

# MINUTES

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## COUNCIL MEETING

**Tuesday 10 December 2024**  
**6:30 pm**

**City Hall**  
**57 Little Malop Street, Geelong 3220**

**LIVE STREAMED ON THE CITY'S WEBSITE:**

[www.geelongaustralia.com.au/meetings](http://www.geelongaustralia.com.au/meetings)

### **COUNCIL:**

Cr S Kontelj (Kardinia Ward) – Mayor  
Cr R Nelson (Barrabool Hills Ward) – Deputy Mayor  
Cr E Sinclair (Charlemont Ward)  
Cr M Cadwell (Cheetham Ward)  
Cr E Wilkinson (Connewarre Ward)  
Cr A Aitken (Corio Ward)  
Cr A Katos (Deakin Ward)  
Cr E Kontelj (Hamlyn Heights Ward)  
Cr T Sullivan (Leopold Ward)  
Cr R Story (Murradoc Ward)  
Cr C Burson (You Yangs Ward)

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### 3.8. Amendment C387ggee - Jetty Road Urban Growth Area Stage 2, Curlewis - Consideration of Panel Report and Adoption of Amendment

**Source:** Placemaking  
**Executive Director:** Tennille Bradley

#### Purpose

1. To consider the Amendment C387ggee Panel Report and adopt the amendment.

#### Background

2. On 24 May 2022 Council resolved to prepare and exhibit Amendment C387ggee to the Greater Geelong Planning Scheme. The amendment has been prepared by Council at the request of three land developers (collectively the 'Developer Group').
3. The amendment proposes to rezone 150 hectares of Farming and Rural Living zoned land in Curlewis to the General Residential Zone, supported by development overlay controls. The land is known as 'Jetty Road Urban Growth Area Stage 2' and some 2,000 dwellings are expected to be constructed over the next 10 to 20 years.
4. Exhibition of the amendment from 10 November to 18 December 2023 resulted in 58 submissions, of which 56 submissions requested changes or objected to the amendment.
5. The Developer Group and other directly affected landowners requested changes to the exhibited Jetty Road Stage 2 Development Contributions Plan (DCP) and Development Plan Overlay Schedule 46 (DPO46), while some residents raised delivery timing of community facilities, traffic, road design and safety, land use, vegetation and urban-rural interface objections.
6. On 13 February 2024 Council's delegate resolved to refer all the submissions to an Independent Panel appointed by the Minister for Planning. A 10-day panel hearing was held in late April – early May 2024. Most of the hearing time was taken up by Council, the Developer Group and landowners submitting on DCP and DPO46 contested matters. Six local residents were also parties to the hearing.

#### Key Matters

7. Council is the planning authority for the amendment and under section 27(1) of the *Planning and Environment Act*, must consider the Panel's report before deciding whether or not to adopt the amendment.
8. Council received the Panel Report dated 5 August 2024 and released it to the public.
9. The Panel recommends the amendment be adopted subject to changes. The Panel found the rezoning to be strategically justified and noted the urban growth area has been identified for several decades as an area of planned and managed growth.
10. The Panel supports the DCP and DPO46 however recommends several changes contrary to Council's exhibited position and submissions at the Panel Hearing.

**Attachment 1** outlines the issues identified in the Panel Report and provides a Council officer response to the Panel's conclusions and recommendations.

11. The Panel Report Executive Summary is provided in **Attachment 2**.
12. The Panel's recommended changes are generally accepted however some recommendations are not accepted. A summary of all the Panel's recommendations and whether Council accepts or rejects each recommendation is provided in **Attachment 3**.
13. It is recommended that the amendment be adopted in the form shown in **Attachment 4** and submitted to the Minister for Planning requesting approval.
14. Draft section 173 agreements for land transfer to facilitate the duplication of Tivoli Drive and Greenvale Drive, as well as affordable housing contributions, are expected to be signed by the Developer Group prior to the December Council meeting where this report will be tabled. The agreements will be signed by Council's delegate should the amendment be adopted. The agreements will be registered on Title after the land is rezoned.

#### **RESOLUTION - Item 3.8**

**Cr T Sullivan moved, Cr R Story seconded -**

##### **That Council:**

1. **Notes the City's consideration of the Panel Report (Attachment 1), the Panel Report executive summary (Attachment 2) and a summary of the panel recommendations and the City's response for C387ggee – Jetty Road Urban Growth Area Stage 2, Curlewis (Attachment 3);**
2. **Adopt Amendment C387ggee in the form shown in Attachment 4 of this report; and**
3. **Submit the adopted Amendment and prescribed information to the Minister for Planning requesting approval.**

**Carried**

### ***Financial Sustainability***

15. The *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan, October 2024* (DCP) has been prepared by consultants Urban Enterprise for the City and forms part of the amendment.
16. The DCP is proposed to become an incorporated document in the planning scheme which would legally tie Council to the provisions of the plan. The DCP levies contributions to fund 26 development infrastructure projects for roads, open space improvements and drainage to the value of \$48.5 million. Some of these projects were delivered as part of the Jetty Road Urban Growth Area Stage 1 development.
17. The infrastructure is required to support the future new residents, as well as contributions for infrastructure delivered under the *Jetty Road Urban Growth Area Stage 1 Development Contributions Plan, September 2011*.
18. Contributions towards the Boronggook Drysdale Library, opened in May 2023, will also apply in the form of a per dwelling payment.

### ***Community Engagement***

19. The amendment was exhibited in accordance with Sections 17, 18 and 19 of the *Planning and Environment Act*. Exhibition commenced on 10 November and closed on 18 December 2023.
20. Notices were sent to all directly affected landowners (i.e., landowners whose land is proposed to be rezoned), as well as 327 nearby residents/ business owners. A statutory notice was published in local newspapers and the Victoria Government Gazette. An informal notice appeared in the December 2023 edition of the Springdale Messenger.
21. The independent panel hearing is a publicly accessible hearing and was available by video link or in-person attendance at the Melbourne Planning Panels Victoria office. Submitters to the amendment had the opportunity to participate and present at the panel hearing.
22. The Panel Report is published on the Geelong Australia C387ggee webpage and all submitters to the amendment were alerted to the publication. A further alert was provided to submitters of the date this report would be presented at a Council Meeting.

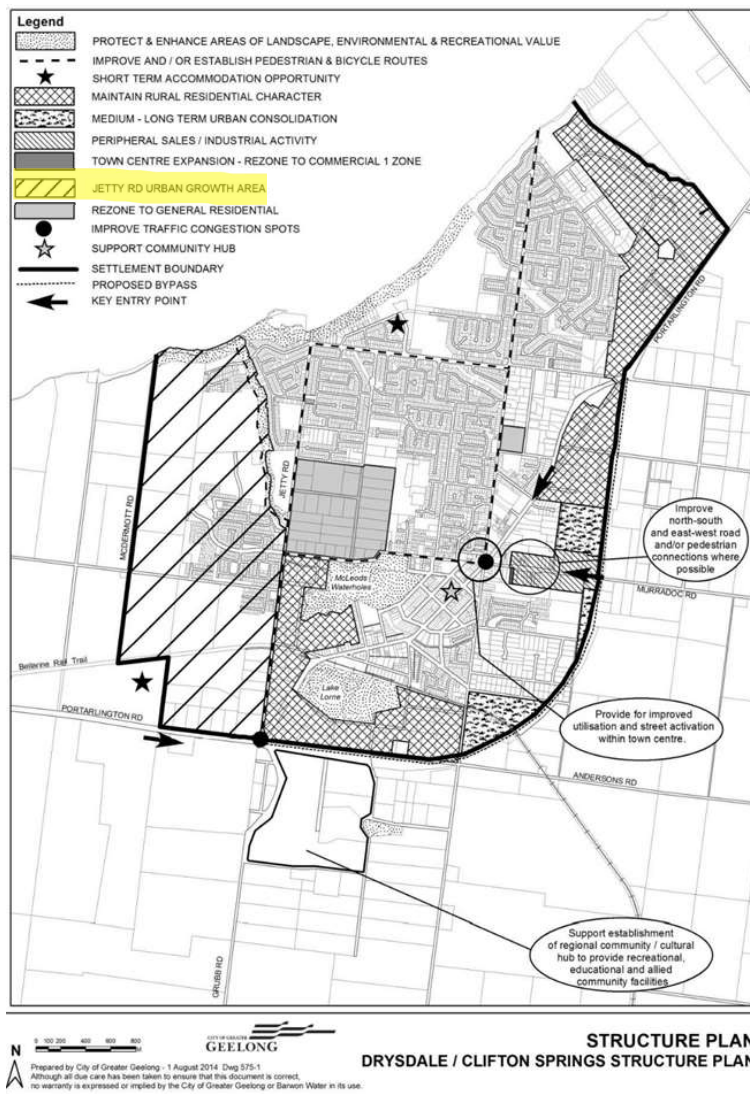
### ***Social Equity and Sustainability***

23. The amendment has appropriately considered social equity issues. The City has engaged with directly affected landowners and the broader community about the rezoning. Submitters to the amendment were afforded the opportunity to appear before an independent panel of town planning and engineering experts.
24. The amendment will facilitate social equity benefits including the duplication of Tivoli and Greenvale Drive, and provision of new parks, walking trails and foreshore reserve (that is currently private land). DCP levies will go towards funding the planned Childrens and Community Hub to be in the Curlewis Neighbourhood Activity Centre, as well as Boronggook Drysdale Library.
25. Provision of affordable housing is a key social equity principle. The planning controls include requirements for developers to provide a percentage of all housing as affordable (as defined under the *Planning and Environment Act*). The Developer Group

has agreed to the provision of affordable housing and signed section 173 agreements as part of the amendment.

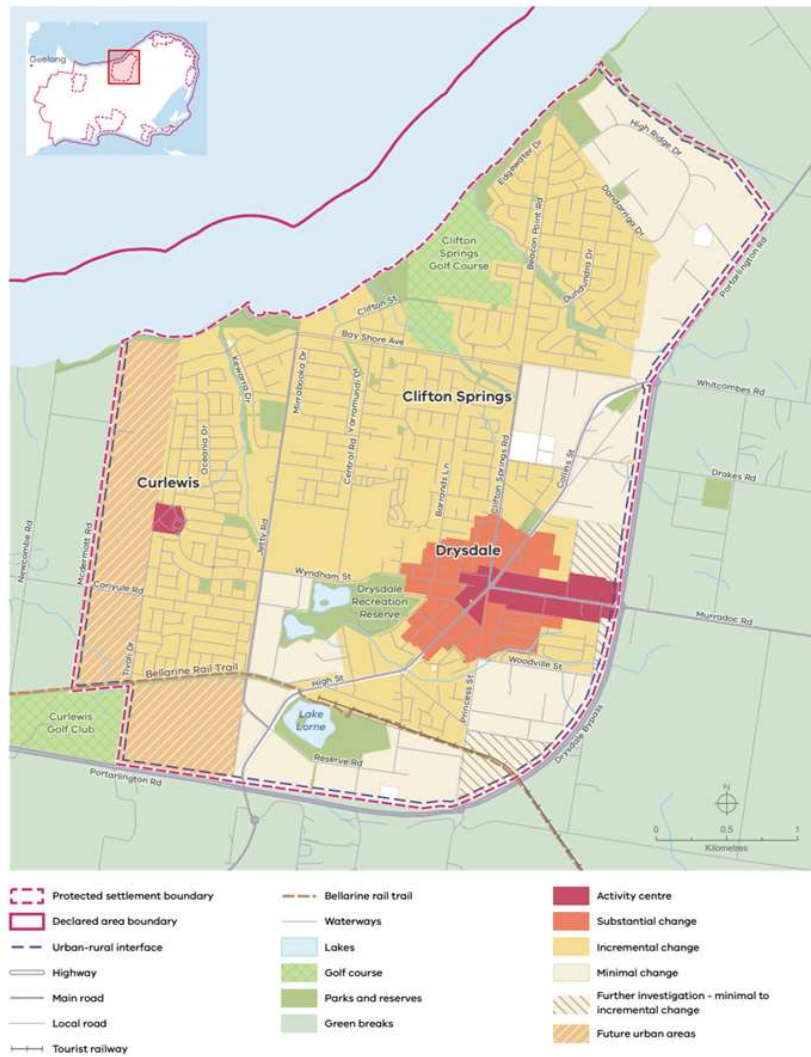
**Relevant Law/Policy/Legal Implications**

- 26. The C387ggee Explanatory Report provides a detailed description of relevant policies in the Greater Geelong Planning Scheme and the requirements of relevant Ministerial Directions.
- 27. There is clear strategic support for the amendment in the planning scheme. Most notably, at Clause 11.03-6L-01 *Bellarine Peninsula*, the growth area land is designated for urban use - refer to Drysdale Clifton Springs Structure Plan map shown here.



- 28. The amendment is also consistent with the City’s Settlement Strategy and the State Government prepared *Bellarine Peninsula Statement of Planning Policy, July 2023* (SPP), now operational. The SPP consolidates existing town boundaries and applies protected settlement boundaries to each Bellarine town.
- 29. The amendment land is located inside the SPP Drysdale-Clifton Springs-Curlewis protected settlement boundary and designated as ‘future urban areas’:

Map 9: Drysdale–Clifton Springs–Curlewis settlement plan



Source: DTP 2023

**Alignment to Community Plan and Vision**

- 30. This report aligns with Our Community Plan 2021-2025 strategic priority: Sustainable growth and environment.
- 31. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspiration: Sustainable development that supports population growth and protects the natural environment.

**Conflict of Interest**

- 32. No officer involved in the preparation of this report declared a general or material conflict of interest.

***Risk Assessment***

33. There is minimal risk with proceeding with the recommendation of this report to adopt the amendment. Council also has the option to abandon the amendment, however, this would waste several years of work by the City and the landowners/developers and would open Council to a risk of legal action given the independent Panel has supported the amendment.

***Environmental Sustainability***

34. The amendment is informed by environmental/ engineering assessments and a range of state and local policies and strategies. Environmental sustainability is a key objective in planning for the Jetty Road Urban Growth Area Stage 2 and will be achieved through the proposed development overlay controls.

**Attachments**

1. Attachment 1 Consideration of the C387ggee Panel Report [3.8.1 - 23 pages]
2. Attachment 2 - C 387 ggee Panel Report Exec Summary [3.8.2 - 7 pages]
3. Attachment 3 - Summary Table of C 387 ggee Panel Report recommendations [3.8.3 - 4 pages]
4. Attachment 4 - C 387 ggee Adopted Planning Scheme Amendment [3.8.4 - 146 pages]

## Attachment 1

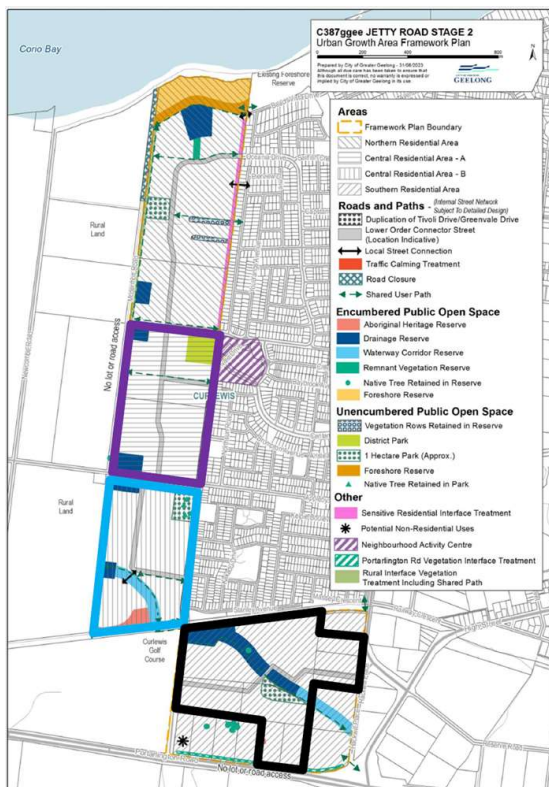
### Background to the amendment

1. Amendment C387ggee seeks to facilitate planned residential development of land on the western edge of Drysdale-Clifton Springs-Curlewis. The land is referred to as the *Jetty Road Urban Growth Area (Stage 2)* in the Greater Geelong Planning Scheme and follows the recent completion of Stage 1 which delivered over 1,700 dwellings.
2. The amendment land is shaded in the map below and covers 150 hectares. Stage 2 is expected to see some 2,000 dwellings constructed over the next 10 to 20 years.

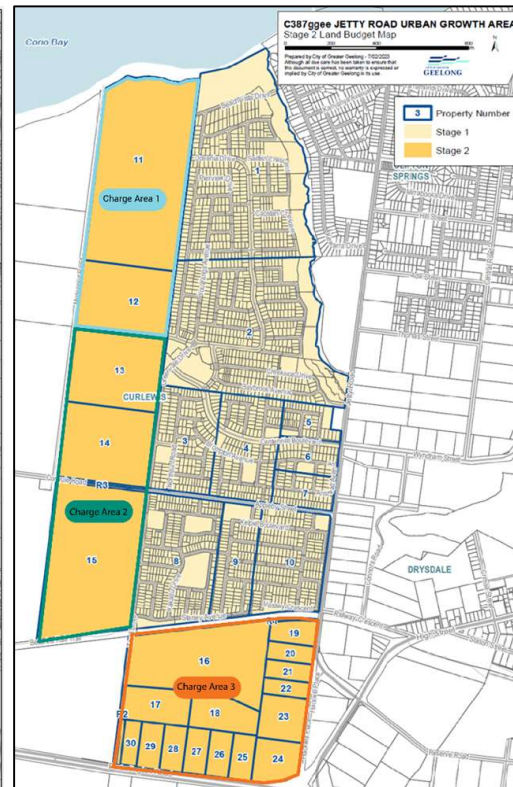


3. The amendment proposes to rezone Farming and Rural Living zoned land to the General Residential Zone; and apply development overlay controls. Several properties are proposed to be applied with the Environmental Audit Overlay to manage potentially contaminated land.
4. More specifically, the amendment recommended for adoption at **Attachment 4** makes the following changes to the Greater Geelong Planning Scheme:
  - 4.1 Rezones the growth area land to General Residential Zone Schedule 1;
  - 4.2 Applies Development Plan Overlay Schedule 46 (DPO46) and map to the growth area;
  - 4.3 Applies Development Contributions Plan (DCP) Overlay Schedule 9 (DCPO9) and map to the growth area;
  - 4.4 Applies the Environmental Audit Overlay (EAO) map to several growth area parcels;
  - 4.5 Incorporates the document *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan*; and
  - 4.6 Amends the Schedule to Clause 53.01.

5. On 24 May 2022 Council resolved to support the preparation and exhibition of the amendment.
6. The 24 May Council Report provided a summarised strategic planning history of the Jetty Road Urban Growth Area and subsequent structure plans and planning scheme amendments completed. The report included details of early discussions with landowners and developers leading to rezoning requests in 2020 and 2021.
7. Following the 24 May 2022 resolution, council officers and the initiating developers worked collaboratively to prepare the technical reports that inform the DCP and DPO framework plan. Urban Enterprise was engaged by Council to prepare the DCP.
8. For the purposes of the amendment (and this report), the developers are referred to as ‘the Developer Group’; comprising Stockland land in purple (Stockland Land Lease Management Pty Ltd), SOHO Living land in blue (Curlewis Bellarine Pty Ltd) and APD Projects land in black (Curlewis Land Pty Ltd). Each parcel within the growth area is identified with a Property Number in the Jetty Road Stage 2 DCP.



Source: Submission No. 7



Source: Jetty Road Urban Growth Area Stage 2 DCP

9. On 9 October 2023 Council requested Ministerial Authorisation to exhibit the amendment. The Minister’s delegate issued authorisation on 25 October 2023 and public exhibition commenced on 10 November 2023 and closed on 18 December 2023.

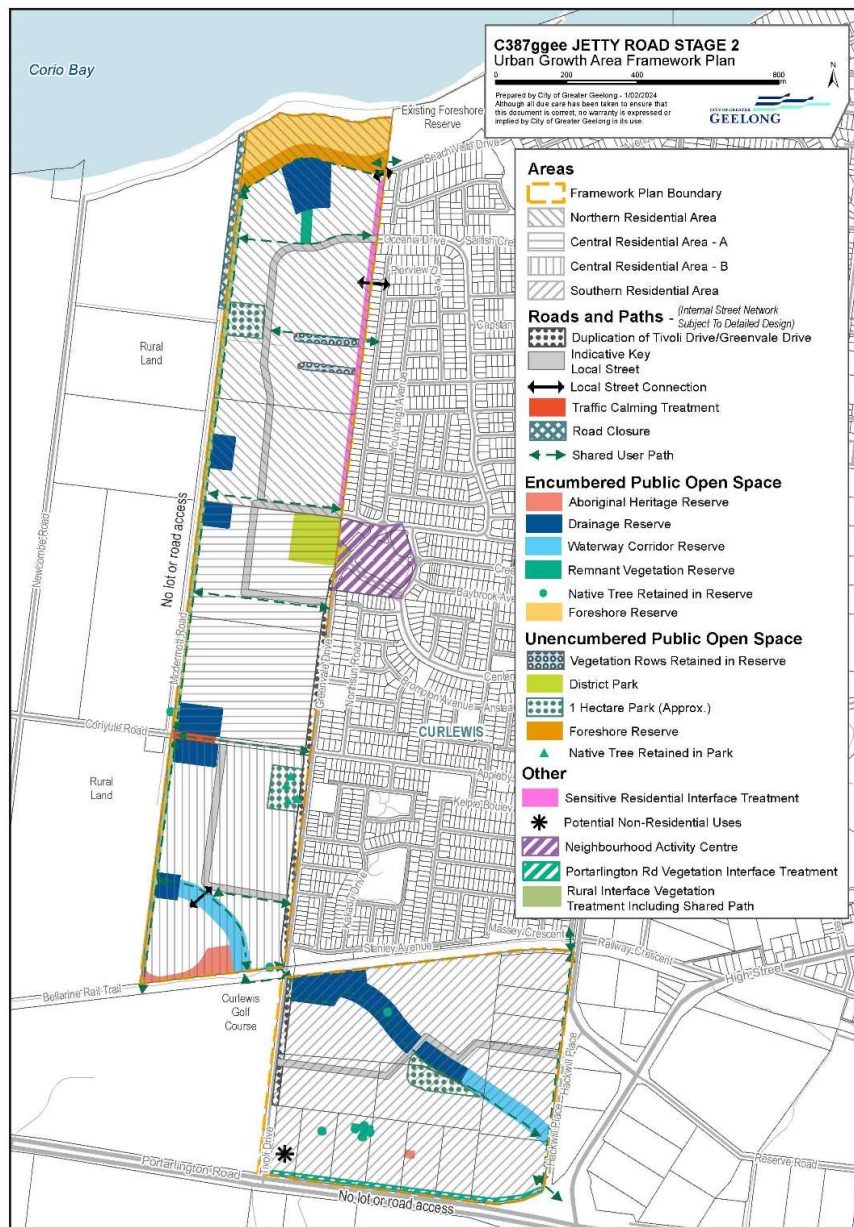
**Tivoli Drive and Greenvale Drive section 173 agreements**

10. The current cross-section of Tivoli Drive and Greenvale Drive was constructed by developers as part of Jetty Road Urban Growth Area Stage 1 development. Stage 1 included the opening of the Portarlington Road and Tivoli Drive signalised intersection in August 2020 and extension of Tivoli Drive to Stanley Avenue.
11. The Jetty Road Urban Growth Plan identifies this road as the primary north south access to the growth area, designed as a boulevard, landscaped and providing the ‘gateway’ to the growth area. At present the road is only half-constructed and requires duplication at the time of Stage 2 development.

12. Since the opening of Tivoli Drive the City received feedback from some members of the community in relation to traffic volume and safety concerns. This resulted in a report to Council on 24 August 2021 to consider engineering treatment options for Tivoli Drive and Greenvale Drive until the road is duplicated.
13. In preparing the amendment, Council officers and the Developer Group agreed that early delivery of the road was an essential requirement in developing stage 2 of the growth area. In addition to provisions in DPO46 and the DCP, draft section 173 agreements have been prepared.
14. There are owner obligations in each agreement (3) for the early transfer of the necessary road land to Council and early construction of roadworks. The agreements are currently being finalised and in the process of signing by the owners. Council's delegate will also sign the agreements once the amendment is adopted. Agreements will then be registered on Title following gazettal.

#### ***Submissions and Council consideration of submissions***

15. A total of 58 submissions were received to the exhibited amendment. Of the 58 submissions, 56 request a change or changes to the amendment.
16. The submissions were categorised as follows:
  - 16.1 Pro-forma submissions (37 plus a petition with 39 signatures) or similar, objecting to the DCP proposed 2031 delivery timing of the Childrens and Community Hub. An objection was also received from the owner of vacant commercial land within the Curlewis Neighbourhood Activity Centre.
  - 16.2 The Developer Group submission and four other directly affected landowner submissions support the rezoning but request several changes to the DCP and DPO46 or raise queries about specific elements of the controls.
  - 16.3 Supportive submissions from Barwon Water and L. Bisinella Developments P/L. Both the Environment Protection Authority (EPA) and the Department of Energy, Environment and Climate Action (DEECA) generally support the amendment, though the EPA request changes to DPO46 and DEECA highlights the opportunity to integrate the existing drainage line and farm dam into the development.
  - 16.4 The balance were local community submissions raising disparate issues including (but not limited to): seal Coriyule Road, mitigate Tivoli/ Greenvale Drive dangerous driving or redesign ; lack of consultation and certainty; manage future construction as part of the amendment; protect native vegetation; amendment should proceed as low density residential; amendment should rezone rural living area south of Reserve Road Drysdale; the northern residential area winery should be used for tourism and public open space; objection to non-residential uses; and outright objection to the rezoning.
17. The key issues were grouped under the following themes: (1) Childrens and Community Hub; (2) Coriyule Road, Tivoli Drive and Greenvale Drive; (3) DPO46 requested changes; and (4) DCP requested changes.
18. On 13 February 2024 Council, after considering the submissions, decided under delegation to request the Minister for Planning to appoint a Planning Panel and to refer all submissions to the Panel.
19. The Amendment C387ggee Planning Panel was appointed on 21 February 2024, consisting of three panel members.
20. The Jetty Road Stage 2 Urban Growth Area Framework Plan, which formed part of the DPO46 submitted to the Panel, shows the location of planned land uses and areas of public open space. That **Framework Plan** is shown below.



**Discussion – consideration of panel report**

21. A 10 day Panel Hearing was held late April to early May 2024 at Planning Panels Victoria, Melbourne. All parties who requested to be heard and others who preferred to present by video link successfully participated in the hearing. Council was represented by Maddocks Lawyers.
22. The Panel considered all written submissions, undertook a site visit and read a large volume of technical reports. At the Hearing, the Panel had the benefit of expert evidence in the fields of DCP economics, stormwater drainage, town planning, landscape design and civil engineering.
23. The Panel’s corrected report was received by Council officers dated 5 August 2024 and released to all submitters and published on the Geelong Australia website. Under Section 27(1) of the *Planning and Environment Act* the planning authority (i.e. Council) must consider the report before deciding whether or not to adopt the Amendment. The Panel recommended the amendment be adopted.
24. **Attachment 2** is the Panel Report Executive Summary and contains the consolidated panel recommendations (i.e., all the recommended changes to the Greater Geelong Planning Scheme). The full report is available on the City’s Amendment C387ggee webpage.

