				
Project Timing	2017 - 2018 or 1050 lots				
Strategic Justification	Griggs Creek is to be protected and rehabilitated to strengthen its ecological and amenity values.				
External Usage Discount	50%				
Project Cost to MCA	\$618,521				
Apportionment of Costs	50% of demand is generated by surrounding residential areas and 50% of demand is generated by internal demand. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$2,371.12				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

OS003	Sub-Regional Park- Improvements				
Description	Development and Landscaping of the 2 Hectare Sub Regional Park, provided adjacent to the neighbourhood activity centre.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Open Space</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Open Space
Infrastructure Type	Infrastructure Category				
Development	Open Space				
Project Cost	\$284,426				
Project Timing	2018 - 2019 or 1,200 lots				
Strategic Justification	Active open space is required in order to service the new community and a large central park of at least 2 hectares should be provided adjacent to the neighbourhood activity centre, including the natural high point of the site and providing views to the bay.				
External Usage Discount	0%				
Project Cost to MCA	\$284,426				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$1,090.36				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

OS004	Foreshore Reserve- Improvements				
Description	Protection and enhancement of the foreshore environs. Does not include landscaping of the reserve south of the escarpment. Includes carpark outlined in the Structure Plan.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Open Space</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Open Space
Infrastructure Type	Infrastructure Category				
Development	Open Space				
Project Cost	\$1,814,259				
Project Timing	50% of works 2016 - 2017 or 900 lots, 50% of works 2024 - 2025 or 2,100				
Strategic Justification	The foreshore is to be protected and rehabilitated to strengthen its ecological and amenity values.				
External Usage Discount	0%				
Project Cost to MCA	\$1,814,259				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$6,955.03				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

C001	Childrens and Community Hub- Land Acquisition				
Description	Acquisition of land for childrens and community hub facilities. To be located in close proximity to the neighbourhood activity centre, to the satisfaction of council. Land area: 0.4ha. Land value: \$350,000 per ha.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Land</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Land
Infrastructure Type	Infrastructure Category				
Development	Land				
Project Cost	\$143,347				
Project Timing	2021 - 2022 or 1,650 lots				
Strategic Justification	Land acquisition required to enable construction of the Community Hub.				
External Usage Discount	0%				
Project Cost to MCA	\$143,347				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$549.53				
Costing Justification	Land value agreed in the Section 173 Agreements and indexed by CPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

C002	Childrens and Community Hub- Construction				
Description	Development of the child and maternal services area and neighbourhood community hub.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Community Facilities</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Community Facilities
Infrastructure Type	Infrastructure Category				
Development	Community Facilities				
Project Cost	\$3,446,569				
Project Timing	2022 - 2023 or 1,800 lots				
Strategic Justification	Required to service new community. Community services and infrastructure to be provided within close proximity to the neighbourhood activity centre, to the satisfaction of Council.				
External Usage Discount	0%				
Project Cost to MCA	\$3,446,569				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.				
Demand Units	260.9				
Levy Amount	\$13,212.56				
Costing Justification	Cost Estimates provided by council officers and contained within CPG report and indexed by BPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

P001	Planning costs				
Description	Planning costs, including DCP preparation, DCP software and consultant and legal fees for Panel Hearing.				
	<table border="1"> <thead> <tr> <th>Infrastructure Type</th> <th>Infrastructure Category</th> </tr> </thead> <tbody> <tr> <td>Development</td> <td>Planning</td> </tr> </tbody> </table>	Infrastructure Type	Infrastructure Category	Development	Planning
Infrastructure Type	Infrastructure Category				
Development	Planning				
Project Cost	\$127,988				
Project Timing	Complete				
Strategic Justification	Required for the preparation and implementation of the Development Contributions Plan to ensure fair and reasonable apportionment of costs and timely provision of infrastructure.				
External Usage Discount	0%				
Project Cost to MCA	\$127,988				
Apportionment of Costs	Demand generated by Jetty Road Urban Growth Area internal demand only. This infrastructure item will be funded by contributions by Stage 1 land owners only.				
Demand Units	130.3				
Levy Amount	\$982.41				
Costing Justification	Council officers based on consultant fees incurred, indexed by CPI to July 2011.				

The Project Cost is expressed in July 2011 dollars.