25. **Attachment 3** contains the consolidated Panel recommendations in table format and whether the recommendation is accepted or rejected by Council.
26. This report recommends that the amendment be adopted in the form recommended by the Panel other than as stated in this report. The adopted amendment is shown in **Attachment 4**.

#### **CITY RESPONSE TO PANEL REPORT**

27. This section of the report summarises the issues identified by the Panel and provides a City response to the Panel's conclusions and recommendations.
28. The Panel Report is structured under the following headings:
  - 28.1 Strategic issues
  - 28.2 Development plan issues
  - 28.3 McDermott Road (western) interface
  - 28.4 Inclusion of Coriyule Road Drain in the Stage 2 DCP
  - 28.5 Timing of delivery of the Childrens and Community Hub
  - 28.6 The Southern Wetland
  - 28.7 Other Development Contributions Plan issues
  - 28.8 Traffic issues
  - 28.9 Other issues raised by submitters

#### **Strategic issues**

29. The Panel was satisfied that the amendment is strategically justified, acknowledging the growth area has for several decades been identified as an area of managed and planned growth. The Panel noted that Drysdale Clifton Springs is designated as one of three district towns on the Bellarine Peninsula within the City of Greater Geelong.
30. The Panel found the proposed planning provisions achieve the right balance between establishing clear objectives to respond to the site specific requirements for future development and broader policy. Primarily referring to DPO46, the Panel considers the overlay will allow a degree of flexibility that should foster design innovation whilst also establishing a clear vision for the land and ensuring the community understands what development outcomes are to be achieved.

#### **Council officer response:**

31. The City agrees with the Panel that the amendment enjoys broad strategic policy support.
32. The City sees the Panel's findings as confirmation of the clear, long standing, policy direction to rezone the growth area to facilitate residential development. This clarity perhaps explains why there was relatively little local community opposition and why no party at the panel hearing challenged the general strategic justification for the rezoning.

#### **Development Plan Overlay issues**

##### Affordable Housing

33. The exhibited DPO46 includes requirements for developers to provide an affordable housing contribution.
34. The provision of affordable housing was supported by Council and the Developer Group and there was agreement that there is no legal obligation to deliver affordable housing, nor to deliver any particular quantum of affordable housing. The Panel noted there was also general agreement that:
  - 34.1 the provision of affordable housing is voluntary
  - 34.2 delivering more affordable housing is a responsibility shared by all levels of government and the public and private sector
  - 34.3 there is clear State and local policy direction around the provision of affordable housing

- 34.4 the policy direction is unclear as to the appropriate level of provision of affordable housing.
35. For the Panel, the key issue was whether the quantum of the affordable housing contribution and the market discount specified in the DPO46 Primary Obligation is appropriate. This is because Council and the Developer Group did not agree on the drafting of the DPO46 affordable housing provisions or what the quantum and discount should be for the contribution.
36. Council sought five per cent of the total number of serviced lots proposed on the subject land at a discount of 35 per cent of market value. The Proponent offered 3.5 per cent of serviced lots at a 20 per cent market discount. This equates to Council seeking to achieve 92 discounted serviced lots or 18 gifted dwellings (based on an estimated total growth area yield of 1,850 dwellings), while the Developer Group offer would equate to 64 discounted serviced lots or eight gifted dwellings.
37. The Panel ultimately considered a rate of five per cent of the total number of serviced lots at a 20 per cent market discount is appropriate. The Panel said this is a worthy compromise between the positions of Council and the Developer Group. The Panel said this provision will realise an appropriate amount of affordable housing to the community consistent with government direction, while helping to address this significant societal issue and contribute a net community benefit.
38. The Panel recommended revision of DPO46 to: (a) express the Primary Obligation as a requirement to deliver a percentage of all housing as affordable; (b) specify the quantum of the affordable housing contribution as five per cent of the total number of serviced lots at a 20 per cent market discount; and (c) delete all reference to how the affordable housing is to be provided.

Council officer response:

39. The City accepts the findings of the Panel and agrees with the recommended DPO46 drafting. The DPO46 affordable housing provisions will apply equally to all landowners in the growth area, not just the Developer Group.
40. The City acknowledges the significant work undertaken with the Developer Group to prepare section 173 agreements as part of the amendment. An agreement on Title is the preferred method of securing an affordable housing contribution. Each developer is currently preparing and in the process of signing an agreement particular to its circumstances in accordance with the DPO46 affordable housing provisions, meaning Council is assured of the contributions when the land is rezoned.
41. The agreements will be signed by Council's delegate once the amendment is adopted and then registered at the Titles Office after the amendment is gazetted.

Environmentally Sustainable Design

42. The issue for the Panel was whether the provisions in the exhibited DPO46 relating to Environmentally Sustainable Design (ESD) are appropriate and justified. The Developer Group did not agree with the ESD provisions, saying they were overly prescriptive, and proposed alternative drafting. Council submitted revised ESD requirements at the hearing.
43. The Panel noted delivery of ESD should form part of both the design and delivery of urban areas, and also noted that the Planning Scheme is committed to delivering ESD outcomes. The Panel was of the view that the purpose of ESD provisions within a DPO is to set an overarching strategy for the future delivery of the precinct to ensure that ESD is a key feature at the planning permit approval stage.
44. The Panel concluded that the ESD provisions in the exhibited DPO46 are overly prescriptive and stringent and it is not the role of DPO46 to set standards for ESD outcomes. It recommended Council revise DPO46 to delete the provisions dealing with ESD and replace them with a set of clear principles and goals to be addressed.

Council officer response:

45. The City accepts the Panel's recommended DPO46 drafting.
46. Each Development Plan will include an ESD Assessment and it is expected developers will apply current best practice when preparing the assessment. For example, any assessment should consider the *Sustainable Design Assessment in the Planning Process (SDAPP) Framework* so as to deliver on the City's ESD principles and objectives.

Residential and Retirement Village Requirements

47. The Panel provided a brief background including that Clause 4.0 of DPO46 sought to restrict the use of land within 100 metres of the District Park for a residential or retirement village, as well as other requirements relating to pedestrian connectivity, public access, boundary fencing and passive surveillance. It noted that Stockland proposes to develop a residential village on Properties 13 and 14 and produced an indicative masterplan of the village which included a 14 metre wide access street along the south and west boundaries of the District Park.
48. Council submitted that while it was entirely appropriate for a village to be developed on land within the Growth Area, the proposed restrictions in the exhibited DPO46 should be supported. Council submitted the Stockland layout for the village has no status and does not necessarily reflect what will be built. Stockland opposed the 100 metre restriction and some of the other DPO46 design requirements.
49. The Panel determined there were two key issues: (1) whether a village should be prohibited within 100 metres of the District Park; and (2) whether the DPO46 otherwise unreasonably limits the potential for a village to operate.
50. In its discussion, the Panel said it accepts that a village would benefit the area. The Panel said villages are designed to meet the needs of elderly residents and typically offer, amongst other matters, diverse housing that is affordable. The Panel also accepted the importance of villages being located within a close walkable catchment to activity centres, services, public transport and open space networks, and was cognisant of the special design features of residential villages and how these will interact with the proposed District Park. The Panel said it was confident Council can successfully negotiate an appropriate design response for any village development adjacent to the park.
51. The Panel concluded it is not appropriate or justified to restrict the location of a village within 100 metres of the District Park – subject to changes to the DPO46 to ensure an appropriate interface design response including a 14.5 metre wide road reserve. The Panel recommended several changes to DPO46.

**Council officer response:**

52. The City accepts the Panel's recommended DPO46 removal of the 100 metre restriction from the District Park. Other recommended DPO46 changes are also generally agreed.
53. Some comments on the overall findings of the Panel are worth noting. The Panel has placed significant emphasis on an appropriate design response by the proposed Stockland development to the District Park. Council considers an appropriate design response is required to all public realm interfaces, not just the District Park. This would include all roads. While the Stockland proposal on Properties 13 and 14 is known and real, DPO46 establishes the strategic framework for the entire growth area and should provide guidance for any village proposed in any location.
54. The Panel also accepted the importance of residential villages being located within a close walkable catchment of an activity centre and other services. However, in reality, as demonstrated by the location of several villages in Greater Geelong, this is simply not the case. Residential villages appeal to active and mobile older residents who overwhelmingly own their own car and, as a result, providers offer leasable dwellings inclusive of built-in garages or carports to cater for this demographic. The proposed DPO46 requirement is not supported and villages can be considered on their merits as part of a permit application.

**Small Lot Housing Code (SLHC)**

55. The issue here is whether it is appropriate for the SLHC to apply to the growth area, and if so, how it should be implemented. The Developer Group submitted it could be activated by either of two mechanisms: (1) introduction of a Specific Controls Overlay (SCO) and an Incorporated Document; or (2) through mandatory conditions drafted into Clause 3.0 of DPO46.
56. Council supported the use of the SLHC in principle but considered it could only be activated in special purpose zones which is beyond the scope of the amendment. Council did not support either the SCO or DPO46 approach.
57. The Panel concluded:
  - 57.1 Use of the SLHC would benefit the development. It would support, amongst other matters, housing affordability by expediting the delivery of this model of affordable housing.
  - 57.2 In the absence of the Urban Growth Zone or a special purpose zone, the SCO would be the appropriate mechanism to apply the SLHC.

- 57.3 The introduction of the SLHC would be a significant change to the amendment and is arguably beyond its scope. If it were to be progressed as part of this amendment, the Minister may wish to consider further notice before approval. Alternatively, it could be implemented later through a separate amendment process.

**Council officer response:**

58. The Panel did not recommend any changes to the amendment, which is supported by Council. Attachment 4 does not include any planning scheme provision that allows for the activation and operation of the SLHC.
59. The City does however support, in principle, the use of the SLHC.
60. As submitted by Council at the hearing, in seeking advice from the Department of Transport and Planning prior to requesting authorisation from the Minister for Planning, Council was advised that the SLHC can only be activated in a special purpose zone.

**1425-1429 Portarlington Road**

61. Property 30 is located within the Southern Residential Area of the DPO46 Framework Plan. It enjoys direct access off Portarlington Road in the south-east corner of the site, with another existing entry on Tivoli Drive. The legend in the Framework Plan designates the site as 'Potential Non-Residential Uses' and illustrates the site as being subject to the 'Portarlington Road Vegetation Interface Treatment' along its southern boundary.
62. Portarlington Road Pty Ltd, the owner of 1425-1429 Portarlington Road, is seeking to redevelop Property 30 with a service station, convenience restaurant, childcare and a medical centre. The owner objected to DPO46 requirements relating to the site and non-residential uses generally and requested several changes.
63. The Panel considered the designation of Property 30 as 'Potential Non Residential Uses' is appropriate. The Panel supported, in principle, the Portarlington Road Vegetation Interface Treatment along the Southern Residential Area of the Framework Plan, and along the southern boundary of Property 30. However, the Panel said it considers this requirement is more appropriate for residential uses and the property should be provided an opportunity to gain direct access to Portarlington Road. The Panel found changes should be made to DPO46 including consideration of signage at the permit application stage.
64. As a result, the Panel recommended revision of DPO46 to:
- 64.1 Provide better guidance for the consideration of access requirements for non-residential uses
- 64.2 Amend the 'Portarlington Road Interface Treatment' on the Framework Plan to make it clear that access to non-residential uses from Portarlington Road can be considered for Property 30.

**Council officer response:**

65. The City agrees with the Panel's recommendations. Reference in the DPO46 Framework Plan will be changed to read: '*No residential lot or road access*'.
66. The City disagrees with Panel's finding that the Portarlington Road Vegetation Interface Treatment is more appropriate for residential uses. It is unclear why the Panel mixes the importance of providing an acceptable rural-urban interface (for any use) with access arrangements. The Panel did not provide proper reasons for recommending removal of the DPO46 signage requirement. Council does not agree to remove the signage requirement and adopts the drafting submitted its DPO46 post panel version.
67. The DPO46 requirements are in direct response to the Bellarine Peninsula Statement of Planning Policy which, amongst other objectives and strategies, requires sensitive development at the rural-urban interface of the Jetty Road Stage 2 growth area.

**McDermott Road (western) interface**

68. How future development will interface with McDermott Road was a central issue of submissions and evidence at the hearing. The DPO46 Framework Plan shows a 'Rural Interface Vegetation Treatment Including Shared Path' along the western boundary of the subject land where it abuts McDermott Road. The Panel said it is not clear from the Framework Plan whether this is intended to form part of the subject land or the McDermott Road reserve.

69. Submitter 42 owns farming zoned land directly opposite Properties 12, 13 and 14, at 71–89 McDermott Road and 1–69 McDermott Road, which contains a significant heritage property referred to as Coriyule Homestead. The landowner submissions at the hearing generally supporting the exhibited amendment.
70. The Panel determined there to be two key issues: (1) whether the shared user path should be located within the existing McDermott Road reserve or within the subject land; and (2) whether DPO46 appropriately protects the rural character of the western interface of the subject land.
71. The Panel found that the shared user footpath should be located on the eastern side of the McDermott Road reserve and not within the subject land. The Panel said this location will still ensure that a rural / urban interface is achieved, while also increasing the amount of valuable urban land available for future development consistent with state and local policy direction. In making this finding the Panel says Council will need to manage the road reserve to ensure it is maintained as defensible space for bushfire hazard management purposes.
72. The Panel's view is that a sensitive transition and interface can be achieved through careful, considered and detailed design and the use of appropriate materials. The Panel recommended some refinement to DPO46 to assist in achieving this transition, including the addition of specific provisions which seek to protect and enhance the rural character of the western boundary of the subject land.
73. The Panel recommended the following changes to DPO46
  - 73.1 Ensure the Framework Plan clearly indicates that the shared user path along the western frontages of the subject land (where it abuts McDermott Road) will be located within the existing McDermott Road reserve.
  - 73.2 Include a provision requiring a section 173 agreement which requires the shared user path to be delivered as developer works.
  - 73.3 Strengthen the provisions which seek to protect and enhance the rural character of the western interface of the subject land.

**Council officer response:**

74. The City generally agrees with the Panel recommendations, notably to locate the shared path within the McDermott Road reserve along the frontage of Properties 11 (part only and discussed at paragraphs 79-81), 12, 13 and 14.
75. The City's agreement to this change follows further information provided by Stockland after completion of the panel hearing and on-the-ground consideration by the City. The Development Plan preparation phase can appropriately manage any site constraints.
76. The City is surprised by the Panel's comment that it was not clear from the Framework Plan whether the shared path is intended to form part of the subject land or the McDermott Road reserve. The panel clarified in its corrected report that the key difference for the alignment of the shared path in Council's exhibited documentation was to retain existing boundary trees, though this did not alter the Panel's conclusions or recommendations.
77. The City accepts that McDermott Road can be managed as defensible space in this instance. Though it is unusual for a Panel to make such a finding given Council submitted at the hearing that it would not manage the road as defensible space. For example, in *Parklea Berwick v City of Casey*, the Tribunal refused to allow defensible space that comprised an area that Council did not accept to manage as defensible space.
78. Given the profile and function of McDermott Road, and subject to approval of a Development Plan, the road should be able to be managed as defensible space. The amendment therefore is considered to be consistent with the July 2020 DELWP publication: *Design Guidelines Settlement Planning at the Bushfire Interface*. The Guidelines identify perimeter roads as the preferred design outcome on the settlement interface and typical roadside vegetation can usually comply with the vegetation management requirements for bushfire. Other benefits of a perimeter road according to the Guidelines are to provide an effective location from which fire authorities can establish positions to attack a bushfire and to enable development to 'front' the bushfire hazard and orientate the rear of lots away from it.
79. Unfortunately, the Panel did not appear to properly consider the impact of its recommendations on Property 11. The profile and function of McDermott Road changes significantly north of the private access driveway to 121-201 McDermott Road, Curlewis. Beyond this point the gravel

pavement peters out to become a windy, sandy track down to the bay, set within the road reserve and highly likely to contain substantial native vegetation. The track is not practically accessible to private vehicles or the general public. Locating the shared path in the track may be acceptable but this cannot be known until detailed assessments are undertaken.

80. This is why DPO46 is drafted as follows:

80.1 sub-clause 4.0 Northern Residential Area Development Plan requires: '*Provision of the western interface shared path within the McDermott Road reserve and closure of the road to vehicles north of 121-201 McDermott Road Curlewis private access driveway, subject to further investigation*'. This requirement must be read in conjunction with the default shared path location requirement, that being it is to be located within private land. In accepting the Panel's recommendation, the requirement requires editing to make clear the relevant section of the shared path is located within the boundary of Property 11, consistent with the adopted version Map 1 (Framework Plan).

80.2 the Framework Plan marks the relevant section of the road reserve as: '*Road Closure*'.

81. The Development Plan for the Northern Residential Area can appropriately respond to DPO46, but under no circumstance will this section of the road be managed as defensible space. To do so would compromise the opportunity to improve biodiversity values within the road reserve and potentially establish a corridor linking to the local park. It would also place an unreasonable and costly burden on the City to manage the reserve as defensible space in perpetuity.
82. The City therefore agrees with the recommended DPO46 drafting except where alternative drafting is required consistent with Council's position above. This includes, at the request of Stockland, to increase the minimum 4 metre deep 'no build zone' setback from the road reserve to a minimum of 6 metres if Central Residential Area A is developed for a residential village.

#### **Inclusion of the Stage 2 Drain in the Stage 2 DCP**

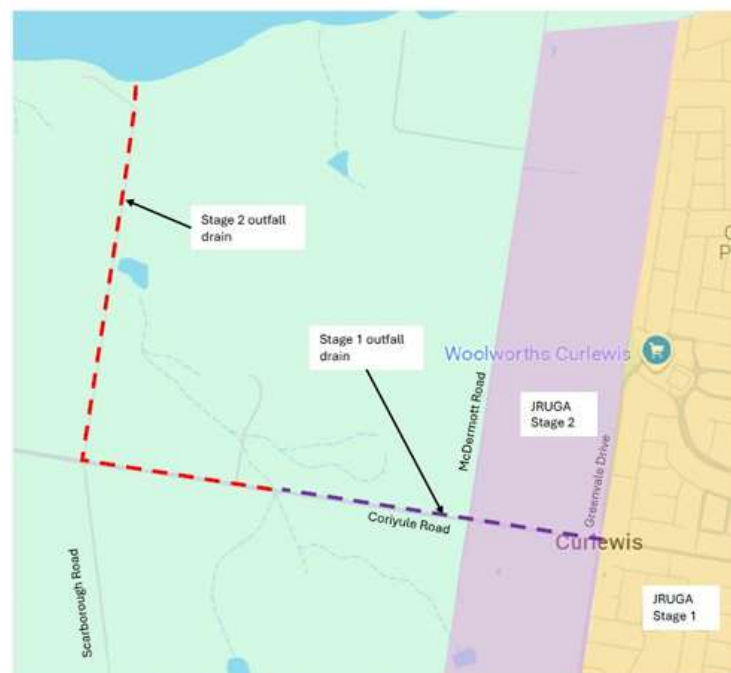
83. A significant amount of time at the hearing was devoted to legal arguments on this complex issue. Stage 2 of the Coriyule Road drain has been constructed and paid for by Council. Council was seeking to use the Stage 2 DCP as a mechanism to recover the costs of the infrastructure that has already been provided and funded.
84. The amendment apportioned 62.67 per cent of the construction cost to the DCP (with the balance treated as an 'external allowance'). The project is described as DR-02 in the Stage 2 DCP and the cost apportioned to the DCP is \$2,470,137.
85. The Developer Group and other submitters opposed the inclusion of DR-02 and requested it be deleted from the DCP. The Developer Group also opposed the apportionment method applied in the DCP.
86. The Panel Report provides a brief background as follows (p.60):

*Residential subdivision in the Stage 1 Jetty Road Urban Growth Area (Stage 1 Jetty Road) commenced in 2011, however the stormwater management strategy for Stage 1 did not consider how to reduce the impact of post-development stormwater volumes on the downstream system.*

*As construction began, stormwater management became an issue as frequent flows from the Stage 1 land caused flooding, erosion, and sediment accumulation within downstream private properties and along the Coriyule Road reserve. To address this Council constructed and funded Stage 1 of the Coriyule Road drain (shown as a purple dashed line in Figure 18).*

*The flooding issues continued to persist for downstream landowners after the Stage 1 drain was constructed. Council constructed an extension of drain to the Port Phillip Bay outfall (the Stage 2 Drain, shown as a red dashed line in Figure 18).*

Figure 18 Coriyule Road drainage outfall works



87. The Panel determined the key issues are whether:
- 87.1 a DCP can charge for existing infrastructure
  - 87.2 it is appropriate to include the Stage 2 Drain (DR-02) in the Stage 2 DCP, and if so, what is the appropriate apportionment of the Stage 2 Drain.
88. The Panel said a threshold question was Council's request that it should decline to consider the legal argument, before considering evidence and submissions from Council and the Developer Group's Senior Counsel (refer to pages 62-69 of the Panel Report).
89. After determining to: (1) consider the question on whether a DCP can include existing infrastructure; and (2) express an opinion and make a recommendation based on its assessment of the legal submissions, the Panel found there is no basis to suggest that Part 3B of the Act permits a development contributions plan to be used to repay a Council for works already funded, and already constructed.
90. The Panel concluded as follows:
- 90.1 The provisions of Part 3B of the *Planning and Environment Act* relating to the preparation of development contribution plans do not allow for the inclusion of existing infrastructure in a DCP.
  - 90.2 There is no basis for a construction of Part 3B that would permit the Stage 2 DCP to be used to repay a Council for works already funded, and already constructed.
  - 90.3 The DCP Guidelines clearly state that a DCP cannot be used to fund existing infrastructure. They are a Reference Document, and while not binding, must be given considerable weight.
  - 90.4 The Stage 2 Drain (DR-02) should be removed from the Stage 2 DCP.
91. Having found that the Stage drain should be removed from the DCP the Panel said (p. 69) 'consideration has not been given to the appropriate apportionment of DR-02'.
92. The Panel recommended to revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to delete DR-02.

Council officer response:

93. The City agrees to remove project item DR-02 from the DCP.
94. This means the DCP infrastructure levy will be reduced and Council will not recover the \$2.47m already spent to construct the Coriyule Road drain stage 2.
95. It is critical to note that the infrastructure was constructed by Council solely to drain development of the growth area. The drainage expert evidence confirmed that the drain has a clear nexus to the extent that without DR-02, development could not proceed on the affected land absent a likely impractical large storage lake for evaporation of stormwater.
96. The City considers the Panel findings are not clear in relation to the following:
  - 96.1 First, there are several existing, completed, projects in the Jetty Road Stage 2 DCP which are being funded; the Coriyule Road drain project was but one. The Panel did not deal with those other projects at all even though reference was made to them at the hearing. This is an internal inconsistency in the Panel Report that should not have been ignored.
  - 96.2 Second, in the event that the Council determined to not follow the Panel's recommendation on the legal aspect, the Panel has provided no finding on the important, and much argued, issue of apportionment (in the event that it was wrong on the legal aspect or in the event that the planning authority did not adopt its recommendation). In the absence of any finding from the Panel, Council adopts the catchment area approach consistent with its submissions.
97. Overall, the City is acutely aware of the importance of proper infrastructure planning for new communities, and repeats its closing argument at the panel hearing:
  63. If the Panel were to accede to the approach of the proponent for this one case, it would send the clearest of messages to councils across Victoria and indeed even to state government to not provide any infrastructure early even where there is a clear nexus between that project and a large redevelopment area if the infrastructure is intended to be funded by a DCP. The argument is fraught with difficulties and will considerably hamstring DCP practice going forward.
98. While The City recommends Council accepts the Panel recommendation, it will call on the Department of Transport and Planning (DTP) to pay particular attention to this issue before the amendment is approved by the Minister.
99. The City also encourages DTP to:
  - 99.1 Explore suitable changes to the DCP system to actively encourage and support the early delivery of enabling infrastructure.
  - 99.2 Replace the DCP Guidelines (16 June 2003 – as amended March 2007) which do not reflect the correct law on this issue nor desirable practice.

#### **Timing of delivery of the Childrens and Community Hub**

100. The Stage 2 DCP includes '*CF-01 Children and Community Hub*' (CCH). The CCH is also included in the Stage 1 DCP and is planned to provide kindergarten facilities and community spaces for growth area residents. The Stage 1 DCP contemplated delivery of the CCH by 2022–2023 or upon the delivery 1,800 lots. The Stage 2 DCP now contemplates delivery of the CCH by 2031 or an earlier timing subject to demand.
101. The Panel outlined submissions from the main objector Algo Properties Pty Ltd (Algo) presented at the hearing. Algo owns 79–83 Greenvale Drive, 90 Greenvale Drive, 13–19 Sealark Way and 103 Centennial Boulevard, Curlewis. The Algo land is the final remaining land within the Curlewis Neighbourhood Activity Centre, other than land to the north-west of 79–83 Greenvale Drive which is owned by Council – and the site for the future CCH.



Source: C387ggee Panel Report - Algo land (red), Council land (green)

102. Algo considers the delivery horizon for this DCP item (2031) is not strategically justified, is inconsistent with the Stage 1 DCP and that there is demand for the DCP item to support its delivery now.
103. The Panel also noted that many submitters (37 proforma submissions and a petition with 39 signatures) supported Algo's position. Submitters opposed deferral of the CCH to Stage 2, expressing the need for these services to be delivered now. Submitters also detailed their expectations that the CCH should have already been constructed and raised concerns regarding the distant location of similar facilities or difficulties getting into such facilities. None of these submitters appeared at the hearing.
104. In preparing the DCP Council sought advice from ASR Research to consider whether the current delivery trigger of 2023 was still appropriate. ASR Research reviewed the demand and supply requirements for sessional kindergarten services and community meeting spaces in the Clifton Springs, Curlewis, Drysdale and Bellarine areas, given these two functions are the primary drivers of the need for the CCH. ASR concluded the delay in the delivery of the CCH was justified until at least 2031.
105. At the hearing Council submitted:
  - 105.1 ASR's assessment used the standard methodology used by the Council for the purposes of planning community facilities;
  - 105.2 the timing for the infrastructure is influenced by various considerations, one of which is need, and there are other relevant factors including fiscal considerations;
  - 105.3 there are other comparable and suitable kindergarten and community facilities available within the geographical area;
  - 105.4 there are times when it is appropriate to deliver infrastructure ahead of time, particularly where there is no practical alternative and where the non-provision would restrain development from commencing, but this is not the case here; and
  - 105.5 it is not uncommon for DCP infrastructure to be delayed beyond its estimated delivery time.
106. According to the Panel the key issues are: (1) whether there is a demand and need for the CCH; and (2) whether the indicative project timing for the construction of the CCH in the Jetty Road Stage 2 DCP is appropriate and justified.
107. The Panel accepted that there is a strong local demand and need, both in the short and long term, for the delivery of the CCH based on the evidence of Algo's expert Dr Kerkin. However, the Panel also accepted Council's position that it would need to commence the planning and design process for the CCH three or four years prior to its delivery.

108. The Panel concluded that the indicative project timing for the construction of the Children's and Community Hub as provided for in the Stage 2 DCP is appropriate given the design work that will need to be done and given timing for the infrastructure is influenced by various considerations and not need alone.

**Council officer response:**

109. The City agrees that the DCP project timing for the community facility is appropriate, i.e.: *'At 2031 or at an alternative time to be decided by Council if supported by demand evidence'*.
110. The City made it clear that community facilities planning is undertaken on the basis of Planning Areas (in this case Planning Area 3 which takes in the Drysdale Township including Curlewis and Clifton Springs) consistent with the City's Social Infrastructure Plan. The City does not plan for community facilities at a micro level. The Panel has correctly acknowledged that Council needs to act responsibly and consider various matters including the fiscal environment.
111. As submitted at the hearing, Council's current thinking is that the facility should be delivered at 2031 (or earlier) based on a range of factors. This will in reality require Council to start the planning and design process about 3-4 years beforehand. In the meantime, Curlewis residents have access to kindergarten and community facilities in the local area.

**Traffic issues**

112. The Panel considered several traffic-related issues after hearing submissions from Council, the Developer Group (which included traffic evidence) and local residents.

Delivery of Coriyule Road (west of McDermott Road)

113. The Panel concluded that it is appropriate for Coriyule Road, west of McDermott Road, to remain unsealed. The Panel said proposed traffic calming measures will discourage vehicles using the length of Coriyule Road as a thoroughfare to and from the wider network.
114. The Panel also concluded the width of the proposed slow point on Coriyule Road should be increased to four metres, which can be considered during the detailed design of the road. This conclusion was based on traffic evidence from Mr Walsh who preferred a four-metre width but said a three-metre width would also work.

**Council officer response:**

115. The City agrees with the Panel's conclusions although prefers to leave the assessment and final approval of the width of the slow point to Council traffic engineers.

Tivoli Drive and Greenvale Drive – timing of upgrade works

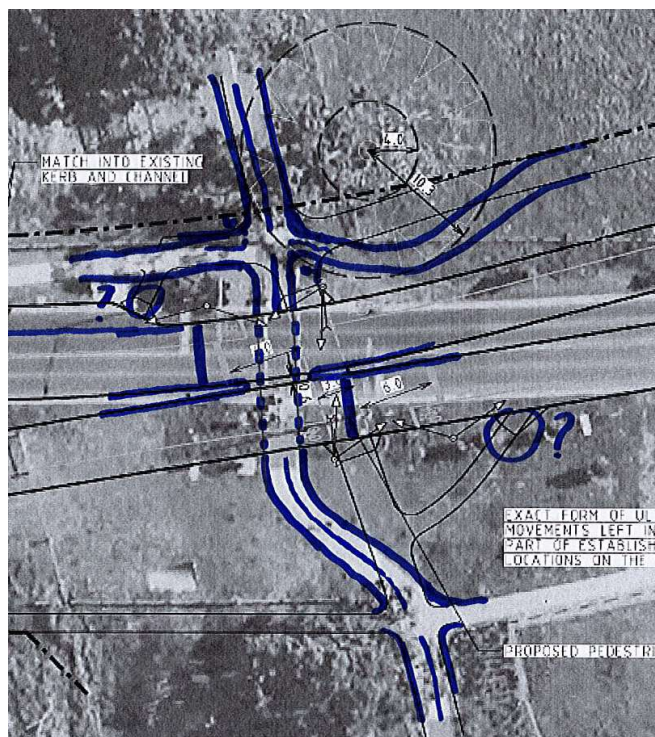
116. The Panel rightly highlighted that in preparing the amendment, Council and the Developer Group agreed that it was necessary to deliver the ultimate Tivoli Drive and Greenvale Drive early in developing the growth area. This has been provided for in the Stage 2 DCP, DPO46 and through the exhibited Section 173 Agreements. The Panel considered the mechanisms suitable for the early delivery of this important road infrastructure.
117. The Panel concluded that some level of development could occur on land to the south of the Bellarine Rail Trail before the section of Tivoli Drive between Portarlington Road and the Rail Trail is upgraded. The Panel also concluded that it is appropriate to tie the upgrade of the Greenvale Drive/Centennial Boulevard roundabout to a signalised intersection to the development of 500 lots immediately west of the activity centre. This effectively retains the current overall trigger but more closely links it to the anticipated pedestrian demands that generate the need for the upgrade.
118. The Panel recommended to:
- 118.1 Revise DPO46 to allow Council flexibility to consider some level of development on land to the south of the Rail Trail before Tivoli Drive, between Portarlington Road and the Bellarine Rail Trail, is upgraded.
- 118.2 Revise the Jetty Road Stage 2 DCP to amend the indicative project timing for RD-04 to "prior to the delivery of 500 lots within 32-70 McDermott Road or 72-100 McDermott Road".

**Council officer response:**

119. The City agrees with the Panel's recommendations subject to one minor change to the RD-04 timing stated in paragraph 123.2. The words 'or dwellings' should be added after the word 'lots' to account for the likely development of a residential village at 32-70 McDermott Road.

Tivoli Drive and Greenvale Drive – design and safety issues

120. In this section of the report, the Panel outlined submissions from local residents, as well as from Council and the Developer Group traffic expert.
121. Residents raised issues in relation to:
- 121.1 whether noise and speed mitigation measures are required to prevent dangerous driving
  - 121.2 the upgrade of the Greendale Drive / Centennial Boulevard intersection from a roundabout to signalised intersection
  - 121.3 safety issues at the Tivoli Drive crossing of the Rail Trail
  - 121.4 design changes to increase safety, which might include natural curves in the road, service lanes to provide safe access to properties, roundabouts at side entry streets and a widened central median with mounding introduced to assist with noise reduction.
122. The Panel noted that Council reassessed the Traffic Report Rail Trail approaches to the Tivoli Drive crossing and indicated that the crossing should be redesigned to improve safety for trail users. Council's indicative revised layout is shown here:



123. The Panel found that the Traffic Report and the traffic evidence confirm the proposed ultimate design of Tivoli Drive and Greenvale Drive conforms with the current road standards and will support the intended use of the role and function of the road. Council indicated specific measures to discourage dangerous driving will be considered during the permit application stage when functional layouts are prepared. The Panel agreed saying this is the appropriate time to consider such matters.
124. Regarding the proposed conversion of the Greendale Drive / Centennial Boulevard intersection from a roundabout to signalised intersection, the Panel found this to be appropriate. The Panel said the upgrade is not required for vehicle movements but to improve safety of pedestrians crossing at the intersection. The Panel agreed with the traffic expert that the change to signals will result in a safer outcome for pedestrians.

- 125. In relation to the Rail Trail crossing of Tivoli Drive, the Panel supported the traffic expert's recommendation for a safety audit to be undertaken at the functional or detailed design stage.

Council officer response:

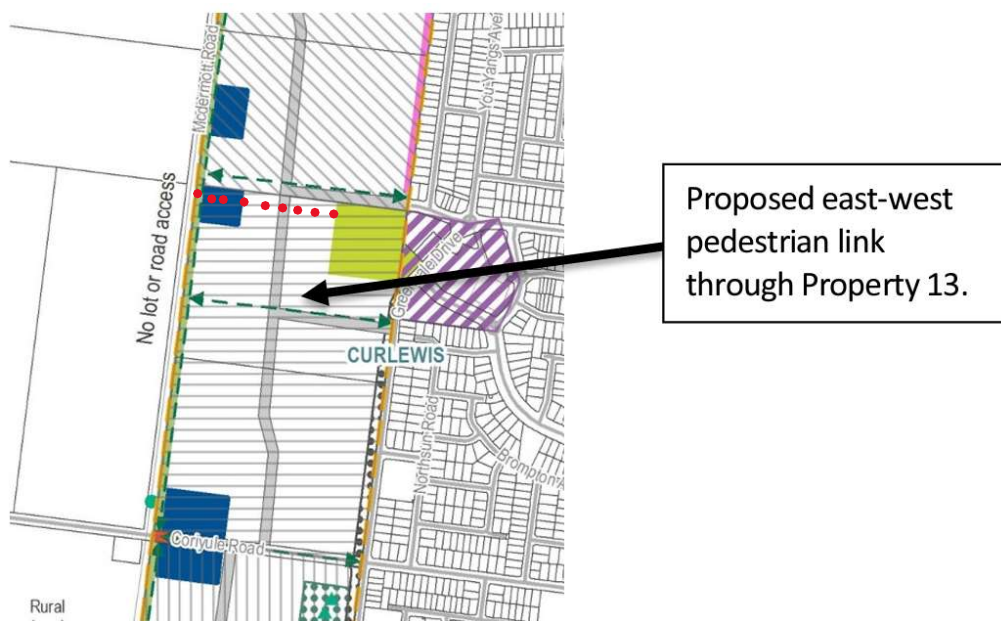
- 126. The City agrees with the findings of the Panel.

East-west pedestrian link through Property 13

- 127. While not traffic-related, the Panel considered whether the proposed east-west pedestrian link through Property 13 is appropriate. By way of background, the Framework Plan in DPO46 illustrates a pedestrian and shared user path network that provides a north-south connection between the foreshore and Bellarine Rail Trail, as well as east-west pedestrian links between the path adjacent to McDermotts Road and Tivoli Drive and Greenvale Drive.
- 128. The Developer Group submitted the Framework Plan should be updated to remove the east-west pedestrian link within Property 13, which is the proposed location for a Stockland residential village. Stockland submitted the link is not required, as suitable alternative routes are available. Council did not agree.
- 129. The Panel concluded that the link through Property 13 is not required and should be removed from the Framework Plan. The Panel did not consider the removal would materially impact on permeability of this part of the growth area. The Panel said provision of pedestrian pathways at Coriyule Road and Oceania Drive should cater for the expected east-west movements without the need for the link through Property 13.
- 130. The Panel noted Council's examples of residential villages that had incorporated pedestrian links through the centre of the village. The Panel said both examples provided connections to local parks and differ from the current situation where the east-west link seeks to connect the Rail Trail with the eastern side of the subject land. The Panel also said that while permeability and connections through larger lots (including retirement/ residential villages) might serve an important function, this situation differs from the Council examples given the rural land to the west is not a key destination.
- 131. The Panel recommended revision of DPO46 to remove the east-west pedestrian link through Property 13 as shown in the Framework Plan.

Council officer response:

- 132. The City agrees to remove the east-west shared path through the middle of Property 13.
- 133. However, the City proposes to relocate the path along the southern boundary of Property 12 to the northern boundary of Property 13. This new alignment is represented by the red-dotted line added to the below map (Source: Panel Report Figure 23).



134. There are several reasons why this location is preferred. Firstly, it is the most direct, efficient and logical walking and cycling path to link the District Park and the McDermott Road trail. Only one road requires crossing, as opposed to the Property 12 location which has a minimum of two road crossing points but potentially more. The path can also be co-located with the drainage assets on the north-west corner of Property 12 to provide a more pleasant recreational experience.
135. Secondly, provision of the path at the same time as development of the District Park and McDermott Road trail by Stockland will provide immediate access to the trail for the whole community. Under the Panel's arrangement there would be no ability for users of the District Park to directly access the McDermott Road trail unless they are residents of the residential village.
136. This is because it is unclear when the landowner of Property 12 intends to develop the land. The Property 12 owner submitted the following at the hearing:

*This submission has been prepared by ABAN Planning on behalf of Henley Ridge Pty Ltd in response to planning scheme amendment C387GEE. My client owns the property addressed 72-100 McDermotts Road, Curlewis which is denoted as property 12 in the Jetty Road Urban Growth Area. My client generally supports the amendment as proposed in principle, however, intends to continue to use the land for extensive agriculture and wine production in the short to medium term until such time the land is developed for residential purposes.*

137. In other words, were the east-west path to remain located on Property 12, Council has no way of knowing when the land will become available. Council thinks it is more likely that development of this land is a medium to long term proposition depending on the owner's circumstances and that is ok. What is not ok is to deny the community enjoyment of the McDermott Road trail for an unspecified period of time when there is an obvious and practical alternative.
138. Thirdly, the City considers that, unlike locating the east-west path through the middle of the Stockland site, locating it on the northern boundary enables the residential village to 'function appropriate to its needs', to quote the Panel. It would require a relatively simple design and layout solution to accommodate the east-west path land and for village dwellings to front the path along the northern edge of the development.
139. The City notes the Panel's reference to other residential villages in the municipality. With all due respect to the Panel, the circumstances are virtually identical. In fact, in the case of the Lifestyle Community St Leonards residential village on the corner of Bluff Road and Ibbotson Street, a publicly accessible east-west path has been provided through the middle of the village. This would suggest a village can operate appropriate to its needs where access is provided for users that are not village residents.
140. There is substantial policy in the planning scheme to encourage walking and cycling. The City's position is centred on providing quality recreational opportunities for the community, including provision of a shared path network connecting to the District Park and Neighbourhood Activity Centre. The infrastructure should be provided as early as possible.
141. The City notes that Strategy 4.8 of the Bellarine Peninsula Statement of Planning Policy ties the provision of walking and cycling infrastructure with sustainability objectives that further highlights the need to plan for permeability and accessibility. The Strategy says:

Reduce greenhouse gas emissions  
by prioritising safe, active transport  
within and between settlements  
and by providing and maintaining  
accessible and convenient public  
transport, walking and cycling  
infrastructure.

142. Locating the path on the northern edge of Property 13 is considered to be an acceptable and reasonable outcome for all users. Transfer of the required land area can occur at the same time as transfer of land after the completion of works for the District Park and associated 14.5 metre wide local access street, as well as construction of the McDermott Road path.

#### Extension of Oceania Drive

143. The owner of Property 12 requested the east-west connector road shown on the DPO46 Framework Plan connecting Oceania Drive to a north-south road through Property 12 should be relocated to the south.
144. The Panel found the proposed east-west extension of Oceania Drive is appropriate. The Panel said the location as shown in the Framework Plan has a logical relationship to Oceania Drive and construction of the road will not need to occur until the property is developed for residential purposes.

**Council officer response:**

145. The City agrees with the Panel.

**Broader transport network**

146. Submitter 35 from Clifton Springs raised broader issues across the Bellarine Peninsula including:
- 146.1 Drysdale, Clifton Springs and other outlying communities on the Bellarine Peninsula are unsuitable as commuter towns unless improved road infrastructure and public transport to Geelong and Melbourne are provided; and
- 146.2 unless radically improved public transport is provided that is independent of the road system, all future development on the Bellarine should only proceed as low-density residential development.
147. The Panel acknowledged there may be broader transport issues concerning road and public transport improvements to the Bellarine Peninsula and Geelong. However, the Panel agreed with the evidence of the traffic expert that development of the growth area can occur with minimal impact on the surrounding road network.
148. The Panel also agreed with Council that the proposed zoning of the land encourages a diversity of uses and limiting the land to low-density housing would be an inefficient use.

**Council officer response:**

149. The City agrees with the Panel.

**The Southern Wetland**

**Reduction in land area**

150. The *Final Report, Jetty Road South of Rail Trail SWMS*, 6 September 2023 (SWMS Report) contains the recommended stormwater management strategy for land south of the Rail Trail. The SWMS Report includes a concept plan for the Southern Wetland (Wetland Concept Plan), which informs the costings in the Stage 2 DCP. The Wetland Concept Plan has assumed there are no batter slopes steeper than 1:6.
151. The Stage 2 DCP provides for the land and construction costs for the Southern Wetland as DR-04 and DR-04-L, as shown here:



Source: Urban Enterprise

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

152. The issue for the Panel was whether the area required for batters for the Southern Wetland can be reduced. This has implications for the IWMP requirements in the exhibited DPO46, and the land take and construction costs of the Southern Wetland in the Stage 2 DCP.
153. The Developer Group submitted the land required for the Southern Wetland can, and should, be reduced based on a revised design with batters steeper than those provided for in the Wetland Concept Plan. The Developer Group sought changes to DPO46.
154. Council opposed the alternative wetland design. Council submitted the exhibited design complies with the Infrastructure Design Manual (IDM), a manual prepared by rural and regional councils across Victoria, used since 2007 and accepted in the industry as the benchmark standard for infrastructure design.
155. Council did not support the increased batter slopes and submitted:
- 155.1 they depart from current standards in the IDM and do not accord with the adopted industry standards
- 155.2 Council needs to be confident the Stage 2 DCP makes adequate provision for the land required for the Southern Wetland and the exhibited design provides this assurance
- 155.3 there is nothing stopping the proponent (APD) 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 functional design
- 155.4 the Stage 2 DCP (and DPO46) contains sufficient flexibility for this negotiation, although a strong case will need to be mounted to depart from the IDM standards.
156. The Panel found the Wetland Concept Plan, which was prepared to inform the costings in the Stage 2 DCP for the land and construction of the drainage infrastructure, adopts a reasonable approach. Although the Panel noted that the drainage expert conclave agreed that, given the extent of the design work undertaken for the Southern Wetland, it would be reasonable to consider a variety of edge profiles to optimise the landscape function and the drainage reserve land budget.
157. The Panel was not persuaded by the Developer Group landscape expert that smaller batters with steeper gradients would be appropriate from a technical perspective. The Panel found that Council needs to be confident that the Stage 2 DCP makes adequate provision for the land required for the Southern Wetland and it considered the Wetland Concept Plan provides this assurance.
158. The Panel concluded:
- 158.1 It is not appropriate or justified to reduce the Stage 2 DCP costs for the Southern Wetland by reducing the area required for batters.
- 158.2 While specifying batter slopes for the Southern Wetland in the DPO46 is too prescriptive for the general function of a Development Plan Overlay, varying batter slopes would result in a positive outcome.
159. The Panel recommended revision of DPO46 encourage the consideration of a variety of batter slopes without specifying specific batter gradients.

**Council officer response:**

160. Council agrees with the critical finding by the Panel that the exhibited Southern Wetland batter slope areas should not be reduced. This means there is no change to the DCP.
161. However, the City disagrees with the recommended additions to DPO46, which are shown here in blue track-changes:

**Change 1**

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 and to achieve shared paths, attractive landscape design and community amenity. ~~The land required may include unencumbered land (as calculated in the Jetty Road Stage 2 DCP Land Budget) once functional designs have been approved.~~

## Change 2

The landscape design for the waterway infrastructure should be prepared having regard to the following principles:

- Batter slopes appropriate to the efficient use of the land, adopting a variety of slopes and design for specific purpose.
- The provision of an attractive, visually interesting landscape that will form a useful recreational asset for the future community.

162. The changes are not supported and only serve to confuse the primary purpose of drainage reserves and the waterway corridor.
163. The first change makes the provision overly long and unwieldy and also partially replicates other provisions in the schedule. This provision is asking for an encumbered land budget to accommodate drainage assets, listing mandatory components. 'Attractive landscape design and community amenity' are somewhat subjective. They are clearly desirable objectives but are hard to quantify by land budget and can be considered at detail design. The need for a shared path in this location is covered in the requirement for a *Pedestrian & Bicycle Network Plan*.
164. In the second change, bullet point 1; the drafting is not clear – what is the intended meaning of '*...adopting a variety of slopes and design for specific purpose*'? This is unnecessary to include as batter slopes are a design issue that are covered in several guidelines including the IDM and Sustainable Communities - Infrastructure Development Guidelines. All guidelines include the ability for maximum slopes to be increased where permitted by the City.
165. Regarding bullet point 2; it overlooks the primary purpose of waterways. Landscaping of waterway corridors should first be concerned with the preservation, rehabilitation and restoration of appropriate riparian zones; any passive recreation uses are secondary.

Designated waterway encumbrance

166. The Stage 2 DCP includes a land budget (DR-04-L) for the Southern Wetland (DR-04), to ensure the land costs for the Southern Wetland are covered in the levies.
167. The Panel noted that Council recognised that the land budget for DR-04-L in the Stage 2 DCP is incorrect. There was no disagreement between the parties or experts on this matter. The Panel agreed the DCP should be updated to reflect the revised calculations of the unencumbered land required for DR-04-L.
168. The Panel recommended:
- 168.1 Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to update the land budget to reflect the revised calculations of unencumbered land required for DR-04-L.

Council officer response:

169. The City agrees with the Panel.

Land valuation methodology for Property 16

170. The issue is whether the land valuation methodology for areas of Property 16 to be acquired for DR-04-L is appropriate, and if not, whether a site specific valuation should be adopted.
171. The Panel said it supported the agreed position adopted by Council and the Developer Group's land valuation expert's reasoning and valuation methodology with respect to Property 16. The Westlink Land Valuation Report did not appear to consider the ability of the parts of Property 16 not required for the Southern Wetland to be developed for residential purposes.
172. The Panel recommended:
- 172.1 Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to amend the Stage 2 DCP land cost for the area of land to be acquired for DR-04-L to \$2.4 million per hectare once the land area is known.

Council officer response:

173. The City agrees with the Panel's recommendation.

Construction costs

174. The Panel found the Stage 2 DCP should be amended to include the updated construction cost of \$15,621,027.39 for the Southern Wetland. The Panel said the updated estimate of cost is acceptable, well considered, and consistent with what would be reasonably expected for a project of this scale.
175. The Panel recommended:
- 175.1 Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to update the construction costs for DR-04 to \$15,621,027.39.

**Council officer response:**

176. The City agrees with the Panel's recommendation.

**Inclusion of DR-05 in the Stage 2 wetland DCP**

177. The Southern Waterway extends through Properties 16, 18, 23 and 24. The Stage 2 DCP only included costs of constructing the waterway through Properties 16 and 18. The issue for the Panel was whether the Stage 2 DCP should include a new project DR-05, being the constructed waterway on Properties 23 and 24.
178. The Panel agreed that DR-05 should be included in the Stage 2 DCP and that it was omitted in error when the DCP was prepared. The Panel acknowledged that Property 27 (who objected) does not drain into DR-05, however said the construction of DR-05 is required to manage the flow of water through DCP Charge Area 3, which is necessary and is of benefit to all the properties in that charge area.
179. The Panel recommended:
- 179.1 Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to include new project DR-05 to Properties 23 and 24 as detailed in the updated log of proposed changes to the Stage 2 DCP (Document 90).

**Council officer response:**

180. The City agrees with the Panel's recommendation.

**Other Development Contribution Plan issues**

**Financing costs for early delivery**

181. The Stage 2 DCP does not include financing costs for the early delivery of any of the DCP projects. APD Projects requested forward financing costs associated with the early delivery of Tivoli Drive (RD-03), the Southern Wetland (DR-04) and the Southern Precinct Park (OS-05) be included.
182. Council submitted:
- 182.1 very few DCPs make an allowance for early works funding and where they do, it is the borrowing costs of the Collecting Agency that are funded, not the borrowing costs of private developers
- 182.2 Council does not propose to borrow funds to implement the Stage 2 DCP
- 182.3 there is an opportunity for some development in Charge Area 3 ahead of the three projects identified by APD, if it can be accessed via Hackwill Place to the east
- 182.4 it is not possible to provide forward financing costs unless it is clear who pays and in this case it is unclear.
183. The Panel discounted RD-03 and OS-05 because, according to the Panel, it is not enabling infrastructure, i.e. infrastructure that would unlock development. However, the Panel agreed with APD that without the Southern Wetland being constructed, other development in Charge Area 3 would be unable to take place. Further, all areas within Charge Area 3 will utilise the DR-04 infrastructure. On that basis, the Panel agreed with APD that the Southern Wetland can be properly characterised as enabling infrastructure.
184. The Panel acknowledged Council's position that forward financing for the three projects was not possible given it was not clear who would pay. However, the Panel disagreed with Council. The Panel said the Southern Wetland is predominantly in Property 16, so the construction of this piece of infrastructure would be undertaken by the owner/developer of Property 16.

185. The Panel recommended:

185.1 Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)* to include forward financing costs as a separate project for works associated with the early delivery of DR-04.

**Council officer response:**

186. The City agrees with the Panel's recommendation.

187. In agreeing with the recommendation, Council notes the very specific circumstances of the site and significant drainage infrastructure required to enable development. There was also an agreed opinion from the DCP Expert Conclave. In principle however, Council does not support developer financing costs being included in a DCP.

Coriyule Road, Tivoli Drive and Greenvale Drive

188. The Stage 2 DCP does not include construction costs associated with the delivery of Coriyule Road, including the proposed traffic calming measures, between Tivoli Drive and McDermott Road. The Developer Group submitted that these costs should be included in the DCP and apportioned 50 per cent each to Properties 14 and 15. Council did not support the construction costs for Coriyule Road being included in the DCP.

189. The Stage 2 DCP includes six projects associated with the duplication and delivery of Tivoli Drive and Greenvale Drive. Submitter 32 opposed inclusion of the projects.

190. The Panel concluded:

190.1 The costs of the construction of Coriyule Road between Tivoli Drive and McDermott Road, including traffic calming measures, should not be included in the Stage 2 DCP.

190.2 It is appropriate and justified to include the Tivoli Drive and Greenvale Drive duplication works and land acquisition costs in the Stage 2 DCP.

**Council officer response:**

191. The City agrees with the Panel's conclusions.

Apportionment of the costs of DR-04

192. There are five drainage projects listed in the Stage 2 DCP. DR-04, which incorporates extensive drainage infrastructure, is located in the southern part of the growth area (in Charge Area 3) and is apportioned wholly to Charge Area 3.

193. Portarlington Road Pty Ltd owns land in Charge Area 3. It submitted the apportionment of costs for DR-04 should be reduced or changed to include Charge Area 2. Both Council and Council's DCP expert disagreed.

194. The Panel concluded that it is not appropriate to reduce or change the apportionment of costs for DR-04 to include Charge Area 2. The Panel did not recommend any changes to the DCP.

**Council officer response:**

195. The City agrees with the Panel's conclusion.

Right turn lanes to access Property 30

196. Portarlington Road Pty Ltd intends to develop Property 30 as a service station with ancillary convenience restaurants, childcare centre and medical centre and submitted Tivoli Drive should be redesigned to include right-turn lanes and the cost included in the DCP.

197. The Panel agreed with Council that it is premature to consider access arrangements at this point in the process. The Panel said access will depend on a range of factors and should be coordinated with the balance of the area.

198. The Panel concluded it is not appropriate or justified to redesign the southern section of Tivoli Drive (RD-03) to include right turn lanes into Property 30.

**Council officer response:**

199. The City agrees with the Panel's conclusion.

Shared user path – south of Coriyule Road

- 200. The Developer Group sought to have the shared footpath within the road reserve moved to the eastern side of the road and credited to the developer of Property 15 as unencumbered public open space. Council submitted the local pathway is a local item of infrastructure and not a regional path and should not be credited.
- 201. The Panel agreed with Council that the logical approach is for each length of the shared path along the western boundary to be constructed by each owner for the length of their frontage. The Panel said this will ensure they each fairly share the cost.
- 202. The Panel concluded that the shared footpath within the road reserve should not be credited to the developer of Property 15 as unencumbered public open space.

Council officer response:

- 203. The City agrees with the Panel's conclusion.