Appendix B. GRIGGS CREEK DETAIL

Appendix B includes detailed costings for items OS001 and OS002 relating to infrastructure and landscaping works on Griggs Creek.

The first page is a summary table prepared by URS of all costs associated with Griggs Creek. Items 1 to 6 on this summary sheet generally relate to item OS001 in this DCP. Item 7 on the summary sheet generally relates to item OS002 in this DCP.

The second and third pages include detailed costings of items 6 and 7 in the summary table prepared by TBLD.

Griggs Creek Concept Design

Project: Griggs Creek Concept Design		Computed by:		CW	
Job No: 43271013		Checked by:		AP	
Client: City of Greater Geelong		Date:		30-Mar-09	
Group	Item Description	Quantity	Unit	Rate	Cost
1	Lower Weir (Ch 100 - Ch 122)				
	Mobilisation/Site Establishment	1	L.S.	\$ 7,500	\$ 7,500
	Survey and Service Location	1	L.S.	\$ 2,000	\$ 2,000
	Project Manager	1	L.S.	\$ 1,000	\$ 1,000
	QA/HSE Plan and Implementation	1	L.S.	\$ 2,000	\$ 2,000
	Temporary Dam and Bypass Installation	1	L.S.	\$ 3,000	\$ 3,000
	Clearing and Grubbing	96	m2	\$ 2.50	\$ 240
	Surface Stripping	9.6	m3	\$ 6	\$ 58
	Bank Excavation and Reconstruction of Slope	70	m3	\$ 14	\$ 980
	Bank Excavation and Disposal	153	m3	\$ 20	\$ 3,060
	Creek Excavation for Rockwork	96	m2	\$ 9	\$ 864
	Rockwork Fill	96	m2	\$ 120	\$ 11,520
2	Bridge Crossing (Ch 265 - Ch 312)				
	Mobilisation/Site Establishment	1	L.S.	\$ 7,500	\$ 7,500
	Survey and Service Location	1	L.S.	\$ 2,000	\$ 2,000
	Project Manager	1	L.S.	\$ 1,000	\$ 1,000
	QA/HSE Plan and Implementation	1	L.S.	\$ 2,000	\$ 2,000
	Temporary Dam and Bypass Installation	1	L.S.	\$ 4,000	\$ 4,000
	Clearing and Grubbing	281	m2	\$ 2.50	\$ 703
	Surface Stripping	28.1	m3	\$ 6	\$ 169
	Rockwork Fill	281	m2	\$ 120	\$ 33,720
3	Bluestone Weir Removal and Bed Reconstruction (Ch 349 - Ch 413)				
	Mobilisation/Site Establishment	1	L.S.	\$ 7,500	\$ 7,500
	Survey and Service Location	1	L.S.	\$ 2,000	\$ 2,000
	Project Manager	1	L.S.	\$ 1,000	\$ 1,000
	QA/HSE Plan and Implementation	1	L.S.	\$ 2,000	\$ 2,000
	Temporary Dam and Bypass Installation	1	L.S.	\$ 4,000	\$ 4,000
	Clearing and Grubbing	534	m2	\$ 2.50	\$ 1,335