**Other issues raised by submitters**

- 204. The Panel considered several other issues under this section as follows:
  - 204.1 Lack of community consultation on the amendment: the Panel said the amendment was exhibited in accordance with the requirements of the *Planning and Environment Act*.
  - 204.2 Submitter 42 was concerned about the lack of certainty provided by the DPO46 in relation to the landscape outcomes along McDermott Road: the Panel agreed with Council that DPO46 provided a sufficient level of certainty to guide future design and ensure an appropriate rural-residential interface. The Panel also said DPO46 does not need to be more specific – the Development Plan itself can include a further level of detail.
  - 204.3 The Panel agreed with Council and the Developer Group requests to make changes to the way public open space and public open space contributions are drafted in the DCP and DPO46. The Panel recommended:
    - a. Revise Development Plan Overlay Schedule 46 to update the provision dealing with the open space requirement to avoid any double dipping.
    - b. Revise the Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023) to replace the text in 'Section 4.3 Open Space'.

The Panel recommendations are accepted.

Council notes that the Panel failed to consider Council's other proposed change on this matter, which was also agreed by the Develop Group. Council submitted in Part C - Reply dated 6 May 2024:

- 217. First, the schedule to clause 53.01 should be changed by adding a new row that deals specifically with Jetty Road Stage 2 as follows:

Type or location of subdivision	Amount of contribution for public open space
Land shown as DPO46 on the planning scheme maps. (Jetty Road Stage 2 area)	10% of the net developable land (unencumbered).

As such, the adopted amendment in Attachment 4 includes a replacement Schedule to Clause 53.01 to include the above table.

## Executive summary

Greater Geelong Planning Scheme Amendment C387ggee (the Amendment) affects land on the western edge of the Drysdale Clifton Springs township, known as the Jetty Road Urban Growth Area (Stage 2) (subject land).

The Amendment seeks to facilitate the growth and development of the subject land by:

- rezoning the land from Farming Zone and Rural Living Zone to General Residential Zone Schedule 1
- applying the Development Plan Overlay Schedule 46 (DPO46) and Development Contributions Plan Overlay Schedule 9
- applying the Environmental Audit Overlay to part of the subject land
- incorporating the Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023) (Stage 2 DCP) into the Planning Scheme.

Council exhibited the Amendment from 10 November to 18 December 2023 and received 58 submissions. Key issues raised included:

- whether Stage 2 of the Coriyule Road drain (the Stage 2 Drain), which has already been constructed, should be included in the Stage 2 DCP
- drafting of the DPO46, including matters relating to affordable housing, environmentally sustainable design, the location of shared paths, internal roads, vegetation interfaces and use of the small lot housing code
- timing of the Children's and Community Hub and whether it should be delivered earlier
- changes to the Stage 2 DCP including the inclusion or exclusion of various items, land valuation methodology, financing costs and timing of items
- traffic issues including the alignment of key local streets and path connections and the duplication of Tivoli Drive and Greenvale Drive
- landscape and drainage design
- whether the western interface of the subject land has been appropriately considered and reflected through the DPO46 provisions.

### Strategic justification

The Panel is satisfied that overall, the Amendment is strategically justified. The strategic planning for the Growth Area is long standing and the area has for several decades been identified as an area of managed and planned growth.

The proposed planning provisions achieve the right balance between establishing clear objectives to respond to the site specific requirements for future development and broader policy. The DPO46 will allow a degree of flexibility that should foster design innovation whilst also establishing a clear vision for the land and ensuring the community understands what broad development outcomes are to be achieved.

The Panel is satisfied that subject to its recommendations, the proposed development to be facilitated by the Amendment can co-exist next to the established residential area to its east and the more traditional farming land to its west, and that the new housing opportunities will be a positive outcome.

## **Development Plan Overlay Schedule 46**

Much of the hearing was spent on specific issues relating to the drafting of the DPO46.

### *Affordable housing*

The provision of affordable housing is a significant net community benefit and how the allocation of it is realised is a matter for the land owners/developers. The affordable housing provision is better incorporated as a percentage of all housing as the 'Primary Obligation', with flexibility in the way the obligation is delivered. The quantum of the affordable housing contribution and the market discount specified in the Primary Obligation should be amended to a rate of five per cent of the total number of serviced lots at a 20 per cent market discount.

### *Environmentally sustainable design*

The delivery of environmentally sustainable design is important and should form part of the design and delivery of urban and suburban areas, however the exhibited provisions provided overly prescriptive guidance and should be replaced with a set of clear principles and goals to be addressed.

### *Residential and retirement village requirements*

Part of the subject land is proposed to be developed as a residential and retirement village. The DPO46 included a provision preventing this use being located within 100 metres of the boundary of a proposed district park. This restriction is inappropriate and should be deleted and further refinement to the DPO46 is warranted to ensure any proposed retirement or residential village is able to function appropriate to its needs.

### *Small Lot Housing Code*

While use of the Small Lot Housing Code will benefit the development of the subject land, it should be introduced through a special purpose zone which is beyond the scope of the Amendment.

### *1425-1429 Portarlington Road*

The 'Potential Non Residential Uses' designation and the proposed use of the General Residential Zone will sufficiently allow the consideration of non-residential land uses. However the DPO46 should be refined to provide better guidance for the consideration of non-residential uses, including access requirements.

### *Western interface*

The shared user footpath should be located on the eastern side of the McDermott Road reserve and not within the subject land. This location will still ensure that that a rural / urban interface is achieved, while also increasing the amount of valuable urban land available for future development consistent with state and local policy direction.

A sensitive transition and interface can be achieved through careful, considered and detailed design and the use of appropriate materials. Some refinement to the DPO46 will assist in achieving this transition, including the addition of specific provisions which seek to protect and enhance the rural character of the western boundary of the subject land.

## **Inclusion of the Stage 2 Drain in the Stage 2 DCP**

Stage 2 of the Coriyule Road drain has been constructed and paid for by Council. Council is seeking to use the Stage 2 DCP as a mechanism to recover the costs of the infrastructure that has already

been provided, and already funded. This was a complex issue considered by the Panel in detail and required the consideration of whether:

- a development contributions plan can charge for existing infrastructure
- the Stage 2 Drain should be removed from the Stage 2 DCP.

Following careful analysis, the Panel concluded there is no basis to suggest that Part 3B of the *Planning and Environment Act 1987* permits a development contributions plan to be used to repay a Council for works already funded, and already constructed.

### **Timing and delivery of the Children's and Community Hub**

There is a demand and need for the Children's and Community Hub. However, the indicative project timing for the construction of the Children's and Community Hub as provided for in the Stage 2 DCP is appropriate given the timing for the infrastructure is influenced by various considerations and not need alone.

### **The Southern Wetland**

#### *Landscape design – batter slopes*

Specifying the batter slopes for the Southern Wetland in the DPO46 is too prescriptive for the general function of a Development Plan Overlay. That said, varying batter slopes would result in a positive outcome and the DPO46 should be amended to allow a degree of additional flexibility in approach to design.

#### *Designated water encumbrance*

The Stage 2 DCP should be updated to reflect the revised calculations of the unencumbered land required for the Southern Wetland.

#### *Valuation methodology for land require for the Southern Wetland*

The Stage 2 DCP land valuation for the area of land to be acquired for DR-04-L should be updated to \$2.4 million per hectare once the land area is known.

#### *Construction costs*

The Stage 2 DCP should be amended to include the updated cost of \$15,621,027.39 for the Southern Wetland. The updated estimate of costs is acceptable, well considered, and consistent with what would be reasonably expected for a project of this scale.

#### *Inclusion of DR-05 in the Stage 2 wetland DCP*

DR-05 should be included in the Stage 2 DCP. It was omitted in error when the Amendment was prepared.

### **Traffic issues**

#### *Delivery of Coriyule Road (west of McDermott Road)*

It is appropriate that Coriyule Road, west of McDermott Road, remains unsealed. The proposed traffic calming measures will discourage vehicles using the length of Coriyule Road as a thoroughfare to and from the wider network.

#### *Tivoli Drive and Greenvale Drive – timing of upgrade works*

Some level of development could occur on land to the south of the Bellarine Rail Trail (the Rail Trail), before the section of Tivoli Drive between Portarlington Road and the Rail Trail is upgraded.

It is appropriate to tie the upgrade of the Greenvale Drive/Centennial Boulevard roundabout to a signalised intersection to the development of 500 lots immediately west of the activity centre. This effectively retains the current overall trigger but more closely links it to the anticipated pedestrian demands that generate the need for the upgrade.

#### *Tivoli Drive and Greenvale Drive – design and safety issues*

The proposed arrangements for the duplication of Tivoli Drive and Greendale Drive are appropriate and will provide a safe and acceptable outcome. It is appropriate that the design of the Rail Trail where it crosses Tivoli Drive is reviewed and a road safety audit be undertaken to inform its detailed design.

#### *East-west pedestrian link through Property 13*

The east-west pedestrian pathway through Property 13 is not required and should be removed from the Framework Plan (Map 1 to the DPO46). The provision of the east-west pathways at Coriyule Road and Oceania Drive should cater for the expected east-west movement without the need for the connection through Property 13.

#### *Extension of Oceania Drive*

The proposed east west extension of Oceania Drive through the subject land is appropriate. The construction of the east west road will not need to occur until Property 12 is developed for residential purposes.

#### *Redesign of Tivoli Drive at Portarlington Road*

It is not appropriate or justified to redesign the southern section of Tivoli Drive to include right turn lanes into Property 30. It is premature to consider access arrangements at this point in the process. Access will depend on a whole range of factors and should be coordinated with Properties 13 and 14.

### **Other Development contributions plan issues**

#### *Financing costs*

The Southern Wetland is enabling infrastructure without which other landowners in Charge Area 3 will not be able to commence development and as such financing costs to support its early delivery should be included in the Stage 2 DCP. However, it is not appropriate to include forward financing costs associated with the delivery of Tivoli Drive. Some level of development can occur in Charge Area 3 without the need for the Tivoli Road duplication. Similarly, it is not appropriate to include forward financing costs associated with the delivery Southern Precinct Park. It is not enabling infrastructure and landowners will be able to commence development before it is constructed.

#### *Coriyule Road*

The costs of the construction of Coriyule Road, including traffic calming measures, between Tivoli Drive and McDermott Road, should not be included in the Stage 2 DCP. The cost of its construction should sit with the two adjoining property owners given it is a local road that will primarily benefit both adjoining properties.

#### *Tivoli Drive and Greenvale Drive works*

It is appropriate and justified to include the Tivoli Drive and Greenvale Drive duplication works and land acquisition costs in the Stage 2 DCP. There is a clear nexus between the need for the upgrade and the development of the subject land as a whole.

*Apportionment of Costs of DR-04*

It is not appropriate that costs for DR-04 (which includes extensive drainage infrastructure) should be reduced or changed to include Charge Area 2. No evidence was presented to establish the justification for an alternative form of apportionment.

*Right turn lanes into Property 30*

It is not appropriate or justified to redesign the southern section of Tivoli Drive (RD-03) to include right turn lanes into Property 30.

*Shared user path – south of Coriyule Road*

The shared footpath within the road reserve should not be credited to the developer of Property 15 as unencumbered public open space.

**Recommendations**

Based on the reasons set out in this Report, the Panel recommends that Greater Geelong Planning Scheme Amendment C387ggee be adopted as exhibited subject to the following:

1. **Revise Development Plan Overlay Schedule 46 as shown in Appendix E to:**
  - a) **Express the Primary Obligation as a requirement to deliver a percentage of all housing as affordable, with flexibility in the way the obligation is delivered.**
  - b) **Specify the quantum of the affordable housing contribution and the market discount in the Primary Obligation as five per cent of the total number of serviced lots at a 20 per cent market discount.**
  - c) **Delete all reference to how the affordable housing is to be provided across the subject land, including the references to the distribution, mix and design presentation of the affordable housing.**
  - d) **Delete the provisions dealing with Environmentally Sustainable Design and replace them with a set of clear principles and goals to be addressed.**
  - e) **Delete the provision which restricts the use and development of land within 100 metres of the District Park boundary for a residential or retirement village.**
  - f) **Ensure an appropriate design response for the interface between a residential or retirement village and the District Park.**
  - g) **Ensure any proposed retirement or residential village can be designed to function appropriate to its needs.**
  - h) **Provide better guidance for the consideration of access requirements for non-residential uses on Property 30.**
  - i) **Amend the Framework Plan to make it clear that access to non-residential uses from Portarlinton Road can be considered.**
  - j) **Ensure the Framework Plan clearly indicates that the shared user path along the western frontages of the subject land (where it abuts McDermott Road) will be located within the existing McDermott Road reserve.**
  - k) **Include a provision requiring a section 173 agreement which requires the shared user path to be delivered as developer works.**
  - l) **Strengthen the provisions which seek to protect and enhance the rural character of the western interface of the subject land.**
  - m) **Require a minimum four-metre deep 'no build zone' inside the western boundary of the subject land within which no buildings of any kind can be constructed, to achieve bushfire defendable space requirements.**

- n) Allow for the development of up to 211 lots with direct access from Hackwill Place to occur on land to the south of the Rail Trail before Tivoli Drive, between Portarlington Road and the Bellarine Rail Trail, is upgraded.
- o) Encourage the consideration of a variety of batter slopes without specifying specific batter gradients.
- p) Remove the east-west pedestrian link through Property 13 shown in the Framework Plan.
2. Revise the *Jetty Road Urban Growth Area Stage 2 Development Contributions Plan* (October 2023) to:
- a) Delete DR-02.
  - b) Update the land budget to reflect the revised calculations of unencumbered land required for DR-04L.
  - c) Amend the Stage 2 DCP land cost for the area of land to be acquired for DR-04-L to \$2.4 million per hectare, once the land area is known.
  - d) Update the construction costs for DR-04 to \$15,621,027.39.
  - e) Include new project DR-05 to Properties 23 and 24 as detailed in the Updated Log of Proposed Changes to the Stage 2 Development Contributions Plan (Document 90).
  - f) Amend the indicative project timing for DR-04 to “*prior to the delivery of 500 lots within 32-70 McDermott Road or 72-100 McDermott Road*”.
  - g) Include forward financing costs as a separate project for works associated with the early delivery of the DR-04.
  - h) Update labels of the cost sheets for DR-01, DR-02 and DR-03 in Appendix E as follows:
    - 21 (D-03) Drainage Works – Pipeline (Property 11) amended to 21 (D-~~03~~01) Drainage Works – Pipeline (Property 11).
    - 14 (D-02) Drainage Works – Pipeline (Property 15) amended to 14 (D-~~02~~03) Drainage Works – Pipeline (Property 15)
    - 13 (D-01) Detention and WSUD Basin and Constructed Waterway amended to 13 (D-~~01~~04) Detention and WSUD Basin and Constructed Waterway.
  - i) Replace the text in ‘Section 4.3 Open Space’ with:
 

**PUBLIC OPEN SPACE CONTRIBUTIONS**

The Greater Geelong Planning Scheme (at Clause 53.01 and in DPO Schedule 46) requires a public open space contribution to be made.

This DCP does not include any public open space land items – all land is to be provided through Clause 53.01 or under DPO Schedule 46. Improvements projects to open space are included in this DCP. Unencumbered land to be used for open space equates to 5.76% of the Net Developable Area of the Precinct. Public open space must be provided in accordance with the Framework Plan and the areas set out in Table 12.

Where the proportion of land shown in the Framework Plan and Table 12 as to be provided for public open space exceeds 10% of the net developable land (unencumbered) that landowner will be compensated by Council for the provision in excess of 10% of the net developable land (unencumbered).

**Where the proportion of a land parcel which is being provided as public open space is zero or less than 10% of the net developable land (unencumbered), the landowner must pay the open space contribution up to 10% of the net developable land (unencumbered).**

- j) Capture any further consequential changes as a result of recommendations 2a) to i) as reflected in the Updated Log of Proposed Changes to the Stage 2 Development Contributions Plan (Document 90).**

## Attachment 3

## C387ggee Panel Recommendations and Response

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C387ggee	City Response
1	Revise Development Plan Overlay Schedule 46 as shown in Appendix E to:	
a)	Express the Primary Obligation as a requirement to deliver a percentage of all housing as affordable, with flexibility in the way the obligation is delivered.	Accept
b)	Specify the quantum of the affordable housing contribution and the market discount in the Primary Obligation as five per cent of the total number of serviced lots at a 20 per cent market discount.	Accept
c)	Delete all reference to how the affordable housing is to be provided across the subject land, including the references to the distribution, mix and design presentation of the affordable housing.	Accept
d)	Delete the provisions dealing with Environmentally Sustainable Design and replace them with a set of clear principles and goals to be addressed.	Accept
e)	Delete the provision which restricts the use and development of land within 100 metres of the District Park boundary for a residential or retirement village.	Accept
f)	Ensure an appropriate design response for the interface between a residential or retirement village and the District Park.	Accept
g)	Ensure any proposed retirement or residential village can be designed to function appropriate to its needs.	Accept
h)	Provide better guidance for the consideration of access requirements for non-residential uses on Property 30.	Accept
i)	Amend the Framework Plan to make it clear that access to non-residential uses from Portarlington Road can be considered.	Accept. Change to: <i>No residential lot or road access</i>
j)	Ensure the Framework Plan clearly indicates that the shared user path along the western frontages of the subject land (where it abuts McDermott Road) will be located within the existing McDermott Road reserve.	Accept in part  The shared path will continue to be shown on the Framework Plan (Map 1) as located within Property 11 north of the Property 11 local park
k)	Include a provision requiring a section 173 agreement which requires the shared user path to be delivered as developer works.	Accept
l)	Strengthen the provisions which seek to protect and enhance the rural character of the western interface of the subject land.	Accept

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C387ggee	City Response
m)	Require a minimum four-metre deep 'no build zone' inside the western boundary of the subject land within which no buildings of any kind can be constructed, to achieve bushfire defendable space requirements.	Accept, noting that Stockland requested post-panel for a minimum six-metre 'no build zone', which has been accepted by Council
n)	Allow for the development of up 211 lots with direct access from Hackwill Place to occur on land to the south of the Rail Trail before Tivoli Drive, between Portarlington Road and the Bellarine Rail Trail, is upgraded.	Accept
o)	Encourage the consideration of a variety of batter slopes without specifying specific batter gradients.	Reject. The changes only serves to confuse the primary purpose of drainage reserves and the waterway corridor.
p)	Remove the east-west pedestrian link through Property 13 shown in the Framework Plan.	Accept, although the link is now shown along the northern boundary of Property 13 (and removed from the southern boundary of Property 12) on Map 1.
<b>2</b>	<b>Revise the <i>Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (October 2023)</i> to:</b>	
a)	Delete DR-02.	Accept
b)	Update the land budget to reflect the revised calculations of unencumbered land required for DR-04L.	Accept
c)	Amend the Stage 2 DCP land cost for the area of land to be acquired for DR-04-L to \$2.4 million per hectare once the land area is known.	Accept
d)	Update the construction costs for DR-04 to \$15,621,027.39.	Accept
e)	Include new project DR-05 to Properties 23 and 24 as detailed in the Updated Log of Proposed Changes to the Stage 2 Development Contributions Plan (Document 90).	Accept
f)	Amend the indicative project timing for RD-04 to " <i>prior to the delivery of 500 lots within 32-70 McDermott Road or 72-100 McDermott Road</i> ".	Accept, however change to:  <i>'prior to the delivery of 500 lots or dwellings within 32-70 McDermott Road or 72-100 McDermott Road'</i>  Change required to account for the likely development of a residential village at 32-70 McDermott Road.

No.	Panel Recommendation Greater Geelong Planning Scheme Amendment C387ggee	City Response
g)	Include forward financing costs as a separate project for works associated with the early delivery of the DR-04.	Accept
h)	<p>Update labels of the cost sheets for DR-01, DR-02 and DR-03 in Appendix E as follows:</p> <ul style="list-style-type: none"> <li>• 21 (D-03) Drainage Works – Pipeline (Property 11) amended to 21 (D-0301) Drainage Works – Pipeline (Property 11).</li> <li>• 14 (D-02) Drainage Works – Pipeline (Property 15) amended to 14 (D-0203) Drainage Works – Pipeline (Property 15)</li> <li>• 13 (D-01) Detention and WSUD Basin and Constructed Waterway amended to 13 (D-0104) Detention and WSUD Basin and Constructed Waterway.</li> </ul>	Accept
i)	<p>Replace the text in ‘Section 4.3 Open Space’ with:</p> <p><b>PUBLIC OPEN SPACE CONTRIBUTIONS</b></p> <p>The Greater Geelong Planning Scheme (at Clause 53.01 and in DPO Schedule 46) requires a public open space contribution to be made.</p> <p>This DCP does not include any public open space land items – all land is to be provided through Clause 53.01 or under DPO Schedule 46. Improvements projects to open space are included in this DCP. Unencumbered land to be used for open space equates to 5.76% of the Net Developable Area of the Precinct. Public open space must be provided in accordance with the Framework Plan and the areas set out in Table 12.</p> <p>Where the proportion of land shown in the Framework Plan and Table 12 as to be provided for public open space exceeds 10% of the net developable land (unencumbered) that landowner will be compensated by Council for the provision in excess of 10% of the net developable land (unencumbered).</p> <p>Where the proportion of a land parcel which is being provided as public open space is zero or less than 10% of the net developable land (unencumbered), the landowner must pay the open space contribution up to 10% of the net developable land (unencumbered).</p>	Accept
j)	Capture any further consequential changes as a result of recommendations 2a) to i) as reflected in the Updated Log of Proposed Changes to the Stage 2 Development Contributions Plan (Document 90).	Accept

No Panel Recommendation Greater Geelong Planning Scheme Amendment C387ggee	City Response
Changes to the Development Plan Overlay Schedule 46 (DPO46)	
<p>Design measures <del>that will assist to deliver quality, affordable housing, 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.</del></p>	<p>Reject. The Panel provided no explanation for this change.</p> <p>The intention of the requirement is to avoid garages dominating the street and that good design solutions are provided. Responding to the requirement depends on the subdivision, size of the lots and location of the townhouses.</p> <p>The requirement ensures good design outcomes in the longer term whilst also providing the developer sufficient flexibility to prepare an affordable subdivision design. It is noted the requirement is a design measure to achieve good design outcomes not affordable housing outcomes.</p>
<p><del>The p</del>rovision of a 1.82 hectare district park located <del>on the natural highpoint</del> generally <del>in the location</del> as shown in Map 1. The <del>district</del> park <del>should is to</del> integrate with that part of the park (0.18ha) which is provided within the Jetty Road Stage 1 area so as to create a <del>combined</del> district park total area of 2 hectares.</p>	<p>Reject removal of the words ‘on the natural highpoint’. The Panel provided no explanation for this change.</p> <p>The Jetty Rd Urban Growth Area was planned for the park to be located on the natural high point.</p>
<p><del>The key local streets and shared user paths shown on Map 1 do not need to be provided within Central Residential Area A if it is proposed to be used and developed as a Residential Village or Retirement Village.</del></p>	<p>Reject. A shared user path is shown on Map 1, located along the northern boundary of Property 13.</p> <p>Also, reference to ‘key local streets’ confuses the preceding requirement (for a 14.5m wide local access street) and Map 1 that shows a Key Local Street that wraps around the District Park on Property 13.</p>
<ul style="list-style-type: none"> <li>○ <del>Be located within the walkable catchment of the neighbourhood activity centre and be accessible by existing or planned public transport.</del></li> </ul>	<p>Reject. Villages can be considered on their merits as part of a permit application.</p>

*Planning and Environment Act 1987***GREATER GEELONG PLANNING SCHEME****AMENDMENT C387ggee****INSTRUCTION SHEET**

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

The Greater Geelong Planning Scheme is amended as follows:

**Planning Scheme Maps**

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

**Zone Maps**

1. Amend Planning Scheme Map No. 59 in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C387ggee".

**Overlay Maps**

2. Amend Planning Scheme Map No. 59DPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C387ggee".
3. Amend Planning Scheme Map No. 59DCPO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C387ggee".
4. Insert Planning Scheme Map No. 59EAO in the manner shown on the 1 attached map marked "Greater Geelong Planning Scheme - Local Provision, Amendment C387ggee".

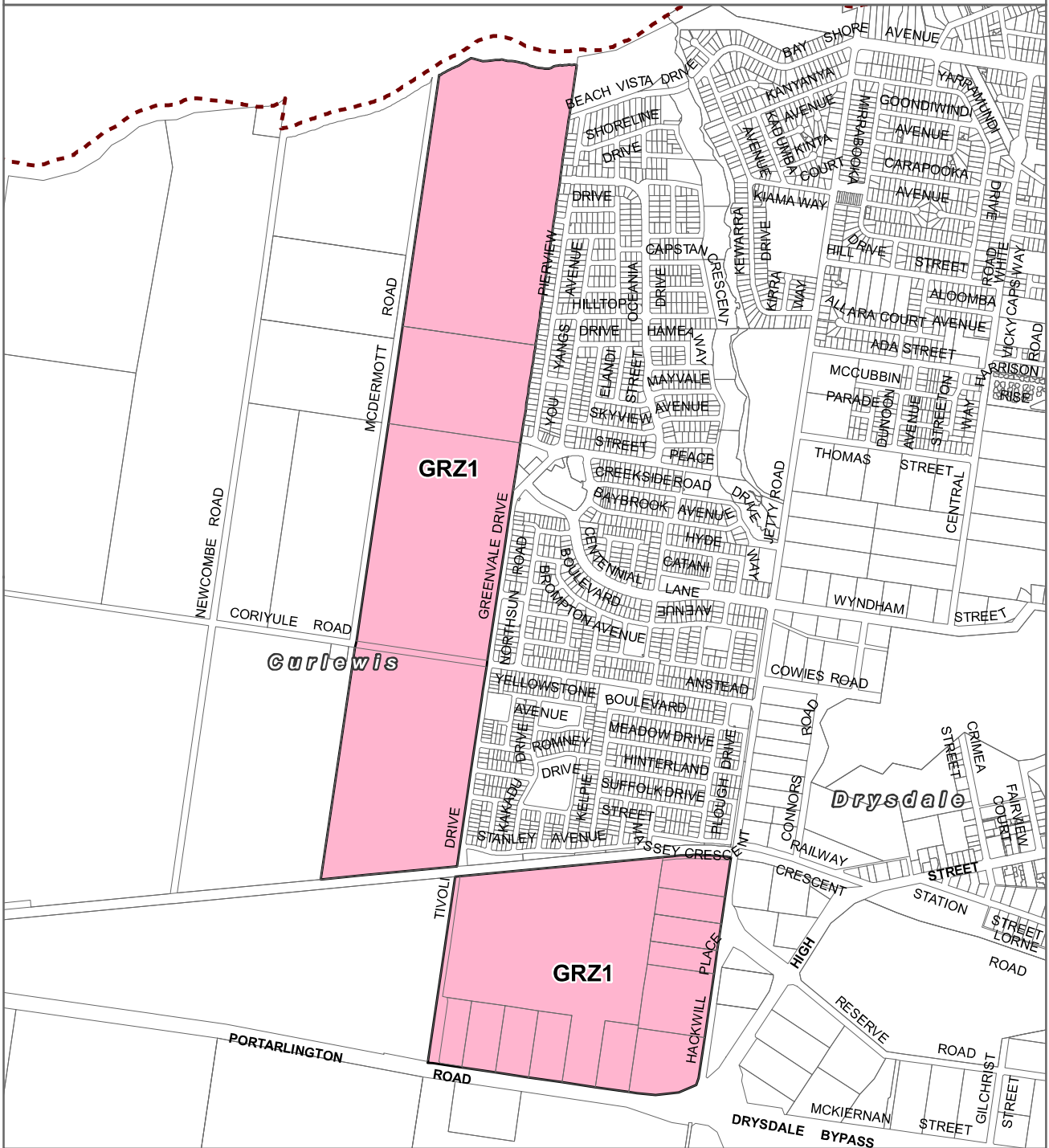
**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

5. In Overlays – Clause 43.04, insert a new Schedule 46 in the form of the attached document.
6. In Overlays – Clause 45.06, insert a new Schedule 9 in the form of the attached document.
7. In Particular Provisions – Clause 53.01, replace the Schedule with a new Schedule in the form of the attached document.
8. In Operational Provisions – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.
9. In Operational Provisions – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

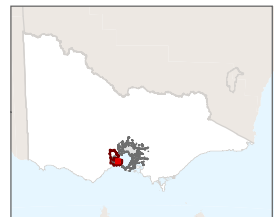
End of document

# GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C387ggee



**LEGEND**

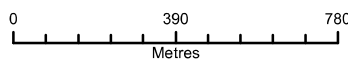
- GRZ - General Residential Zone
- Local Government Area



Part of Planning Scheme Map 59

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Planning Group  
Print Date: 9/21/2022  
Amendment Version: 1



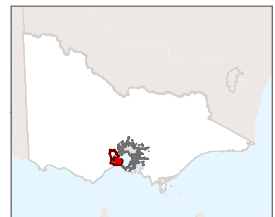
Environment,  
Land, Water  
and Planning

# GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C387ggee



**LEGEND**

- DPO46 - Development Plan Overlay - Schedule 46
- Local Government Area



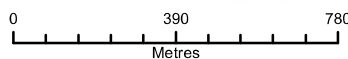
Part of Planning Scheme Map 59DPO

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Planning Group  
Print Date: 17/03/2023  
Amendment Version: 1



Department of Transport and Planning

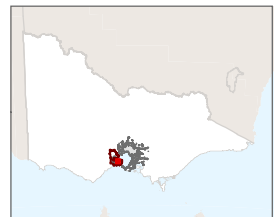


# GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C387ggee



**LEGEND**

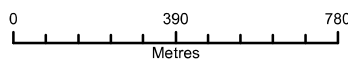
- DCPO9 - Development Contributions Plan Overlay - Schedule 9
- Local Government Area



Part of Planning Scheme Map 59DCPO

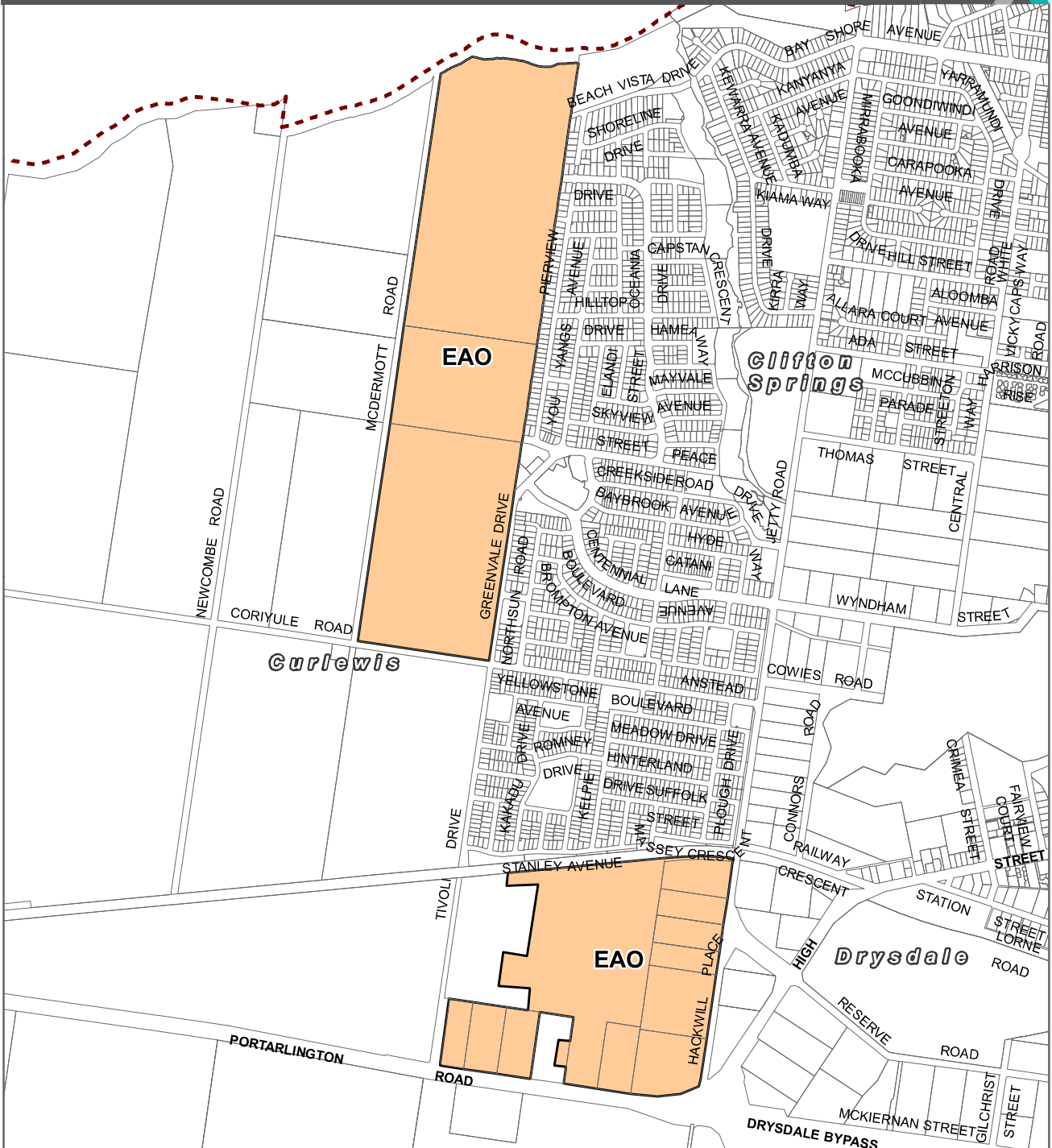
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 Print Date: 9/21/2022  
 Amendment Version: 1





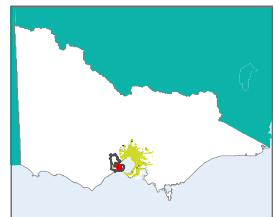
Environment,  
 Land, Water  
 and Planning

# GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C387gee



**LEGEND**

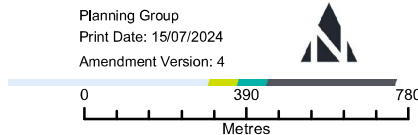
-  EAO - Environmental Audit Overlay
-  Local Government Area



Part of Planning Scheme Map 59EAO

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Planning Group  
Print Date: 15/07/2024  
Amendment Version: 4



Department of Transport and Planning

CITY OF GREATER GEELONG PLANNING SCHEME

Proposed C387ggee

SCHEDULE 9 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as DCPO9.

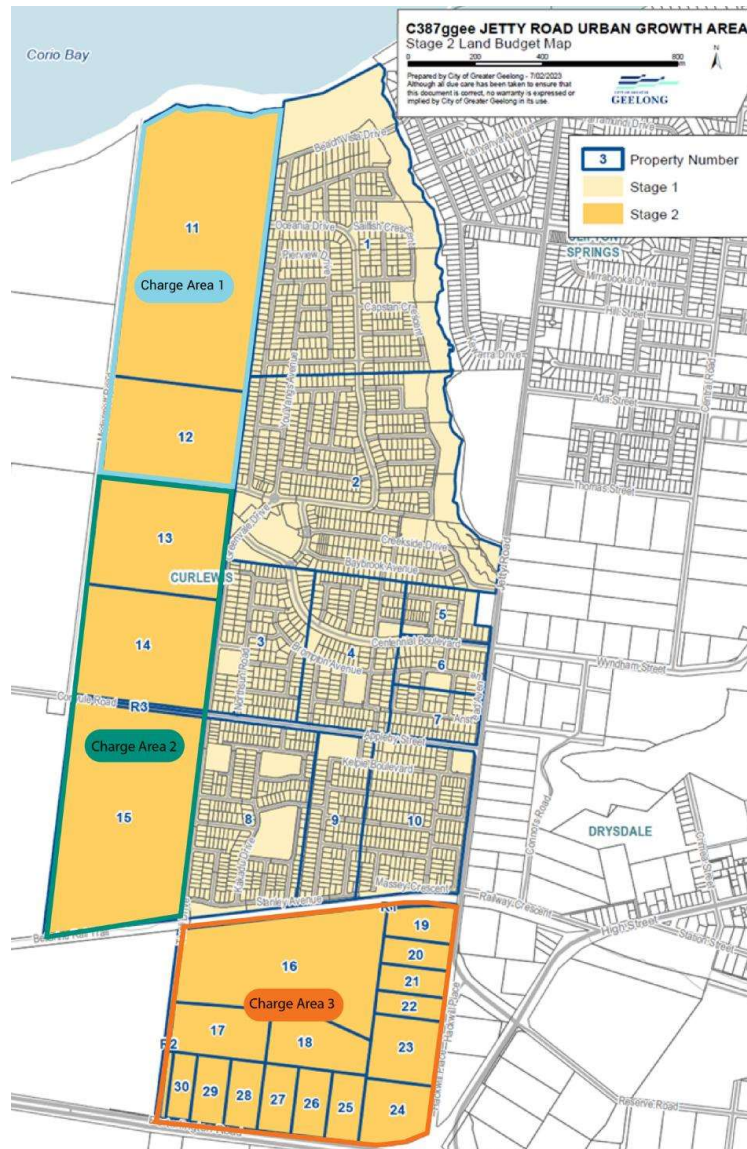
JETTY ROAD STAGE 2 DEVELOPMENT CONTRIBUTIONS PLAN

1.0

Area covered by this development contributions plan

Proposed C387ggee

This Development Contributions Plan (DCP) applies to Stage 2 of the Jetty Road Urban Growth Area. The MCA and Charge Areas are shown below.



CITY OF GREATER GEELONG PLANNING SCHEME

**2.0 Summary of levies payable**

--/---  
Proposed  
C387ggee

Facility	Total Cost	Time of Provision	Actual cost contributions attributable to development \$	Proportion of cost attributable to development %
Roads	\$17,297,574	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$15,740,948	91%
Paths	\$3,418,000	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$1,710,937	50%
Open Space	\$10,486,749	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$4,827,205	46%
Drainage	\$21,380,295	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$21,259,572	99%
Community facilities	\$21,393,253	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$9,581,322	45%
Planning	\$1,882,027	Refer to details in the Jetty Road Stage 2 Development Contributions Plan.	\$1,882,027	100%
<b>TOTAL</b>	<b>\$75,857,898</b>		<b>\$55,002,010</b>	<b>73%</b>

**3.0 Summary of levies payable**

--/---  
Proposed  
C387ggee

Charge area	Levies payable by all development (\$)				
	Development infrastructure per			Community infrastructure per	
	Charge Area 1	Charge Area 2	Charge Area 3	Residential	Non-residential
	Per net developable hectare (July 2023 dollars)			Per Dwelling (July 2023 dollars)	
Roads	\$130,948.68	\$130,948.68	\$130,948.68	\$0	
Paths	\$14,233.25	\$14,233.25	\$14,233.25	\$0	
Open Space	\$30,527.06	\$30,527.06	\$56,689.57	\$0	
Drainage	\$11,221.52	\$2,362.64	\$469,513.33	\$0	
Community facilities	\$42,402.08	\$42,402.08	\$42,402.08	\$1,206.43	
Planning	\$10,232.87	\$10,232.87	\$24,967.19	\$0	
<b>TOTAL</b>	<b>\$239,565.47</b>	<b>\$230,706.59</b>	<b>\$738,754.09</b>	<b>\$1,206.43</b>	

## CITY OF GREATER GEELONG PLANNING SCHEME

*Note: These contribution amounts are current as at 1st July 2023 prices. They will be adjusted annually on July 1 each year to cover inflation, by applying indexation in accordance with section 6.1 of the DCP:*

- *In relation to the costs associated with all infrastructure items other than land, the cost of those infrastructure items must be adjusted and the DIL amount recalculated according to the following method:*
  - *The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or a similar index determined by the Collecting Agency if the Building Price Index (Melbourne) is not available.*
  - *The revised infrastructure costs and the adjustment of the contributions must be calculated and applied from 1 July in each year.*
- *In relation to the cost of land projects included in this DCP, the land value for each infrastructure project must be adjusted by reference to a revised land valuation for each land project based on the same valuation principles.*
- *The revised land value for each infrastructure project and the adjustment of the contributions must be calculated and applied from 1 July in each year.*
- *Within 14 days of the indexation and adjustments being made, the Collecting Agency must publish a notice of the amended contributions on the Council's website.*

*The CIL statutory cap (currently \$1,346 per dwelling for the 2023/24 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the relevant Government department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be payable from the date any revised CIL cap is published by the relevant Government Department.*

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

*Proposed  
C387ggee*

None specified.

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

## GREATER GEELONG PLANNING SCHEME

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Proposed C387ggee

## SCHEDULE 46 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO46**.

### JETTY ROAD URBAN GROWTH AREA STAGE 2

1.0

#### Objectives

---/---  
Proposed C387ggee

To provide a liveable and sustainable urban environment with a diverse range of residential densities and dwelling types.

To protect and where possible 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, and provides an appropriate interface to 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 granted

---/---  
Proposed C387ggee

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 permits

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Proposed C387ggee

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 between the permit applicant and the Responsible Authority that relates to the provision of affordable housing, a permit for subdivision or (where no subdivision is proposed), a permit for buildings and works associated with residential development, should include any condition necessary to give effect to any approved Affordable Housing Delivery Strategy required by this schedule.
- Any permit for the subdivision of land must include within it a condition that provides that, prior to the certification of the plan of subdivision, it must be demonstrated to the satisfaction of the Responsible Authority how any relevant Environmentally Sustainable Development Assessment that is approved as part of any approved Development Plan for that land will be given effect.
- If the retention of vegetation is proposed within the Sensitive Residential Interface Treatment linear area in the approved Northern Residential Area Development Plan, a permit for the residential subdivision must include a condition that requires the plan of subdivision to include a restriction (or other suitable mechanism) to the satisfaction of the Responsible Authority that

### GREATER GEELONG PLANNING SCHEME

requires a vegetation protection zone to be created to ensure that the retained vegetation will be protected, and to prevent the construction of any built form (including impervious pavements) other than boundary fencing to that vegetation protection zone, unless the Responsible authority agrees otherwise.

- A permit for residential development including the subdivision of land which abuts the western boundary of the growth area which interfaces with rural land must include the following conditions:
  - a condition that the section of the Rural Interface Vegetation Treatment including Shared Path as shown in Map 1 (Shared User Path), which is to sit within the McDermott Road reserve, must be delivered as developer works where each landowner of land abutting the McDermott Road reserve should construct the section of the Shared Path along the length of their land frontage. The method of securing this obligation, and the manner in which it is to be implemented should be by way of an agreement made between the landowner and the responsible authority under Section 173 of the *Planning and Environment Act 1987*.
  - a condition requiring the preparation of a landscape plan designating suitable areas for canopy tree planting, and the proposed species of those trees, in the front setback of private lots, to the satisfaction of the Responsible Authority; and
  - a condition to the satisfaction of the Responsible Authority that requires the land to be landscaped in accordance with any approved landscape plan under the permit, and which requires that landscaping to be maintained to the satisfaction of the Responsible Authority.
  - a condition that requires that prior to the certification of a plan of subdivision, a dwelling colour and materials schedule (Colour and Materials Schedule), and a fence design plan (Fence Design Plan), which reflects the coastal and rural transition, must be submitted to and approved by the Responsible Authority; and
  - a condition that operates to ensure that the construction of a building or works are in accordance with the Colour and Materials Schedule and the Fence Design Plan approved under the Permit.
- 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, or can be, 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 down-stream 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.
- Unless a contribution has already been made under any other provision of the Scheme, any development of land (whether or not it is subdivided) must make an open space contribution equal to 10% of the net developable land (unencumbered) or in lieu cash payment or a combination of both subject to equalisation as set out in clause 4.3 of the Jetty Road Urban Growth Area Stage 2 Development Contributions Plan.

Encumbered land for the purposes of the public open space contribution is land required for one or more of the following purposes:

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);

Any waterway corridor reserve which consists of the hydraulic width (1% AEP channel), riparian zone and vegetated buffer zone;

## GREATER GEELONG PLANNING SCHEME

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

Encumbered Land is not to be credited for the purposes of the open space contribution.

### 4.0 Requirements for development plan

Proposed C387ggee

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 may vary from the layout shown in Map 1 to this Schedule where that variation is necessary to protect or respond to Aboriginal cultural heritage and the Responsible Authority is satisfied that the alternative layout is an acceptable outcome.

A Development Plan should have regard to 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 demonstrate how the subdivision and/or development of the area to which it relates will integrate with any adjoining Development Plan area(s) and the Jetty Road Urban Growth Area Stage 1 development.

A Development Plan must include the following 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 to those features, environmental conditions, and characteristics.

A description and design response, where appropriate, to:

- 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 proposed use and development of each part of the land and the location of all proposed roads, open spaces, drainage reserves and proposed locations for medium density housing.
- A subdivision or development layout that includes the location and distribution of lots showing a variety of lot sizes and densities which can support a diverse range of housing types. The following principles should be applied in developing the layout:
  - A minimum residential density of 15 dwellings per net developable hectare across the whole Jetty Road Urban Growth Area Stage 2.

### GREATER GEELONG PLANNING SCHEME

- The highest housing densities should be located within the 400-metre walkable catchment of the neighbourhood activity centre (minimum of 20 dwellings per net developable hectare).
- Medium to higher densities should be located opposite or near local parks and the waterway corridor reserve.
- Larger lot sizes should be located along the western boundary where there is an interface with rural land, except in the Central Residential Area A if it is developed for a Residential village or Retirement village.
- If the Central Residential Area A is proposed to be developed for a Residential village or Retirement village, the Urban Design Masterplan must include details as to how the development will ensure that there is appropriate interface with the rural land to the west. Those details must include:

Directions as to the appropriate design, height, colours and materials for ‘rural’ fences along the boundary;

A minimum 6 metre deep “no build zone” to be established along the western boundary of the land, within which no buildings of any kind can be constructed (unless with the written consent of the Responsible Authority);

Details of suitable hard and soft landscaping treatments for the “no build zone”; and

Directions and guidelines as to how buildings associated with the Residential or Retirement village should be orientated and designed (including materials and colours) so as to achieve an appropriate interface outcome.

- 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 off and on-road footpaths and shared paths that are well connected 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 should be provided in the locations shown on Map 1.
- A development design that responds to the biodiversity values identified in the *Biodiversity Assessment*, and which seeks to avoid or minimise adverse impacts on those values.
- A development design that responds to any identified 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.
- An arboricultural assessment to identify any 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.
- Measures to be undertaken to ensure appropriate interface treatments to the rural land to the west and south, including details of landscape treatments, design, heights, colours and materials for fencing, and as well for the design of roads, road reserves, shared paths or footpaths, and built form setbacks.

Further to the above, the Masterplan should include the following:

- Service infrastructure located outside land required for interface treatments where it conflicts with landscape outcomes.
- Recognition of the need for lots abutting the western boundary interfacing rural land to have the following characteristics:

### GREATER GEELONG PLANNING SCHEME

- Each facing lot should have a front setback (garden) to allow for planting of at least one canopy tree.
- Any lot presenting its side boundary to the interface should provide low transparent fencing which appropriately responds to the rural character of the adjoining land where possible.
- Future dwellings should be of a colour, material and have fencing treatments which appropriately respond to the rural character of the adjoining land.
- Details as to how the Bellarine Rail Trail reserve will be protected 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.
- 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, recommendations that are derived from an acoustic assessment report prepared by a suitably qualified acoustic engineer or other suitably qualified person to the satisfaction of the responsible authority, of any measures required to ensure that future residential development can meet 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.

An **Environmentally Sustainable Development (ESD) Assessment** that includes:

- An assessment of the nature of the proposed development, and the site conditions which present opportunities or constraints for achieving sustainable design outcomes.
- A framework which identifies how the use and development of the land can achieve ESD outcomes in accordance with any relevant policies and strategies developed by the City of Greater Geelong and the Victorian Government.

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

- The provision of affordable housing that is equal to the value of 5% of the total number of serviced lots proposed to be provided at a discount of 20% to market value as determined by an appropriately qualified expert. The serviced lots are to have an assumed area of 300 square metres. This is referred to as the **Primary Obligation**.  
Where a development does not include the creation of separate serviced lots, the value of the Primary Obligation for that development is to be determined on the basis of a valuation methodology that assumes that the land for the development could otherwise have been developed as serviced lots each with an assumed area of 300 square metres.  
The Primary Obligation may be delivered as:
  - 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.

### GREATER GEELONG PLANNING SCHEME

- The strategy should demonstrate how it responds to local housing need and have regard to any relevant Ministerial Notice made under Section 3AA(2) of the *Planning and Environment Act 1987*.
- The method of securing the implementation of the Affordable Housing Delivery Strategy, and the manner by which it is to be implemented should be by way of a signed agreement made between the landowner and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987*.

Any 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 have regard to 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.
- A stormwater management system that ensures peak discharge rates, 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. Post development pollutant loads must meet that the load reduction targets in the Best Practice Environmental Management Guidelines.
- A cross-section of the constructed waterway and corridor reserve that has had regard to 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 the potential for stormwater reuse opportunities with the Curlewis Golf Club and Council parks.

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- 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, except within a Residential village or Retirement village.
- 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 responds to 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.
- Measures to achieve 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.
- 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 showing:
  - Tivoli Drive and Greenvale Drive to be duplicated and designed as a boulevard-style bus capable road.
  - Key Local streets to include a shared path, parking bays and tree planting in kerb outstand.
- Provision and design of local streets so as to provide an appropriate interface with rural land, the Bellarine Rail Trail and Portarlinton Road, to the satisfaction of the Responsible Authority.
- No road access, or vehicle access to private residential lots to Portarlinton Road. Access may be permitted for non-residential development if access can be provided in a safe and orderly manner having regard to the nature of proposed uses.
- No new road or private vehicular lot access to McDermott Road, and no direct access to future dwellings on the east side of Tivoli Drive for at least 100 metres north of Portarlinton 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.

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#### 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 in accordance with the following requirements, unless otherwise agreed in writing by the Responsible Authority:
  - Properties 11 and 12 are not to be further developed 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.
  - Properties 13 and 14 are not to be further developed until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile.
  - Property 15 is not to be further developed until Tivoli Drive and Greenvale Drive north of the Bellarine Rail Trail is constructed to its ultimate profile.
  - Land south of the Bellarine Rail Trail relying on access from Tivoli Drive is not to be further developed until Tivoli Drive is constructed to its ultimate profile from the northern boundary of the Rail Trail Reserve to Portarlington Road including the lengthening of the turn lane from Tivoli Drive into Portarlington Road as proposed by DCP Project RD-03 Proposed Tivoli Drive Duplication (Portarlington Road – Bellarine Rail Trail) design plan . Construction includes the required upgrades to and 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 generally in accordance with Map 1.
- A Public Open Space Table showing the land size and the percentage of each land parcel that will be 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 demonstrates how the tree canopy target of 25% contained in the *City of Greater Geelong Urban Forest Strategy 2015-2025* will be met and which identifies 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 Portarlington Road) and along the Tivoli Drive/Greenvale Drive boulevard using local indigenous plant species where appropriate.
- The provision of a 1.82 hectare district park located on the natural highpoint generally in the location as shown in Map 1. The district park should integrate with that part of the park (0.18ha) which is provided within the Jetty Road Stage 1 area so as to create a combined district park total area of 2 hectares.
- The provision of three local parks that are configured to be usable spaces (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

## GREATER GEELONG PLANNING SCHEME

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.

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 to the satisfaction of the Responsible Authority.

A **Biodiversity Assessment** prepared by a suitably qualified expert 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 necessary, 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 by a suitably qualified expert that includes recommendations with respect to the:

- 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 and should have regard to any directions or guidelines contained within any approved Urban Design Masterplan.
- 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 Residential Area progresses or any alternative design response that is to the satisfaction of the Responsible Authority.

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.

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- 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 are to 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 specific 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. Development design must respond to the key opportunities and constraints derived from this analysis, and provide for:
  - An urban structure which respects and where possible preserves viewlines towards the bay from the public realm.
  - The orientation and arrangement of lots to achieve a reasonable sharing of views where practical.
  - Views to the bay from the district park, if possible and practical.
- 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 generally in accordance with the area identified in 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 any 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

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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 identifies a preferred and distinct built form character for future dwellings on lots that front, or are visible from, the foreshore reserve to the satisfaction of the Responsible Authority. Any recommendations of the report that are necessary to achieve that preferred built form character should be given effect as permit conditions.
- Provision of the western interface shared user path on private land (Property 11) identified on Map 1 may be relocated to 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 include the following requirements with respect to:

#### ***Residential village and Retirement village***

- All of Central Residential Area A identified on Map 1 for residential use may be developed and used as a Residential village or Retirement village with the exception of a 14.5 metre wide local access street to be provided along the south and west boundaries of the District Park.
- Specialised housing that forms part of a Residential village or Retirement village should:
  - Respond to and integrate with adjoining development, avoiding inactive interfaces and blank facades to the public street network.
  - Be designed to front any district park / local park. Each dwelling at this interface should comprise low front fencing and a front gate to ensure activation of the public space.
  - Not present an unreasonable barrier to movement through the surrounding public road and pedestrian movement network.
  - Any boundary fencing installed should be of low height, transparent in design, and be sympathetic to the urban or rural character.
  - 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 landscape plan must be prepared showing generous planting including canopy trees within the minimum 6 metre deep 'no build zone' to be established along the western boundary of the land and which is consistent with bushfire protection principles.

A colour and materials schedule, and a fence design plan, must be prepared which appropriately reflects the rural character of the adjoining land and which is consistent with any requirements or guidelines contained within the Urban Design Masterplan, to the satisfaction of the Responsible Authority.