	Surface Stripping	53.4	m3	\$ 6	\$ 320
	Demolition of Existing Weir	1	L.S.	\$ 10,000	\$ 10,000
	Rockwork Fill	277	m3	\$ 120	\$ 33,240
	Rockwork for Weir	40	m3	\$ 120	\$ 4,800
	Regrading of Undercut Banks (E and W at Ch 410)	5	m3	\$ 14	\$ 70
	Bank Excavation and Disposal (E and W at Ch 410)	351	m3	\$ 20	\$ 7,020
	Bank Excavation and Disposal (Ch 450)	208	m3	\$ 20	\$ 4,160
	Bank Excavation and Disposal (Ch 540)	469	m3	\$ 20	\$ 9,380
4	Dam Spillway Works (Ch 750 - Ch 800)				
	Mobilisation/Site Establishment	1	L.S.	\$ 7,500	\$ 7,500
	Survey and Service Location	1	L.S.	\$ 2,000	\$ 2,000
	Project Manager	1	L.S.	\$ 1,000	\$ 1,000
	QA/HSE Plan and Implementation	1	L.S.	\$ 2,000	\$ 2,000
	Temporary Dam and Bypass Installation	1	L.S.	\$ 6,000	\$ 6,000
	Clearing and Grubbing	522	m2	\$ 2.50	\$ 1,305
	Surface Stripping	52.2	m3	\$ 6	\$ 313
	Bank Excavation and Disposal	185	m3	\$ 20	\$ 3,700
	Rockwork Fill	522	m2	\$ 120	\$ 62,640
	Rockwork for Weir	73	m3	\$ 120	\$ 8,760
	Low Flow Pipe (300mm)	40	m	\$ 200	\$ 8,000
	Low Flow Pipe Control Pit	1	L.S.	\$ 10,000	\$ 10,000
	Dam Sedimentation Removal	1	L.S.	\$ 10,000	\$ 10,000
5	Rock Weir (Ch 941)				
	Mobilisation/Site Establishment	1	L.S.	\$ 7,500	\$ 7,500
	Survey and Service Location	1	L.S.	\$ 2,000	\$ 2,000
	Project Manager	1	L.S.	\$ 1,000	\$ 1,000
	QA/HSE Plan and Implementation	1	L.S.	\$ 2,000	\$ 2,000
	Temporary Dam and Bypass Installation	1	L.S.	\$ 3,000	\$ 3,000
	Clearing and Grubbing	146	m2	\$ 2.50	\$ 365
	Surface Stripping	14.6	m3	\$ 6	\$ 88
	Bank Excavation and Disposal	225	m3	\$ 20	\$ 4,500
	Bank Excavation and Reconstruction of Slope	590	m2	\$ 14	\$ 8,260
	Rockwork for Weir	40	m3	\$ 120	\$ 4,800
6	Weed Control and Vegetation				
	Weed Control and Vegetation (for details refer to attached cost estimate)	1	L.S.	\$ 218,190.00	\$ 218,190
7	Landscape Works				
	Landscape Works (for details refer to attached cost estimate)	1	L.S.	\$ 748,350.00	\$ 748,350
Contract Costs					\$ 1,293,409
	Unlisted Items	10	%		\$ 129,341
	Sub-total				\$ 1,422,750
	Contingency	25	%		\$ 355,687
	Sub-total				\$ 1,778,437
	Detailed Design	15	%		\$ 266,766
Total Project Costs					\$ 2,045,203