- Where a shared user path shown on Map 1 is located on the land of a proposed Residential village or Retirement village, a Plan of Subdivision must vest land in Council sufficient to provide for the shared path, 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 potential non-residential use(s), other than a Child care centre, should be limited to the corner of Portarlington Road and Tivoli Drive and is subject to a traffic impact

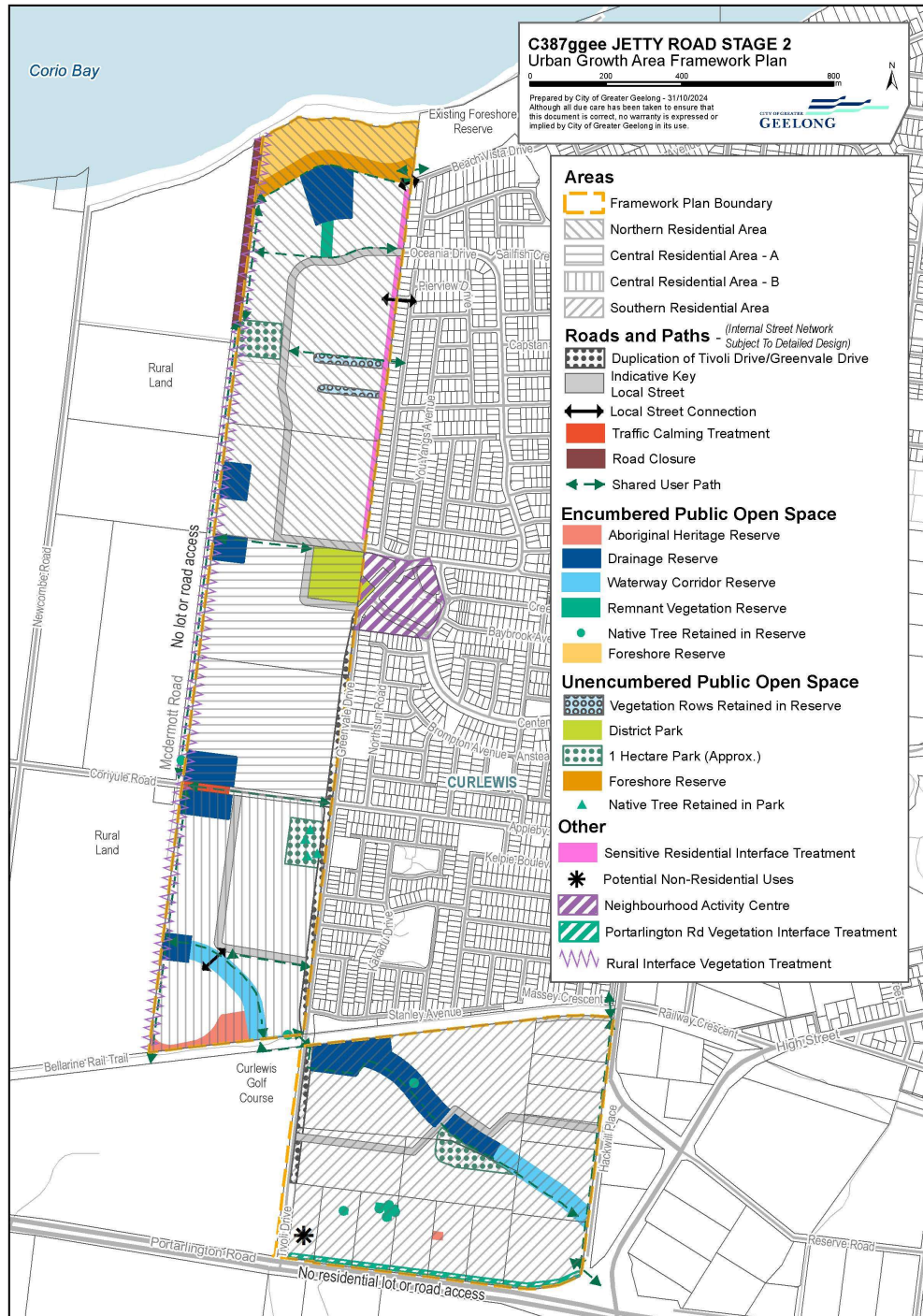
**GREATER GEELONG PLANNING SCHEME**

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.
- Non-residential use should demonstrate that the impacts of the proposed use on the amenity of residential uses, and on the operation of the road network, will be acceptable.
- Non-residential development should provide appropriate setbacks from roads and private lots to enable generous landscaping including canopy trees.
- Signage must be sympathetic in scale, not dominate the landscape, and be integrated into the design of the built form.
-

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MAP 1 TO THE SCHEDULE 46 TO CLAUSE 43.04



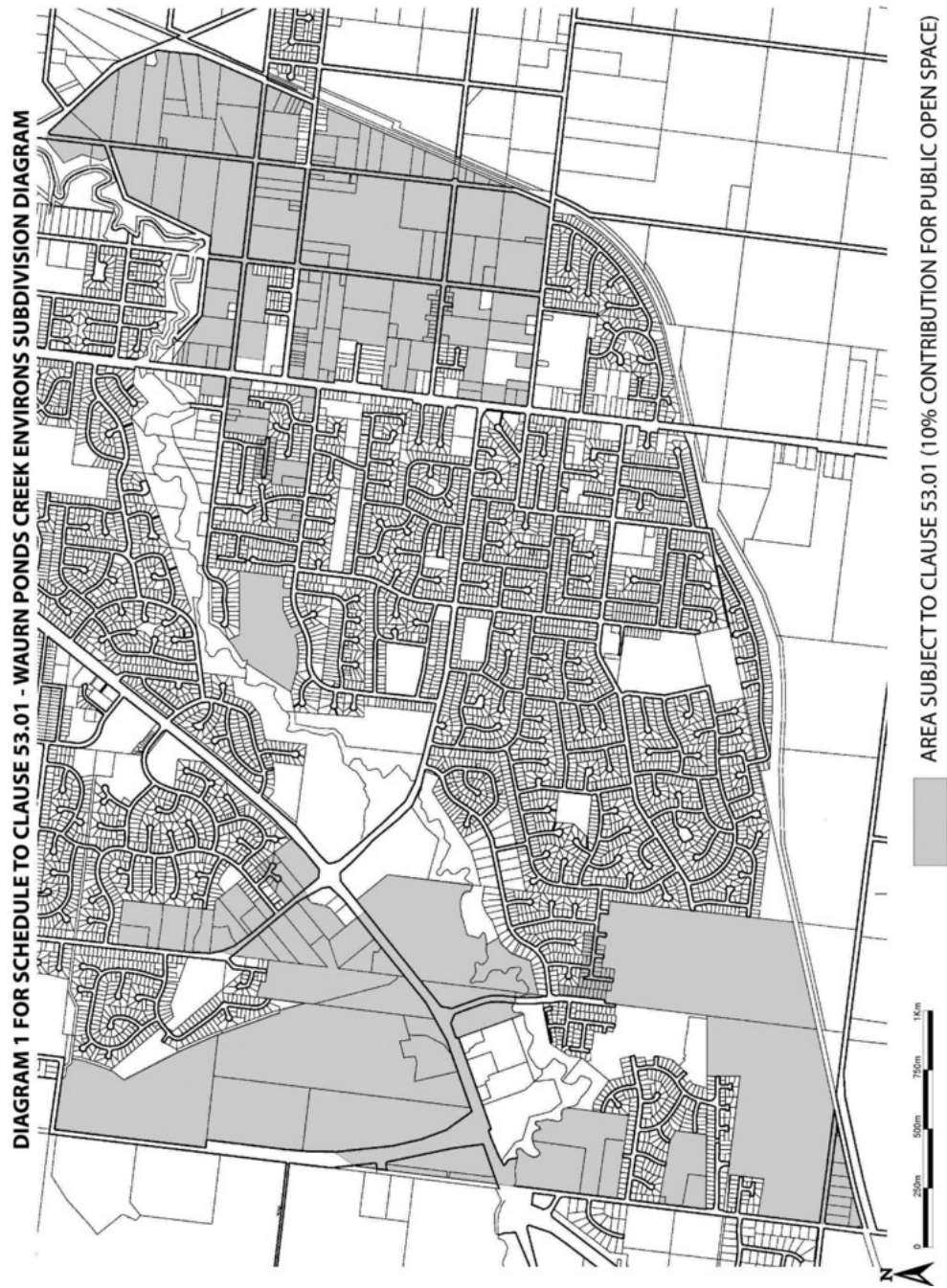
## GREATER GEELONG PLANNING SCHEME

31/07/2018  
VC148**SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION****1.0****Subdivision and public open space contribution**---  
Proposed C387ggee

Type or location of subdivision	Amount of contribution for public open space
See Waurn Ponds Creek Environs Subdivision Map 1	10%
See Armstrong Creek Urban Growth Area Map 2	10% (unencumbered)
The subdivision of land zoned for residential purposes	1 additional lot – none 2 to 9 additional lots – 1 per cent per additional lot, up to a maximum of 5 per cent 10 or more lots on land zoned for residential purposes prior to August 31st 2007 – 5 per cent 10 or more lots on land zoned for residential purposes after August 31st 2007 – 10 per cent
See Armstrong Creek Urban Growth Area – North East Industrial Precinct Map 3	3.1% (unencumbered)
Land shown as CDZ4 on the planning scheme maps (Saleyards Comprehensive Development Plan area).	10% (unencumbered)
Land shown as DPO46 on the planning scheme maps (Jetty Road Stage 2 area)	10% of the net developable land (unencumbered)

GREATER GEELONG PLANNING SCHEME

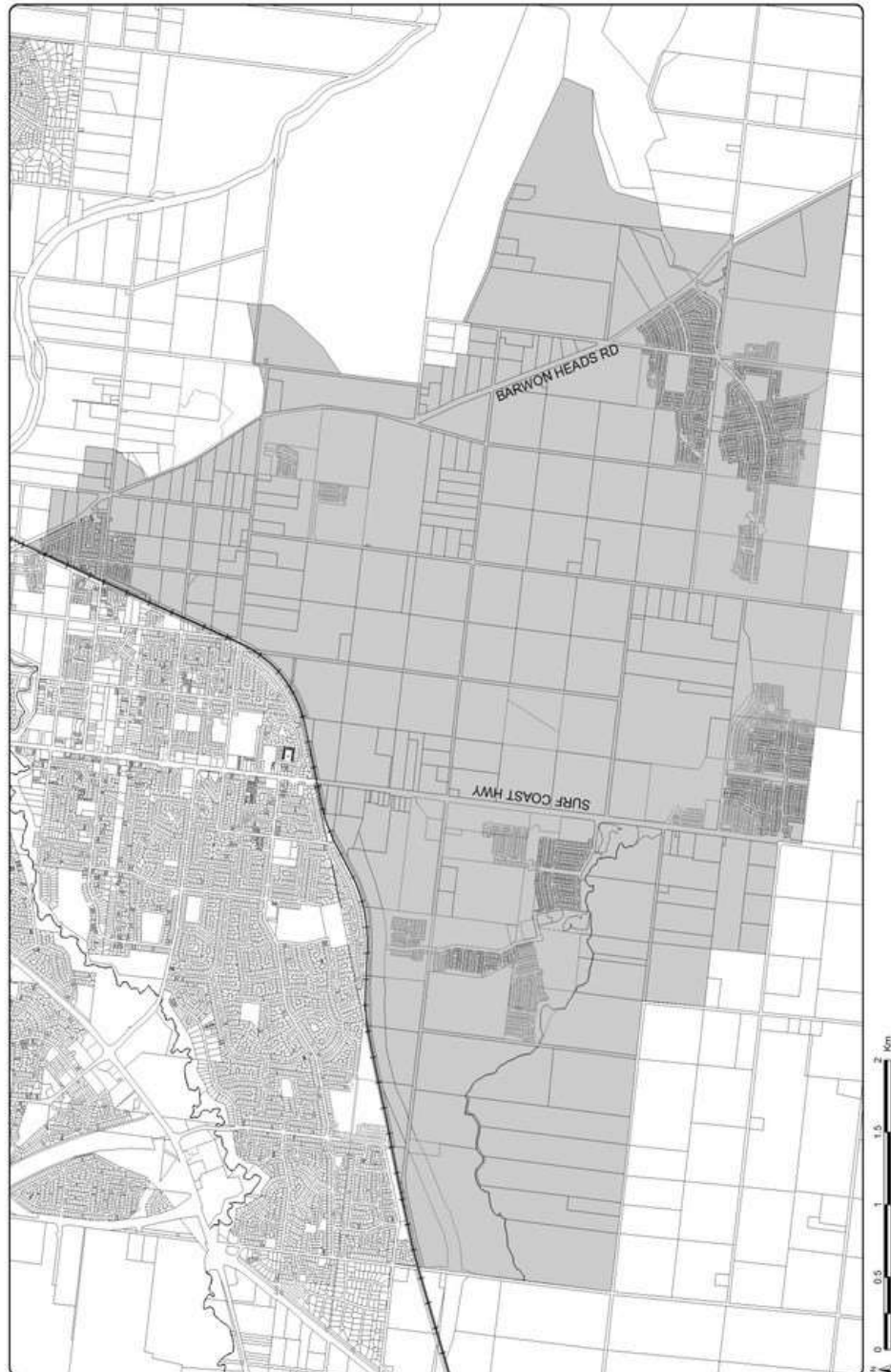
Map 1 to the Schedule to Clause 53.01



**GREATER GEELONG PLANNING SCHEME**

**Map 2 to the Schedule to Clause 53.01**

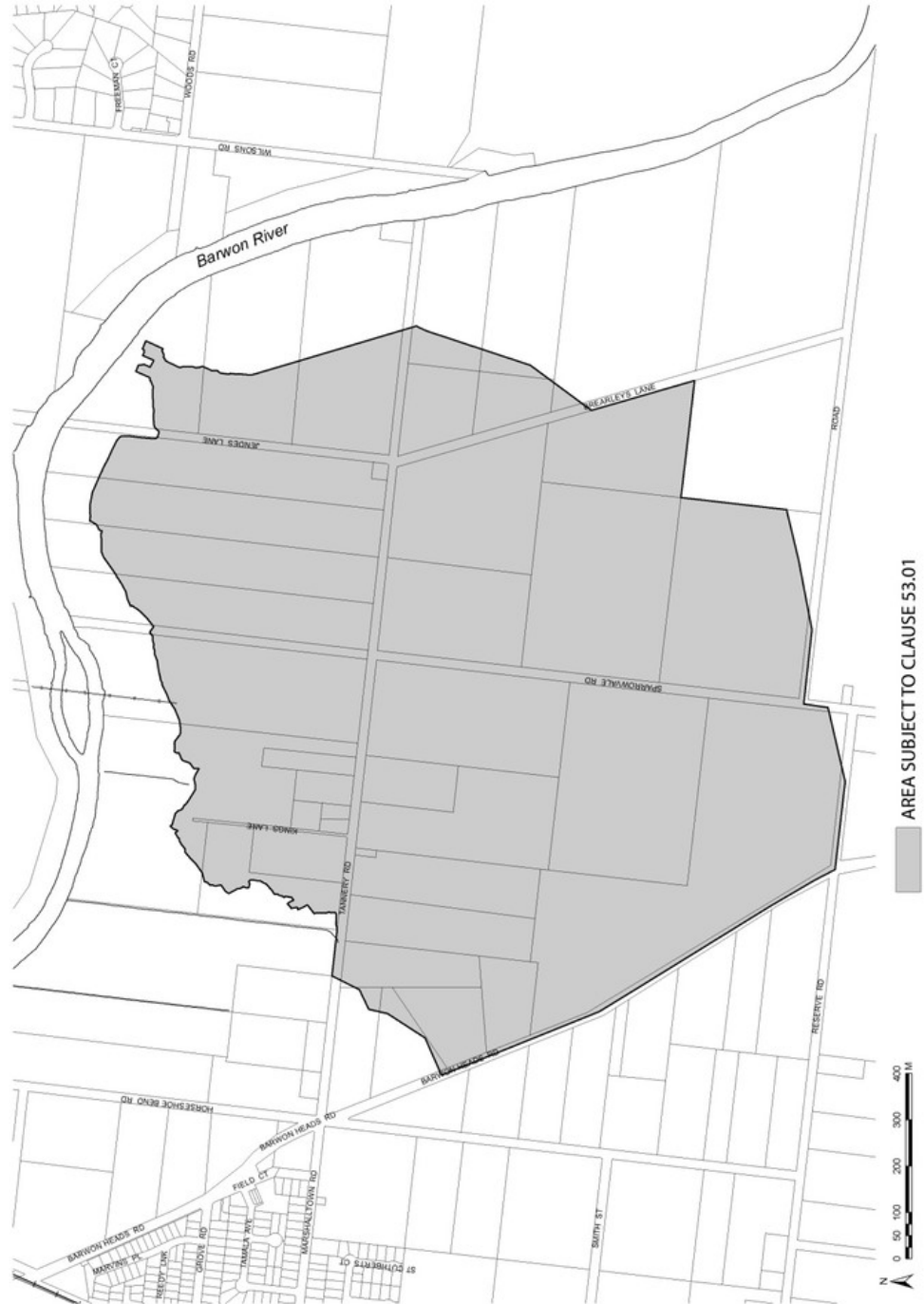
**ARMSTRONG CREEK URBAN GROWTH AREA DIAGRAM**



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Map 3 to the Schedule to Clause 53.01

ARMSTRONG CREEK URBAN GROWTH AREA – NORTH EAST INDUSTRIAL PRECINCT  
DIAGRAM



## GREATER GEELONG PLANNING SCHEME

## SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

15/01/2024  
VC249

## 1.0

-/-/---  
Proposed C387ggee

## Incorporated documents

Name of document	Introduced by:
3 Bridge Road, Barwon Heads (June 2020)	C415ggee
14 Shepherd Court, North Geelong, Cotton On Office Redevelopment (July 2011)	C257
Adventure Park Comprehensive Development Plan (May 2014)	C288
Anakie, Lara & Lovely Banks Heritage Places Incorporated Plan (May 2016)	C316
Armstrong Creek East Native Vegetation Precinct Plan (May 2010)	C206
Armstrong Creek East Precinct Structure Plan (May 2010, Amended November 2011)	C214
<i>Armstrong Creek East Precinct Development Contributions Plan (Urban Enterprise, December 2023)</i>	VC249
Armstrong Creek Horseshoe Bend Precinct Structure Plan (September 2014)	C259
<i>Armstrong Creek North East Industrial Precinct Development Contributions Plan (Urban Enterprise, December 2023)</i>	VC249
Armstrong Creek North East Industrial Precinct Growling Grass Frog Conservation Management Plan (May 2010)	C207
Armstrong Creek North East Industrial Precinct Native Vegetation Precinct Plan (May 2010)	C207
Armstrong Creek North East Industrial Precinct, Precinct Structure Plan (May 2010)	C207
Armstrong Creek South Precinct Structure Plan (February 2016)	C301
Armstrong Creek Town Centre Precinct Structure Plan (March 2014)	C267
<i>Armstrong Creek Town Centre Development Contributions Plan (Urban Enterprise, December 2023)</i>	VC249
Armstrong Creek Urban Growth Plan Framework Plan (November 2008, updated September 2012 and June 2015)	C301
<i>Armstrong Creek West Precinct Development Contributions Plan (Urban Enterprise, December 2023)</i>	VC249
Armstrong Creek West Precinct Native Vegetation Precinct Plan (November 2012)	C240
Armstrong Creek West Precinct Structure Plan (September 2012)	C240
<i>Australian Standard AS2021-2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction (Standards Australia Limited, 2015)</i>	VC244
Barwon Heads Road (Settlement Road, Belmont to Reserve Road, Marshall) Duplication Project Incorporated Document (October 2020)	C413ggee
Batman Park, Indented Head Incorporated Plan (June 2015)	C274
BUPA Aged Care Facility, Bellarine Lakes (May 2016)	C336
<i>Central Road Drysdale Development Contributions Plan (Urban Enterprise, December 2023)</i>	VC249
Chisholm Road Prison Project, Lara, Incorporated Document (June 2019)	C389ggee
City of Greater Geelong Sign Guidelines (City of Greater Geelong, February 2024)	C383ggee

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Name of document	Introduced by:
"Claremont" 12-16 Kinsmead Street, Waurn Ponds Design Guidelines Incorporated Plan (February 2022)	C422ggee
"Claremont Homestead" 12-16 Kinsmead Street, Waurn Ponds Statement of Significance (February 2022)	C422ggee
Commercial Tenancies at 55, 57 & 59 Kilgour Street, Geelong (July 2017)	C358
Community Care Accommodation Facility, 120 Russells Road, Mount Duneed, Incorporated Document (September 2020)	C401ggee
Drysdale Bypass (November 2017)	C369
Environmental Weeds (City of Greater Geelong, September 2008)	C129 (Part 1)
Fibre Optic Project, Integrated Approval Requirements (December 2002)	VC17
Geelong City Urban Conservation Study Vol. 1 Restoration and Infill Guidelines, Commercial and Civic Buildings (Graeme Butler for the City of Geelong, 1993)	C258
Geelong Convention and Exhibition Centre Strategic Development Site Project (April 2023)	C456ggee
Geelong Library and Heritage Centre Redevelopment (March 2013)	C287
Geelong Ring Road – Section 4C Incorporated Document (June 2010)	C232
Geelong TAC Office Development (October 2006)	C142
Geelong Waterfront Safe Harbour Precinct Project Incorporated Document (July 2019)	C398ggee
Great Western Hotel Heritage Place 177-179 Aberdeen Street, Newtown Incorporated Plan (December 2017)	C365
Heritage and Design Guidelines (City of Greater Geelong, 1997)	NPS1
HO1613 McLeods Waterholes Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1613 McLeods Waterholes Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1617 Rocky Point Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1617 Rocky Point Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1618 Woollen Mills Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1618 Woollen Mills Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1620 Drysdale Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1620 Drysdale Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1622 Latrobe Terrace Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1622 Latrobe Terrace Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1623 Newtown Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1623 Newtown Hill Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee

## GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1624 Latrobe Terrace Shops Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1624 Latrobe Terrace Shops Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1625 Chilwell and Saffron Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1625 Chilwell and Saffron Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1626 Aberdeen, George and Skene Streets Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1626 Aberdeen, George and Skene Streets Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1627 Aphrasia Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1627 Aphrasia Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1628 Autumn Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1628 Autumn Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1630 Drumcondra and Rippleside Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1630 Drumcondra and Rippleside Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1631 The Esplanade Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1631 The Esplanade Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1632 Girton Crescent Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1632 Girton Crescent Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1633 Lawton Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1633 Lawton Avenue Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1634 Pakington Street Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1634 Pakington Street Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1635 Villamanta Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1635 Villamanta Street Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1637 Geelong Commercial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1637 Geelong Commercial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee

## GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1638 Woolstores Industrial Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1638 Woolstores Industrial Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1639 City East Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1640 Civic Centre Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1640 Civic Centre Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1641 City South Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1641 City South Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1642 Early Twentieth Century Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1642 Early Twentieth Century Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1643 Post World War 1 Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1643 Post World War 1 Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1644 City South-East Residential Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1644 City South-East Residential Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1649 Flinders Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1649 Flinders Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1650 Golf Links Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1650 Golf Links Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1732 Fyans Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1732 Fyans Heritage Area Statement of Significance (City of Greater Geelong, 2022)	C417ggee
HO1903 Wimmera Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1905 Evans Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1906 Kardinia Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1908 Belmont Heights Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1909 Elderslie Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee

## GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
HO1916 Aberdeen Street (Newtown) Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1917 Eyre Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1918 Hermitage Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1919 William and Margaret Streets Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1920 Shannon Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1921 Clarkes Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1922 Bareena Estate Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1923 Mercers Hill Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1924 Cairns Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1925 Fairview Avenue Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1926 Bona Vista Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1958 Ballinasloe Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1959 Great Western Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1960 Milton Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1961 Pineville Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO1962 Waterloo Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2005 Upper Skene Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2006 Newtown West Heritage Area Heritage Design Guidelines (City of Geelong, 2022)	C417ggee
HO2007 West Melbourne Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2016 Austin Park and Environs Heritage Area Heritage Design Guidelines (City of Greater Geelong 2022)	C417ggee
HO2017 Myers Street Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
HO2018 Western Beach Road Heritage Area Heritage Design Guidelines (City of Greater Geelong, 2022)	C417ggee
<i>Horseshoe Bend Precinct Development Contributions Plan</i> (Urban Enterprise, December 2023)	VC249
<i>Jetty Road Urban Growth Area Stage 1 Development Contributions Plan</i> (Urban Enterprise, December 2023)	VC249

## GREATER GEELONG PLANNING SCHEME

Name of document	Introduced by:
Jetty Road Urban Growth Area Stage 2 Development Contributions Plan (Urban Enterprise, November 2024)	C387ggee
Lara West Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Lara West Growth Area, Lara, Native Vegetation Precinct Plan (September 2013)	C246
Lara West Precinct Structure Plan, Revision J (25 September 2013)	C246
Melbourne Geelong Interconnection Project (June 2010)	C229
Manzeene Village, Lara, Native Vegetation Precinct Plan (June 2014)	C285
Mental Health Beds Expansion Program Incorporated Document (November 2020)	GC176
Native Vegetation Precinct Plan: Armstrong Creek Town Centre Precinct (July 2021)	C399ggee
Native Vegetation Precinct Plan, Geelong Ring Road Employment Precinct (March 2013)	C243
Native Vegetation Precinct Plan, Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area (July 2021)	C399ggee
Newtown Heritage Study Review Report, Volume 3 (City of Greater Geelong, 2008)	C191
New Station Estate Restructure Plan (July 2010, Amended December 2017)	C376pt1ggee
Part 1 / 250 Beach Road, Avalon, August 2022	C448ggee
Rail Gauge Standardisation Project, Integrated Approval Requirements (December 2002)	VC17
Regional Fast Rail Project, Integrated Approval Requirements (December 2002)	VC17
Rail Upgrades at Geelong Port Project (May 2010)	C211
Rippleside Comprehensive Development Plan (David Lock Associates and James D. Ramsey, February 2000)	C2
Rippleside Urban Design Guidelines (David Lock Associates and Andrew Olszewski, June 2000)	C2
Saleyards Comprehensive Development Plan (April 2023)	C434ggee
Small Lot Housing Code (December 2012)	C267
Specialist Training Facility Incorporated Document (June 2019)	C392ggee
Stage 5 GMHBA Stadium Development Kardinia Park Moorabool Street, Geelong South Incorporated Document (March 2021)	C423ggee
Thirteenth Beach Golf Resort, Barwon Heads Comprehensive Development Plan (Land Design Partnership, Anthony Cashmore & Associates and the Planning Group, May 2001 amended September 2006)	C54
Warrnambool Line Upgrade Incorporated Document (December 2019)	GC121
Waterfront Geelong Design and Development Code (Keys Young, July 1996)	NPS1
Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document (May 2020)	GC104
West Fyans-Fyans Street Precinct Structure Plan (June 2009)	C205

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# JETTY ROAD URBAN GROWTH AREA STAGE 2

DEVELOPMENT CONTRIBUTIONS PLAN

CITY OF GREATER GEELONG | NOVEMBER 2024



[www.urbanenterprise.com.au](http://www.urbanenterprise.com.au)

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**FILE**

Jetty Road Stage 2 DCP - Post Panel Version 041124

**VERSION**

2.1

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# 1. INTRODUCTION

## 1.1. BACKGROUND

This Jetty Road Stage 2 Development Contributions Plan (DCP) has been developed to formalise the funding of shared infrastructure to support the development of the Jetty Road Stage 2 precinct (the **Precinct**) in Curlewis.

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

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

## 1.2. THE DCP AREA

The Precinct forms part of the Jetty Road Urban Growth Area, within the City of Greater Geelong, and is primarily bounded by McDermott Road to the west, Portarlinton Road to the south and existing residential development (that is, the Jetty Road Stage 1 area) to the east.

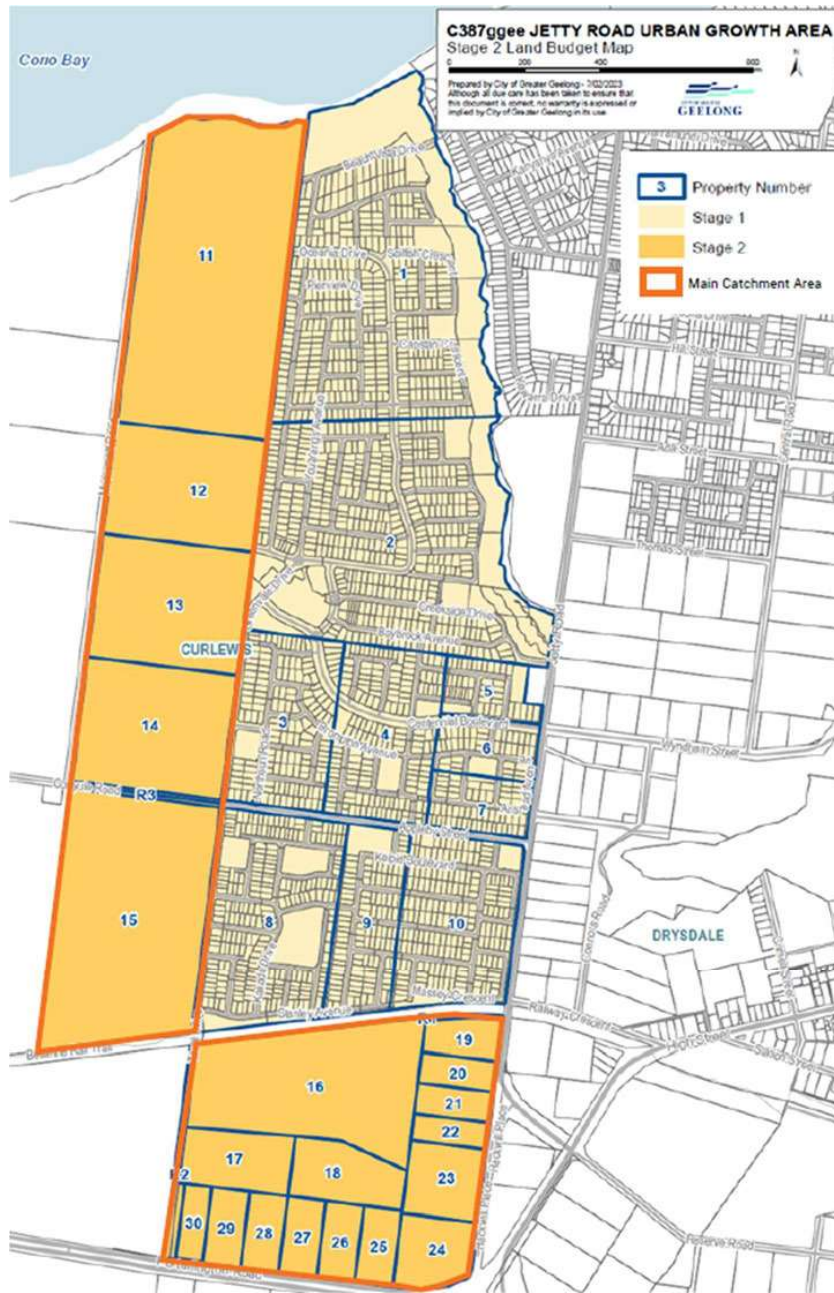
The Precinct is currently within the Farming Zone (FZ) and Rural Living Zone (RLZ) and is proposed to be rezoned to the General Residential Zone (GRZ). The Jetty Road Stage 1 area is located immediately to the east of the Precinct.

The Precinct includes 151.397 ha of land (including existing road reserves).

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

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

**F1. MAIN CATCHMENT AREA**



Source: City of Greater Geelong, 2023.

### 1.3. INFRASTRUCTURE DELIVERY

A number of reports have been prepared to identify the infrastructure items required to support development of the Precinct, including roads, intersections, drainage, shared paths and open space. These reports are itemised in Section 3.4.

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

The infrastructure included in the DCP has been identified as needed to support the development of the Precinct. This DCP will enable collection of levies to ensure that shared infrastructure identified in this DCP is funded to enable Council and developers to provide the infrastructure in a timely and equitable way.

The full range of infrastructure required for development will be provided through a number of mechanisms including:

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

### 1.4. DCP TIMEFRAME

For the purposes of the DCP a 20-year life has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme and will end on the 20<sup>th</sup> anniversary of the approval date of this DCP.

### 1.5. JETTY ROAD STAGE 1 DCP

As shown in Figure 1, the Jetty Road Urban Growth Area is being delivered in two stages. The Jetty Road Stage 1 area DCP was prepared for the first stage of the growth area to fund the delivery of infrastructure. The Jetty Road Stage 1 area DCP has several infrastructure items that are apportioned to development in both the Jetty Road Stage 1 area and the Precinct.

Refer to Section 5.3 of this DCP for further details on these shared infrastructure items and how the two DCPs interface.

## 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 (section 46L). In the case of the construction of a dwelling, the community levy must not exceed \$1,346 in 2023-24 financial year per dwelling;
- 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. MINISTERIAL DIRECTION

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

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

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

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

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

### 2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES

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

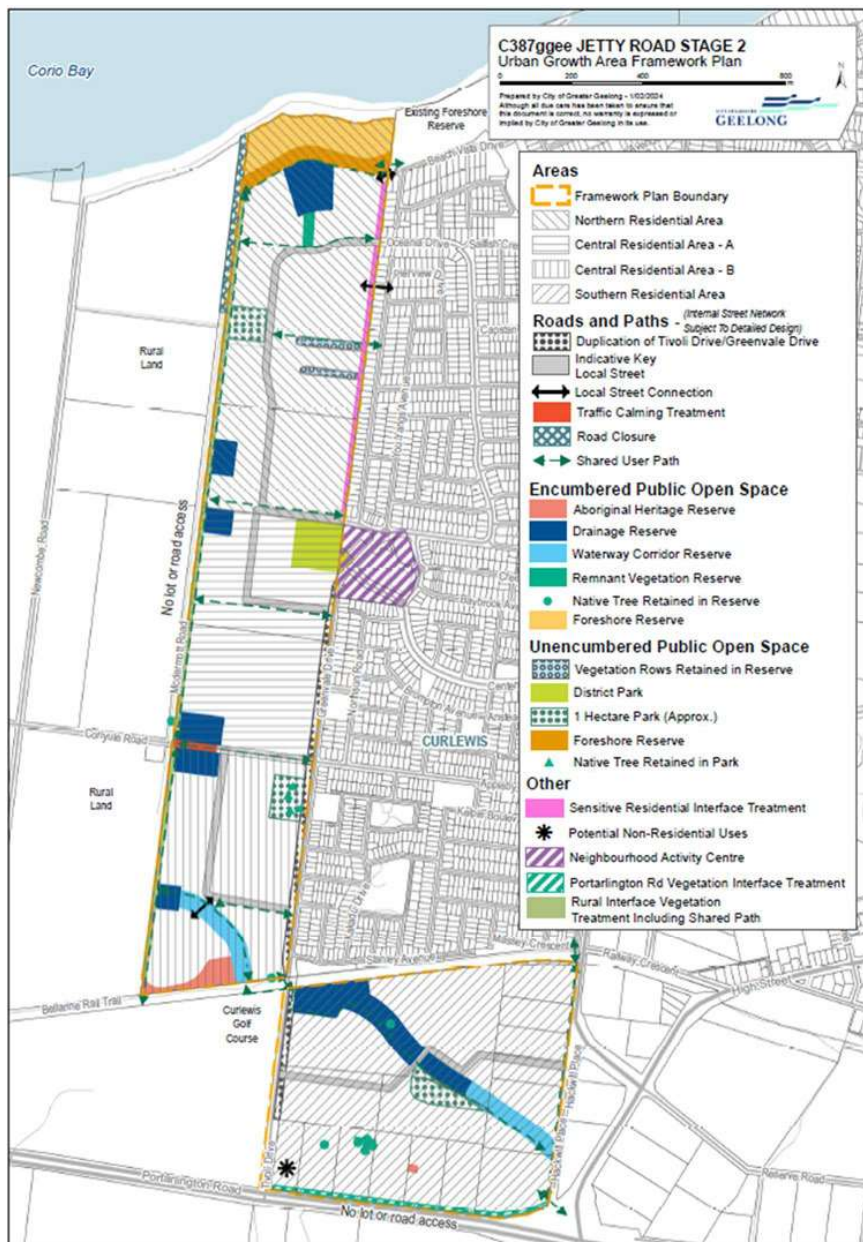
This DCP, including decisions regarding the types of infrastructure which will be funded by the DCP, has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act (1987)*, the Ministerial Direction and has had regard to the *Development Contributions Guidelines (2007)*.

### 3. PROPOSED DEVELOPMENT

#### 3.1. FRAMEWORK PLAN

The Precinct will be developed in accordance with a Framework Plan which applies to all land. The Jetty Road Stage 2 Urban Growth Area Framework Plan (the **Framework Plan**) is shown in Figure 2.

#### F2. JETTY ROAD (STAGE 2) FRAMEWORK PLAN



Source: City of Greater Geelong, 01/02/2024.

### 3.2. LAND BUDGET

Table 1 shows the budget of allocated land uses for the MCA based on the Framework Plan. A detailed land budget for each land parcel is provided in Appendix A.

#### T1. LAND BUDGET SUMMARY

Land Budget	Area (ha)	% of total	% of NDA
Total Area	150.345		
<b>Transport</b>			
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>
<b>Waterways and Drainage</b>			
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>
<b>Encumbered Open Space</b>			
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 (encumbered sections)	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>
<b>Unencumbered Open Space (Clause 53.01)</b>			
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 (unencumbered sections)	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>
<b>Net Developable Area (NDA)</b>	<b>120.207</b>	<b>79.95%</b>	

Source: City of Greater Geelong, based on the Framework Plan.

### 3.3. DEVELOPMENT YIELD

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.

### 3.4. SUPPORTING STUDIES

A number of supporting studies were prepared which identified the need, standard and costs for the infrastructure items that are included in this DCP.

Each item of infrastructure included in this DCP is needed in order to provide for the wellbeing, health and safety of the future residents of the Precinct.

The supporting studies that have informed the provision of infrastructure items to be funded by this DCP are:

Category	Technical Report	Detailed Designs and Costs
Transport	<ul style="list-style-type: none"> <li>Development Contributions Report, Future Residential Subdivisions Jetty Road Curlewis: Stage 2, November 2022, Traffix Group</li> <li>Tivoli and Greenvale Drive Delivery Strategy, 31 January 2023</li> </ul>	<ul style="list-style-type: none"> <li>Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)</li> <li>Cost: Jetty Road Stage 1 DCP (indexed to July 2023)</li> <li>Design: G21702-04-00, 5 October 2022, Traffix Group</li> <li>Design: G21702-06-00, 14 October 2022, Traffix Group</li> <li>Design: 13588-14 Rev 01, November 2022, CardnoTGM</li> </ul>
Open Space	<ul style="list-style-type: none"> <li>Geotechnical Investigation for Cliff Stability, Jetty Road Foreshore, Stantec, 14 April 2023</li> </ul>	<ul style="list-style-type: none"> <li>Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)</li> <li>Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)</li> <li>Cost: Jetty Road Stage 1 DCP (indexed to July 2023)</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>Final Report Jetty Road Rezoning – Stage 2 SWMS, Water Technology, Version 07, 15 February 2023</li> <li>Jetty Road South of Rail Trail SWMS, 6 September 2023, Water Technology</li> <li>Coriyule Road Drainage Item – Letter of Advice, 29 September 2023, Afflux</li> </ul>	<ul style="list-style-type: none"> <li>Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)</li> <li>Cost: Jetty Road - Stage 2 DCP - DLDR_04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway Estimate: 03/04/24 - Rev 08</li> <li>Cost: Jetty Road - Stage 2 DCP - DLDR_05 - Drainage Works - Property 23 - 20-24 Hackwill Place, Curlewis WIC 3022 Estimate: 03/04/24 - Rev 05</li> <li>Design: 2360E-CL, 19 September 2022, SMEC</li> <li>Design: 3260E-CL-001-005 (5 sheets), 22 June 2023, SMEC</li> </ul>
Community Facilities	<ul style="list-style-type: none"> <li>Proposed Timing of the Delivery of the Curlewis Early Years and Community Hub (Jetty Road Urban Growth Area), 25 January 2023, ASR Research</li> </ul>	<ul style="list-style-type: none"> <li>Cost: Ref 21373-cp1B, Childcare Centre &amp; Community Hub, 2 June 2022, Zinc Cost Management</li> <li>Cost: Jetty Road Stage 1 DCP</li> <li>Design: Jetty Road Enhanced Childrens Centre, 27 January 2020, Brand Architects</li> </ul>
Planning / Other	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Cost: 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM)</li> <li>Cost: Funding of DCP Items - Jetty Road Stage 2, APD Projects 16 September 2024</li> </ul>

## 4. INFRASTRUCTURE

### 4.1. OVERVIEW OF DCP INFRASTRUCTURE ITEMS

In total, 27 infrastructure projects are funded by this DCP including 26 projects funded by the Development Infrastructure Levy (DIL) and 1 by the Community Infrastructure Levy (CIL).

Figure 3 shows the location of all infrastructure items. Items are categorised as Transport (includes roads, intersections and pedestrian bridges), Open space, Drainage and Community Facilities.

The following sub-sections provide details on the items, including catchments and proposed timing of delivery.

### F3. DCP PROJECTS



Source: Urban Enterprise. Note: there is no item DLDR.02.

## 4.2. TRANSPORT

The location of each transport infrastructure project is shown in Table 2 and Figure 4.

### T2. TRANSPORT INFRASTRUCTURE LIST

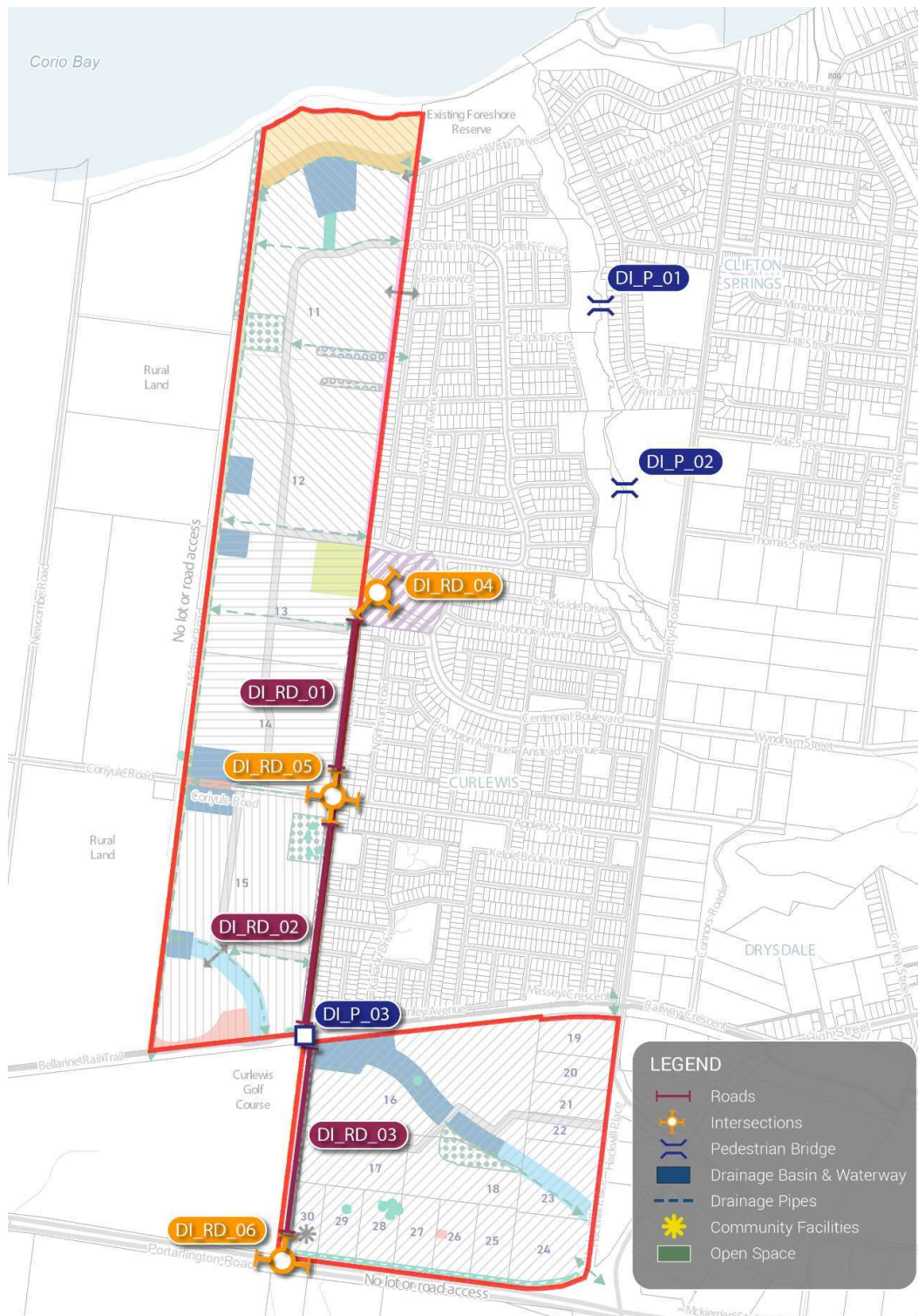
DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
<b>Roads and Intersections</b>				
DI_RD_01	Development	Greenvale Drive between Centennial Boulevard and Coriyule Road Construction Greenvale Drive - Between Centennial Boulevard and Coriyule Road.	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
DI_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
DI_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
DI_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
DI_RD_03	Development	Tivoli Drive between Portarlinton Road and northern extent of Bellarine Rail-Trail Construction of Tivoli Drive Construction - Upgrade of Tivoli Drive from Portarlinton Road to northern extent of the Bellarine Rail Trail. Includes turning lane extension at Portarlinton 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
DI_RD_03-L	Development	Tivoli Drive between Portarlinton Road and northern extent of Bellarine Rail-Trail Land for Tivoli Drive Construction - Tivoli Drive from Portarlinton Road to northern extent of the Bellarine Rail Trail. Includes turning lane extension at Portarlinton 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
DI_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 500 lots or dwellings within 32-70 McDermott Road or 72-100 McDermott Road.
DI_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 DI_RD_01-L and DI_RD_02-L).	The MCA	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land
DI_RD_06	Development	Geelong Portarlinton Road / Tivoli Road intersection Construction of signalised intersection - Geelong Portarlinton Road and Tivoli Road.	The MCA & Jetty Road Stage 1 Area.	Complete
<b>Paths</b>				
DI_P_01	Development	Pedestrian Bridge Pedestrian Bridge to Jetty Road reserve.	The MCA & Jetty Road Stage 1 Area.	Complete
DI_P_02	Development	Pedestrian Bridge Pedestrian Bridge to Clifton Springs Primary School.	The MCA & Jetty Road Stage 1 Area.	Complete
DI_P_03	Development	Pedestrian Lights Pedestrian lights at Bellarine Rail Trail.	The MCA & Jetty Road Stage 1 Area.	Complete

Source: Urban Enterprise

The land required for, and construction of Tivoli / Greenvale Drive is included in this DCP. While collector roads are not typically included in a DCP, the construction of the second carriageway along Tivoli / Greenvale Drive is needed prior to development commencing and traverses several land parcels.

Therefore, this item has been included in the DCP to ensure that it can be delivered in a timely and equitable manner.

**F4. TRANSPORT INFRASTRUCTURE LOCATION**



Source: Urban Enterprise

### 4.3. OPEN SPACE

Each Open Space infrastructure project is described in Table 3 and shown in Figure 5.

#### T3. OPEN SPACE INFRASTRUCTURE LIST

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Open Space				
DL_OS_01	Development	Foreshore Reserve – Improvements Protection and enhancement of the foreshore environs. Does not include landscaping of the reserve south of the escarpment.	The MCA and Jetty Road Stage 1 area	Stage 1 complete. Stage 2 works, as development progresses
DL_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
DL_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
DL_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
DL_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

Source: Urban Enterprise

#### PUBLIC OPEN SPACE CONTRIBUTIONS

The Greater Geelong Planning Scheme (at Clause 53.01 and in DPO Schedule 46) requires a public open space contribution to be made.

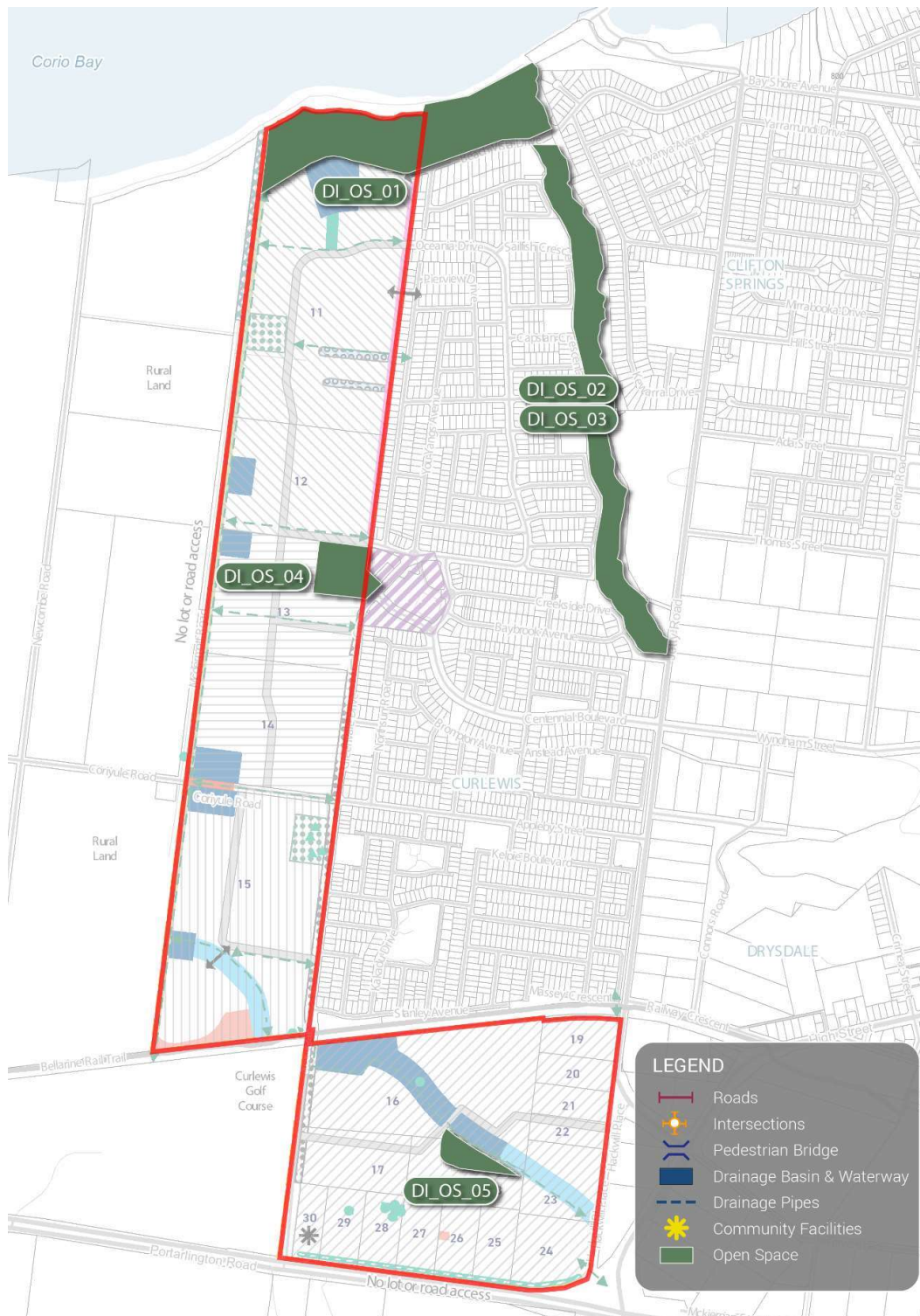
This DCP does not include any public open space land items – all land is to be provided through Clause 53.01 or under DPO Schedule 46. Improvements projects to open space are included in this DCP.

Unencumbered land to be used for open space equates to 5.77% of the Net Developable Area of the Precinct. Public open space must be provided in accordance with the Framework Plan and the areas set out in Table 12.

Where the proportion of land shown in the Framework Plan and Table 12 as to be provided for public open space exceeds 10% of the net developable land (unencumbered), that landowner will be compensated by Council for the provision in excess of 10% of the net developable land (unencumbered).

Where the proportion of a land parcel which is being provided as public open space is zero or less than 10% of the net developable land (unencumbered), the landowner must pay the open space contribution up to 10% of the net developable land (unencumbered).

**F5. OPEN SPACE INFRASTRUCTURE LOCATION**



Source: Urban Enterprise

#### 4.4. DRAINAGE

Based on hydrological analysis undertaken in the *Final Report Jetty Road Rezoning – Stage 2 SWMS, Water Technology, Version 07, 15 February 2023* and *Jetty Road South of Rail Trail SWMS, 6 September 2023*, a number of drainage infrastructure items are required to ensure appropriate stormwater management within the Precinct.

The following drainage basin and waterway works are to be provided directly by developers, without cost sharing, given the works only service individual properties:

- Property 11: North-central drainage basin, abutting the Foreshore Reserve;
- Property 12: Western drainage basin on McDermott Road;
- Property 13: Drainage basin at north-west corner of the property;
- Property 14: Drainage basin at south-west corner of the property;
- Property 15: Drainage basin at north-west corner of the property, drainage basin at central west of the property and any required waterway works.

Drainage projects which service and are needed to support the development of multiple properties are included in the DCP.