Source: General Costs provided by Rawlinsons 2008, Edition 26 and previous projects (Ruffey Creek and Lake Mokoan)

Griggs Creek Concept Design

Project: Griggs Creek Concept Design		Computed by:			MT
Job No: Prepared by TBLD P/L for URS Corp P/L		Checked by:			MB
Client: City of Greater Geelong		Date:			30-Mar-09
Group	Item Description	Quantity	Unit	Rate	Cost
CIVIL WORKS					
6	WEED CONTROL AND REVEGETATION				
6.1	(Ch 00 - Ch 100) Downstream Lower Weir to Beach				
	CHANNEL - Retain Phragmites	0			
	EAST - Type 2 - Spot infill to Boxthorn using trees and shrubs	2000	m2	\$ 1	\$ 2,000
	Type 1 - Sedge planting to edge of path	50	m2	\$ 25	\$ 1,250
	WEST - Type 2 - Spot infill to Boxthorn using trees and shrubs	2000	m2	\$ 1	\$ 2,000
	Type 3 - Scattered trees and shrubs along fenceline	100	lin m	\$ 5	\$ 500
6.2	(Ch 100 - Ch 122) Lower Weir (3.0 Civil Works)				
	CHANNEL - Type 4 - Infill planting to rockwork	96	m2	\$ 5	\$ 480
	EAST - Type 2 - Spot infill to Boxthorn using trees and shrubs	220	m2	\$ 1	\$ 220
	WEST - Type 1 - Revegation of bank layback and jute mat	130	m2	\$ 25	\$ 3,250
6.3	(Ch 122 - Ch 240) Between Bayshore Ave and Lower Weir				
	CHANNEL - Retain Phragmites	0			
	EAST - Type 2 - Spot infill to Boxthorn using trees and shrubs	1180	m2	\$ 1	\$ 1,180
	Type 1 - Sedge planting to edge of path	118	m2	\$ 25	\$ 2,950
	WEST - Type 2 - Spot infill to Boxthorn using trees and shrubs	1200	m2	\$ 1	\$ 1,200
	Type 3 - Scattered trees and shrubs along fenceline	118	lin m	\$ 5	\$ 590
6.4	(Ch 240 - Ch 320) Bayshore Avenue Bridge				
	CHANNEL - Type 4 - Infill planting to rockwork	281	m2	\$ 5	\$ 1,405
	EAST - Type 1 - Bank revegetation at new bridge	500	m2	\$ 25	\$ 12,500
	WEST - Type 1 - Bank revegetation at new bridge	500	m2	\$ 25	\$ 12,500
6.5	(Ch 320 - Ch 550) Middle Bluestone Weir Area				
	CHANNEL - Type 4 - Infill planting to rockwork at middle weir	281	m2	\$ 5	\$ 1,405
	Specialist Arboricultural works to existing dead trees retained	1	item	\$ 2,500	\$ 2,500
	EAST BANK - Type 2 - Spot infill planting to Boxthorn	2000	m2	\$ 1	\$ 2,000
	Type 1 - Revegetation of bank layback	400	m2	\$ 25	\$ 10,000
	(Ch 380 - 420)				
	Type 3 - Scattered trees and shrubs along fenceline	230	lin m	\$ 5	\$ 1,150
	WEST BANK - Weed control to mature Red Gums	40	m2	\$ 15	\$ 600
	Type 2 - Spot infill planting to Boxthorn	2000	m2	\$ 1	\$ 2,000
6.6	(Ch 550 - 750) Downstream Griggs Lagoon				
	CHANNEL - Remove willows/woody weeds	1	item	\$ 5,000	\$ 5,000
	EAST - Type 2 - Spot infill planting to Boxthorn	2000	m2	\$ 1	\$ 2,000
	WEST - Gorse control and Type 1 revegetation	400	m2	\$ 25	\$ 10,000
	Type 2 - Spot infill planting to Boxthorn	1600	m2	\$ 1	\$ 1,600
6.7	(Ch 750 - Ch 940)				
	CHANNEL - Type 4 - Infill planting to rockwork	522	m2	\$ 5	\$ 2,610
	EAST - Weed control and mulch to mature Red Gums	150	m2	\$ 15	\$ 2,250
	Type 1 - Bank revegetation	400	m2	\$ 25	\$ 10,000
	Type 2 - Spot infill planting to Boxthorn	1500	m2	\$ 1	\$ 1,500
	WEST - Weed control and mulch to mature Red Gums	40	m2	\$ 15.00	\$ 600
	Type 1 - Bank revegetation	400	m2	\$ 25	\$ 10,000
	Type 2 - Spot infill planting to Boxthorn	1500	m2	\$ 1	\$ 1,500
6.8	(Ch 940 - Ch 1070) Rockview to Clifton Springs Primary School				
	CHANNEL - Type 4 - Infill planting to rockwork	40	m2	\$ 5	\$ 200
	EAST - Remove willows/woody weeds	1	item	\$ 2,500	\$ 2,500
	Type 2 - Spot infill planting to Boxthorn	2000	m2	\$ 1.00	\$ 2,000
	WEST - Pine tree removal	1	item	\$ 10,000	\$ 10,000
	Type 1 - Bank revegetation	600	m2	\$ 25	\$ 15,000
	Type 2 - Spot infill planting to Boxthorn	1400	m2	\$ 1	\$ 1,400
6.9	(Ch 1070 - 1250) Clifton Springs Primary School frontage				
	CHANNEL - Spot infill planting to Boxthorn	1	item	\$ 500	\$ 500
	EAST - Type 2 - Spot planting ground layer and small shrubs a	2000	m2	\$ 1	\$ 2,000
	Overstone planting inside school fenceline	1	item	\$ 2,000	\$ 2,000
	WEST - Pine tree removal (provisional estimate only)	1	item	\$ 10,000	\$ 10,000
	Type 2 - Spot infill planting to Boxthorn	500	m2	\$ 1	\$ 500
	Type 3 - Scattered trees and shrubs along fenceline	360	m2	\$ 5	\$ 1,800

6.10	(Ch 1250 - 1575) New upper bridge to Clifton Springs Primary School						
	CHANNEL - Woody weed removal	1	item	\$	10,000	\$	10,000
	Type 2 - Spot infill planting to Boxthorn	400	m2	\$	1	\$	400
	EAST - Type 2 - Spot infill planting to Boxthorn	1400	m2	\$	1	\$	1,400
	EAST - Weed control and mulch to mature Red Gums	200	m2	\$	15	\$	3,000
	WEST - Pine tree removal (provisional estimate only)	1	item	\$	20,000	\$	20,000
	Weed control and mulch to mature Red Gums	200	m2	\$	15	\$	3,000
	Type 2 - Spot infill planting to Boxthorn	700	m2	\$	1	\$	700
	Type 3 - Scattered trees and shrubs along fenceline	360	m2	\$	5	\$	1,800
6.11	(Ch 1575 - 1800) Downstream Jetty Road						
	CHANNEL - Woody weed removal	1	item	\$	5,000	\$	5,000
	Weed control on mulch to mature Red Gums	200	m2	\$	15	\$	3,000
	Type 2 - Spot infill planting to Boxthorn	1750	m2	\$	1	\$	1,750
	Potential wetland planting	0					
	WEST - weed control on mulch to mature Red Gums	500	m2	\$	15	\$	7,500
	Type 2 - Spot infill planting to Boxthorn	1500	m2	\$	1	\$	1,500
	Type 3 - Scattered trees and shrubs along fenceline	500	m2	\$	5	\$	2,500
7	LANDSCAPE WORKS						
7.1	Fencing (New post and wire to steep banks)						
	West						
	Ch 00 - Ch 550 - Retain existing	0					
	Ch 550 - Ch 850 - Remove existing fencing	300	m2	\$	5	\$	1,500
	Ch 850 - Ch 1800 - New fencing	950	lin m	\$	60	\$	57,000
	East						
	Ch 80 - Ch 120 - at Lower Weir	40	lin m	\$	60	\$	2,400
	Ch 380 - Ch 420 - at Middle Weir (removed)	40	lin m	\$	60	\$	2,400
7.2	Paths (2.5m concrete)						
	West						
	Ch 150 - Ch 100 - Downstream Bayshore Avenue Bridge	60	lin m	\$	250	\$	15,000
	Ch 100 - Ch 800 - Griggs Lagoon Bridge to Bayshore Ave						
	Bridge	800	lin m	\$	250	\$	200,000
	Ch 800 - Ch 1575 - Upper Bridge to Griggs Lagoon Bridge	775	lin m	\$	250	\$	193,750
	Ch 1575 - Ch 1800 - Jetty Road to Upper Bridge	250	lin m	\$	250	\$	62,500
	East						
	Bayshore Bridge to Griggs Lagoon Bridge	No path					
	Ch 800 - Ch 1075 - Griggs Lagoon Bridge to Clifton Springs						
	P.S						
	Ch 1575 - 1250 Upper Bridge to Clifton Springs P.S	300	lin m	\$	250	\$	75,000
		400	lin m	\$	250	\$	100,000
7.3	Seating (Bench seat and granite gravel base)						
	WEST BANK	3	No	\$	1,800	\$	5,400
	EAST BANK	3	No	\$	1,800	\$	5,400
	Small water access platform at Griggs Lagoon	1	item	\$	15,000	\$	15,000
	Remove stairs to creek at Clifton Hill Primary School	1	item	\$	1,000	\$	1,000
7.4	Signage						
	West						
	Directional signage	4	No	\$	500	\$	2,000
	Regulatory Warning Signage	8	No	\$	500	\$	4,000
	East						
	Directional signage	4	No	\$	500	\$	2,000
	Regulatory Warning Signage	8	No	\$	500	\$	4,000
8	ITEMS NOT COSTED						
	Ch 100 - Bayshore Avenue Bridge						
	Ch 800 - Griggs Lagoon Bridge						
	Ch 1575 - Upper Bridge						
	Ch 800 - Ch 900 - Local open space works at Griggs Lagoon						
	Ch 1600 - Ch 1700 - Local open space works downstream						
	Jetty Rd						
	Ch 00 - Ch 100 - Foreshore reserve open space works away from creek corridor						