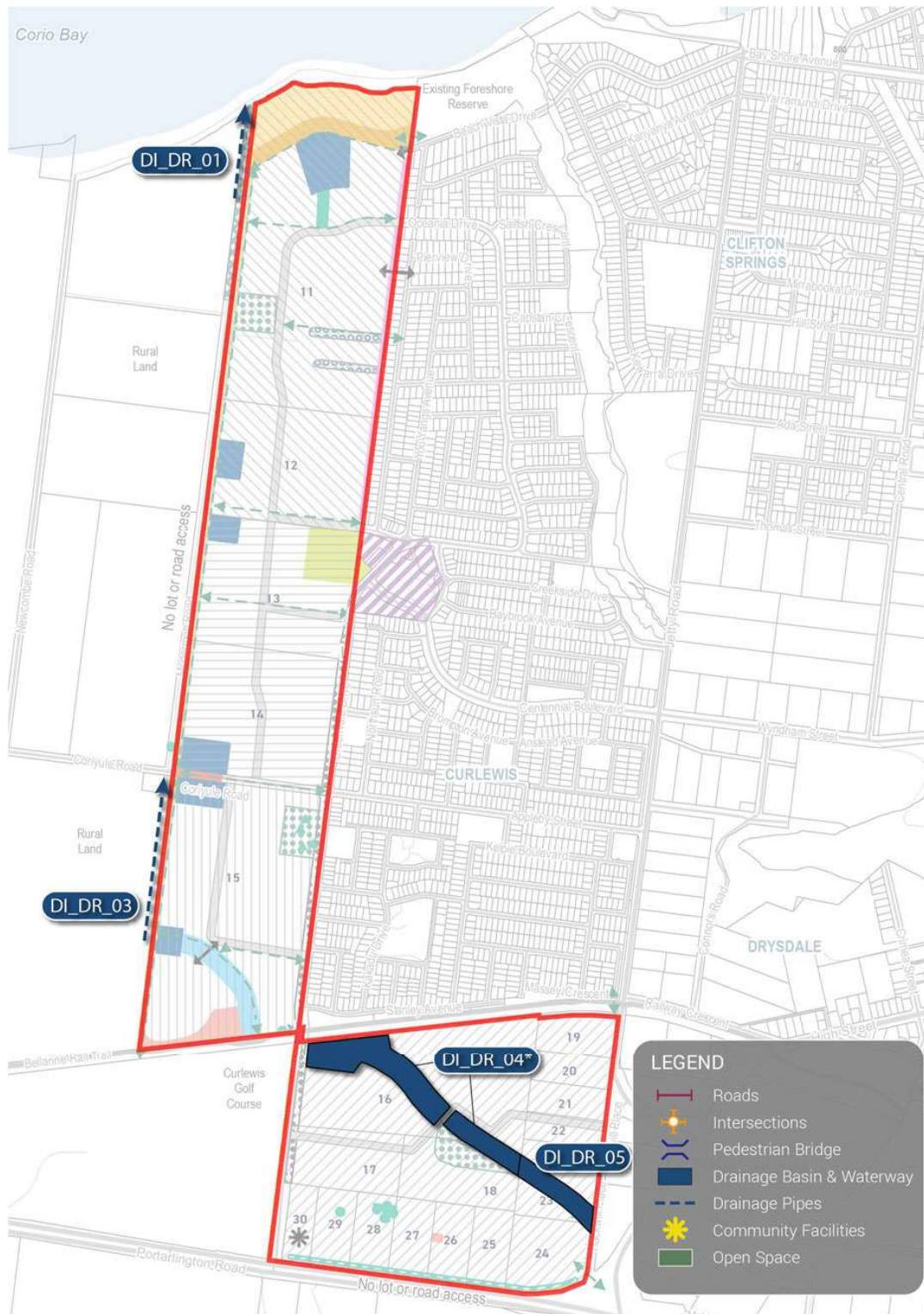
The DCP drainage infrastructure projects are set out in Table 4 and shown in Figure 6.

#### T4. DRAINAGE INFRASTRUCTURE LIST

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
<b>Drainage</b>				
DI_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.
DI_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
DI_DR_04	Development	Detention and WSUD Basin (Property 16 and 18) 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
DI_DR_04-L	Development	Detention and WSUD Basin (Property 16 and 18) Land for a drainage detention and WSUD basin (1.546 ha). This refers only to unencumbered drainage land.	Charge Area 3	As needed to service development in Charge Area 3
DI_DR_05	Development	Drainage Works (Property 23 and 24) Construction of drainage works including connection to the existing outfall drain (Jetty Rd), wetlands, rockwork, lining, landscaping and waterway works	Charge Area 3	As needed to service development in Charge Area 3

Source: Urban Enterprise. Note: there is no item DI\_DR\_02.

**F6. DRAINAGE INFRASTRUCTURE LOCATION**



Source: Urban Enterprise. Note: there is no item DI\_DR\_02.

#### 4.5. COMMUNITY FACILITIES

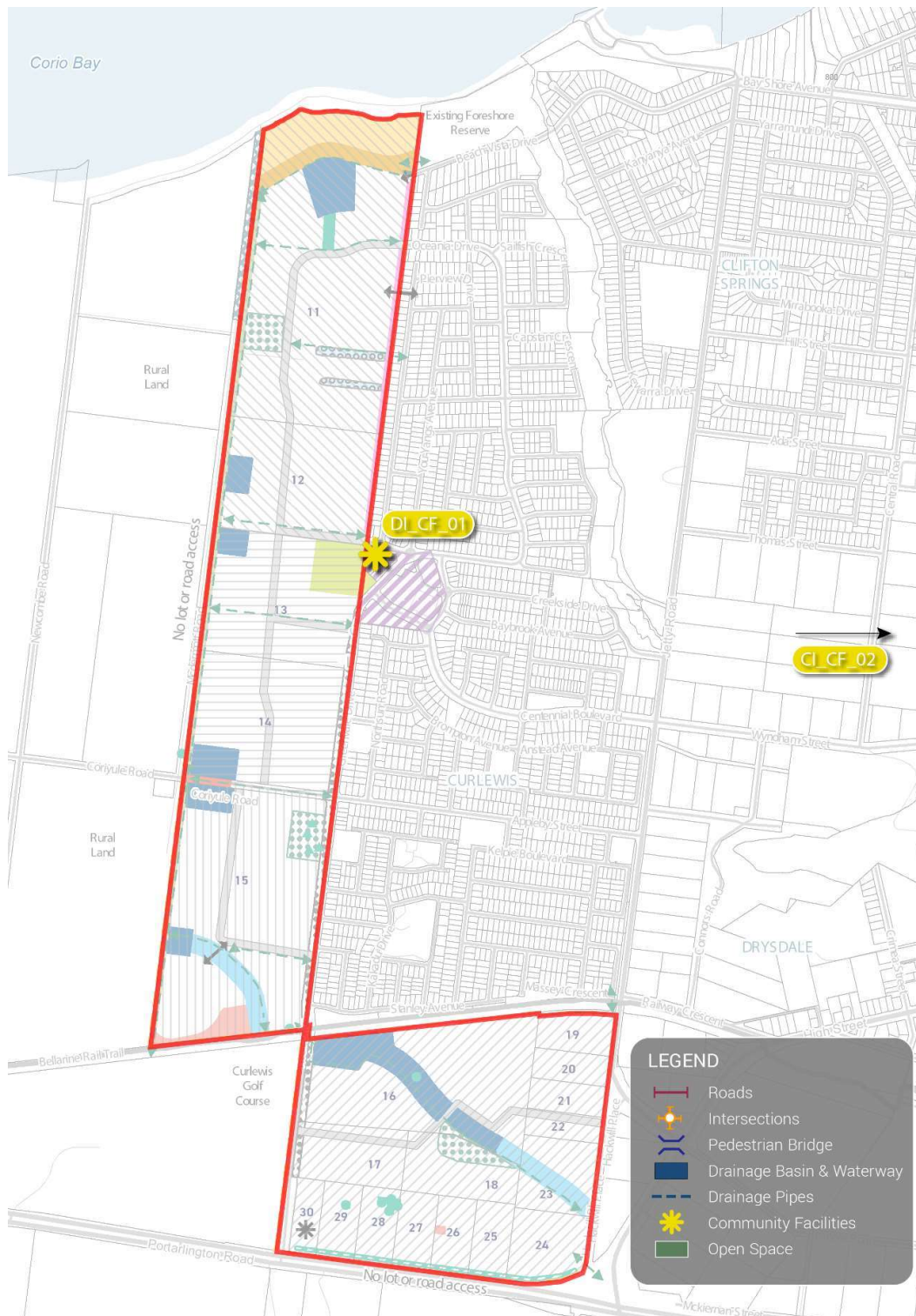
The community facility infrastructure projects are specified in Table 5 and shown in Figure 7

##### T5. COMMUNITY FACILITIES INFRASTRUCTURE LIST

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
<b>Community Facilities</b>				
DI_CF_01	Development	<b>Children and Community Hub</b> 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.
DI_CF_01-L	Development	<b>Children and Community Hub</b> Acquisition of land for Childrens and Community Hub facilities (0.4 ha)	The MCA and Jetty Road Stage 1 area	Complete
CI_CF_02	Community	<b>Drysdale Regional Community and Learning Hub</b> 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

Source: Urban Enterprise

**F7. COMMUNITY FACILITIES INFRASTRUCTURE LOCATION**



Source: Urban Enterprise

#### 4.6. PLANNING AND OTHER

The DCP also funds Plan Preparation Costs and Early Works Costs as shown in Table 6.

##### T6. PLANNING AND OTHER ITEM LIST

DCP ID	DCP Infrastructure Type	Infrastructure Item Name	Catchment Areas	Indicative Project Timing
Planning and Other				
DL_PL_01	Development	Planning Costs Costs associated with the preparation of this DCP.	The MCA	Complete
DL_EW_01	Development	Early Works Financing Cost (DL_DR_04) Finance costs associated with the partial early delivery of DL_DR_04 (Stage 1A)	Charge Area 3	As needed to service development in Charge Area 3

Source: Urban Enterprise.

#### 4.7. ITEMS NOT FUNDED BY THE DCP

The following items are not included in the DCP and must be provided by development as a matter of course:

- Internal streets and associated traffic management measures, except where specified as DCP projects;
- Intersections connecting the development to the existing and planned road network, except where specified as DCP projects;
- Water, sewerage, underground power, gas, and telecommunications services, except where specified as DCP projects;
- Stormwater drainage, drainage basins and water quality works, except where specified as DCP projects;
- Local pathways and connections to the regional and/or district pathway network, except where specified as DCP projects;
- Basic levelling, seeding, water tapping and landscaping of local parks, except where specified as DCP projects;
- Local park masterplans and any agreed associated works required by the ordinance package, except where specified as DCP projects;
- Land for passive open space (to be funded through Clause 53.01 – see section 4.3);
- Responsible authority's plan checking and supervision costs; and
- Bus stops.

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

## 5. CALCULATION OF LEVIES

### 5.1. INTRODUCTION

The method of levy calculations and resulting levies are described in this section.

### 5.2. PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 9. The costs are expressed in July 2023 values and will be indexed or adjusted annually in accordance with the method specified in this DCP.

#### VALUATION OF LAND

Valuations for land projects under this DCP were prepared by Westlink Consulting within the *Jetty Road Stage 2 DCP Valuations 2023*. Absent any guidance from the *Ministerial Direction on Preparation and Content of Development Contributions Plans*, land for an infrastructure project in this DCP was and will be valued in accordance with the method and assumptions outlined in the *Ministerial Direction on the preparation and content of Infrastructure Contributions Plans*.

### 5.3. STAGE 1 INFRASTRUCTURE ITEMS

There are 12 infrastructure items that were included for in the DCP for the Jetty Road Stage 1 area with cost apportioned to both the Jetty Road Stage 1 area and the Precinct. These items include:

- Two road projects (DI\_RD\_04, DI\_RD\_06);
- Three path projects (DI\_P\_01, DI\_P\_02, DI\_P\_03);
- Four open space projects (DI\_OS\_01, DI\_OS\_02, DI\_OS\_03, DI\_OS\_04);
- One drainage project (DI\_DR\_03); and
- Two community facility projects (DI\_CF\_01, CI\_CF\_02).

For items that are apportioned to both development contributions plans:

- The same cost apportionment principles have been adopted as the DCP for the Jetty Road Stage 1 area;
- The item scope has been refreshed and re-costed for this DCP if the item is yet to be delivered;
- The actual cost incurred (if available) has been adopted as the cost for this DCP if the item has been delivered; and
- Where no revised cost has been prepared, or no incurred costs are available, the cost estimate shown in the DCP for the Jetty Road Stage 1 area has been adopted in this DCP and indexed to July 2023 dollars.

## 5.4. NEXUS

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

All properties in the MCA will make a contribution towards DCP infrastructure items on an equitable basis if the infrastructure studies identified that the future residents of the property will make use of the item. The MCA has also been divided into 3 Charge Areas to enable a more focused approach to nexus in relation to drainage infrastructure projects and one open space project (DI\_OS\_05).

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

## 5.5. COST APPORTIONMENT METHOD

The cost of each infrastructure item has been apportioned based upon the likelihood that an item will be used by residents within and external to the MCA (including in the Jetty Road Stage 1 area).

For each infrastructure item in this DCP, the cost attributable to the MCA has been specified in Table 9. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the MCA for each infrastructure item.

A number of items include external apportionment based on usage demand generated from outside the Precinct as summarised below (see Appendix C for details on apportionment calculations):

- Items shared between the Precinct and the Jetty Road Stage 1 area have a 50.06% internal apportionment based on the original NDA share used to apportion costs and determine levies in the DCP for the Jetty Road Stage 1 area.
- DI\_OS\_02 and DI\_OS\_03 are shared between the Precinct and the Jetty Road Stage 1 area but also have external demand generated by the surrounding area of 85% for DI\_OS\_02 and 50% for DI\_OS\_03. The resulting apportionments to the Precinct are DI\_OS\_02 = 7.51% and DI\_OS\_03 = 25.03%
- DI\_DR\_03 has 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).
- CI\_CF\_02 has demand generated by the whole of the Jetty Road Urban Growth Area at 40%, with the remaining demand attributed to external development.

## 5.6. DEMAND UNITS

In this DCP, 1 hectare of NDA equates to one demand unit for the DIL and one dwelling equates to one demand unit for the CIL.

The total number of demand units is shown in Table 7.

### T7. DEMAND UNITS

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

Source: Urban Enterprise

### 5.7. CHARGE AREAS

All infrastructure included in this DCP serves the entire MCA, with the exception of drainage, which is to be developed in several independent sub-catchments, and DI\_OS\_05 which serves only the land south of the rail trail.

The Charge Areas for this DCP are shown in Figure 8 and are based on the drainage catchments shown in the Stormwater Management Plan supporting document.

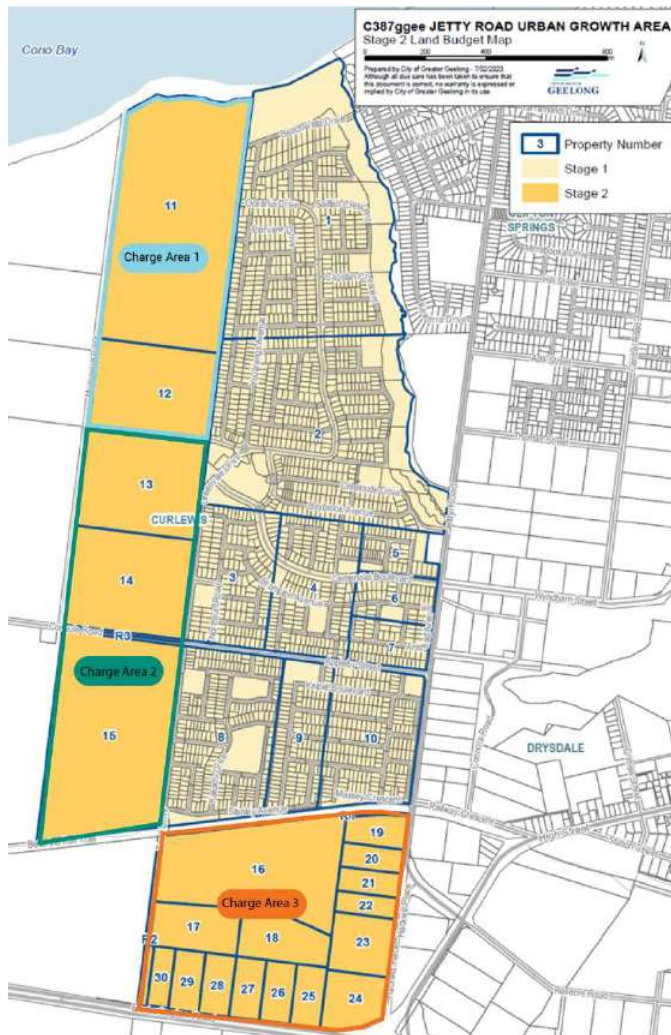
Table 8 shows the number of demand units for each Charge Area based on each hectare of NDA.

**T8. CHARGE AREA DEMAND UNITS (DIL)**

Charge Area	Properties	NDA
1	11, 12	34.438
2	13, 14, 15	41.521
3	16-30	44.248
<b>Total</b>		<b>120.207</b>

Source: Urban Enterprise..

### F8. CHARGE AREA MAP



Source: City of Greater Geelong annotated by Urban Enterprise, 2023.

## 5.8. CALCULATION OF LEVIES

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

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

Table 9 provides details of the DIL and CIL levy calculations for each relevant infrastructure item. The DIL levy amount applies to any development type in each Charge Area. The CIL applies to each dwelling demand unit as explained in section 6.4 Collection of Levies of this DCP.

**T9. INFRASTRUCTURE LEVY CALCULATION 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
<b>Roads</b>											
DL_RD_01	Development	Greenvale Drive between Centennial Boulevard and Coniyule Road (construction)		\$0	\$2,382,641	\$2,382,641	100.00%	\$2,382,641	All	120,207	\$19,821.15
DL_RD_01-L	Development	Greenvale Drive between Centennial Boulevard and Coniyule Road (land)	0.740	\$1,702,000	\$0	\$1,702,000	100.00%	\$1,702,000	All	120,207	\$14,168.91
DL_RD_02	Development	Tivoli Drive between Coniyule Road and Bellarine Rail-Trail (construction)		\$0	\$2,922,045	\$2,922,045	100.00%	\$2,922,045	All	120,207	\$24,308.45
DL_RD_02-L	Development	Tivoli Drive between Coniyule Road and Bellarine Rail-Trail (land)	0.93	\$1,906,500	\$0	\$1,906,500	100.00%	\$1,906,500	All	120,207	\$15,860.14
DL_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	120,207	\$23,926.45
DL_RD_03-L	Development	Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (land)	0.696	\$1,120,600	\$0	\$1,120,600	100.00%	\$1,120,600	All	120,207	\$9,322.25
DL_RD_04	Development	Greenvale Road / Centennial Boulevard intersection		\$0	\$866,953	\$866,953	50.06%	\$433,968	All	120,207	\$3,610.17
DL_RD_05	Development	Greenvale Drive, Tivoli Road and Coniyule Road roundabout		\$0	\$1,270,877	\$1,270,877	100.00%	\$1,270,877	All	120,207	\$10,572.40
DL_RD_06	Development	Geelong Portarlington Road / Tivoli Road intersection		\$0	\$2,249,832	\$2,249,832	50.06%	\$1,126,191	All	120,207	\$9,368.76
<b>Sub-total Roads</b>				<b>\$4,729,100</b>	<b>\$12,568,474</b>	<b>\$17,297,574</b>		<b>\$15,740,948</b>			
<b>Paths</b>											
DL_P_01	Development	Pedestrian Bridge to Jetty Road reserve.		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120,207	\$5,624.18
DL_P_02	Development	Pedestrian Bridge to Clifton Springs Primary School		\$0	\$1,350,600	\$1,350,600	50.06%	\$676,065	All	120,207	\$5,624.18
DL_P_03	Development	Pedestrian lights at Bellarine Rail Trail.		\$0	\$716,799	\$716,799	50.06%	\$358,806	All	120,207	\$2,984.90
<b>Sub-total Paths</b>				<b>\$0</b>	<b>\$3,418,000</b>	<b>\$3,418,000</b>		<b>\$1,710,937</b>			
<b>Open Space</b>											
DL_OS_01	Development	Foreshore Reserve - Improvements		\$0	\$4,296,551	\$4,296,551	50.06%	\$2,150,710	All	120,207	\$17,891.72
DL_OS_02	Development	Griggs Creek - Rehabilitation and Revegetation		\$0	\$1,300,802	\$1,300,802	7.51%	\$97,671	All	120,207	\$812.52
DL_OS_03	Development	Griggs Creek - Landscaping and Improvements		\$0	\$1,785,207	\$1,785,207	25.03%	\$446,808	All	120,207	\$3,716.98
DL_OS_04	Development	Sub-Regional Park - Improvements		\$0	\$1,946,551	\$1,946,551	50.06%	\$974,378	All	120,207	\$8,105.84
DL_OS_05	Development	Southern Precinct Local Park - Improvements		\$0	\$1,157,638	\$1,157,638	100.00%	\$1,157,638	CA3	44,248	\$26,162.50

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
<i>Sub-total Open Space</i>											
				\$0	\$10,486,749	\$10,486,749		\$4,827,205			
<i>Drainage</i>											
D_LDR_01	Development	Drainage Works - Pipeline (Property 11)		\$0	\$386,447	\$386,447	100.00%	\$386,447	CA 1	34,438	\$11,221.52
D_LDR_03	Development	Drainage Works - Pipeline (Property 15)		\$0	\$323,364	\$323,364	62.67%	\$202,642	CA 2 & 3	85,769	\$2,362.64
D_LDR_04	Development	Detention and WSUD Basin (Property 16 and 18) (construction)		\$0	\$15,621,027	\$15,621,027	100.00%	\$15,621,027	CA 3	44,248	\$353,033.52
D_LDR_04-L	Development	Detention and WSUD Basin (Property 16 and 18) (land)	1.546	\$3,710,400	\$0	\$3,710,400	100.00%	\$3,710,400	CA 3	44,248	\$83,864.64
D_LDR_05	Development	Drainage Works (Property 23 and 24)		\$0	\$1,339,056	\$1,339,056	100.00%	\$1,339,056	CA 3	44,248	\$30,262.52
<i>Sub-total Drainage</i>											
				\$3,710,400	\$17,669,895	\$21,380,295		\$21,259,572			
<i>Community Facilities</i>											
D_LCF_01	Development	Children's and Community Hub (construction)		\$0	\$9,990,759	\$9,990,759	50.06%	\$5,001,040	All	120,207	\$41,603.57
D_LCF_01-L	Development	Children's and Community Hub (land)	0.400	\$191,755	\$0	\$191,755	50.06%	\$95,986	All	120,207	\$798.51
CLCF_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
<i>Sub-total Community Facilities</i>											
				\$191,755	\$21,201,497	\$21,393,253		\$9,581,322			
<i>Planning and Other</i>											
D_PL_01	Development	Planning Costs		\$0	\$1,230,063	\$1,230,063	100%	\$1,230,063	All	120,207	\$10,232.87
D_LEW_01	Development	Early Works Financing Costs for D_LDR_04			\$651,964	\$651,964	100%	\$651,964	CA 3	44,248	\$14,734.32
<i>Sub-total Planning</i>											
				\$0	\$1,882,027	\$1,882,027		\$1,882,027			
Total - DIL				\$8,631,265	\$56,015,904	\$64,647,160		\$50,517,715			
Total - CIL				\$0	\$11,210,739	\$11,210,739		\$4,484,295			
Total				\$8,631,265	\$67,226,643	\$75,857,898		\$55,002,010			

Source: Urban Enterprise

\*Apportionment and levy calculations for CLCF\_02 are prepared consistent with the methodology applied in the DCP for Jetty Road Stage 1, which applied a 40% cost apportionment for the Regional Community and Learning Hub to the entire Jetty Road Urban Growth Area (stage 1 and 2). The demand units reflect the dwelling yield of Jetty Road Stage 1 (1,717) and Stage 2 (2,000) as advised by Council.

### 5.9. LEVY RATES PER DEMAND UNIT

A summary of the DIL and CIL payable for each Charge Area per demand unit by infrastructure type is outlined in Table 10. These contributions are in July 2023 dollars.

**T10. DEVELOPMENT AND COMMUNITY INFRASTRUCTURE LEVY BY DEMAND UNIT**

DCP ID	Charge Area 1	Charge Area 2	Charge Area 3
<b>Roads</b>			
DI_RD_01	\$19,821.15	\$19,821.15	\$19,821.15
DI_RD_01-L	\$14,158.91	\$14,158.91	\$14,158.91
DI_RD_02	\$24,308.45	\$24,308.45	\$24,308.45
DI_RD_02-L	\$15,860.14	\$15,860.14	\$15,860.14
DI_RD_03	\$23,926.45	\$23,926.45	\$23,926.45
DI_RD_03-L	\$9,322.25	\$9,322.25	\$9,322.25
DI_RD_04	\$3,610.17	\$3,610.17	\$3,610.17
DI_RD_05	\$10,572.40	\$10,572.40	\$10,572.40
DI_RD_06	\$9,368.76	\$9,368.76	\$9,368.76
<i>Sub-total Roads</i>	<i>\$130,948.68</i>	<i>\$130,948.68</i>	<i>\$130,948.68</i>
<b>Paths</b>			
DI_P_01	\$5,624.18	\$5,624.18	\$5,624.18
DI_P_02	\$5,624.18	\$5,624.18	\$5,624.18
DI_P_03	\$2,984.90	\$2,984.90	\$2,984.90
<i>Sub-total Paths</i>	<i>\$14,233.25</i>	<i>\$14,233.25</i>	<i>\$14,233.25</i>
<b>Open Space</b>			
DI_OS_01	\$17,891.72	\$17,891.72	\$17,891.72
DI_OS_02	\$812.52	\$812.52	\$812.52
DI_OS_03	\$3,716.98	\$3,716.98	\$3,716.98
DI_OS_04	\$8,105.84	\$8,105.84	\$8,105.84
DI_OS_05	\$0.00	\$0.00	\$26,162.50*
<i>Sub-total Open Space</i>	<i>\$30,527.06</i>	<i>\$30,527.06</i>	<i>\$56,689.57</i>
<b>Drainage</b>			
DI_DR_01	\$11,221.52	\$0.00	\$0.00
DI_DR_03	\$0.00	\$2,362.64	\$2,362.64
DI_DR_04	\$0.00	\$0.00	\$353,033.52*
DI_DR_04-L	\$0.00	\$0.00	\$83,854.64*
DI_DR_05	\$0.00	\$0.00	\$30,262.52*
<i>Sub-total Drainage</i>	<i>\$11,221.52</i>	<i>\$2,362.64</i>	<i>\$469,513.33</i>
<b>Community Facilities (DIL)</b>			
DI_Cf_01	\$41,603.57	\$41,603.57	\$41,603.57
DI_Cf_01-L	\$798.51	\$798.51	\$798.51
<i>Sub-total Community Facilities</i>	<i>\$42,402.08</i>	<i>\$42,402.08</i>	<i>\$42,402.08</i>
<b>Planning and Other</b>			
DI_PL_01	\$10,232.87	\$10,232.87	\$10,232.87
DI_EW_01	\$0.00	\$0.00	\$14,734.32
<i>Sub-total Planning and Other</i>	<i>\$10,232.87</i>	<i>\$10,232.87</i>	<i>\$24,967.19</i>
<b>Total - DIL</b>	<b>\$239,565.47</b>	<b>\$230,706.59</b>	<b>\$738,754.09</b>
<b>Total - CIL (CLCF_02)</b>	<b>\$1,206.43</b>	<b>\$1,206.43</b>	<b>\$1,206.43</b>

Source: Urban Enterprise.

\*Note: Any comparison of levies between Charge Areas should take into account that Charge Area 3 levies include 'local' drainage and open space improvement costs, whereas the other charge area levies mostly do not.

## 6. ADMINISTRATION AND IMPLEMENTATION

### 6.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in July 2023 dollars. These will be indexed or adjusted annually according to the following method:

The levy for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost of those infrastructure items must be adjusted and the DIL amount recalculated according to the following method:
  - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or a similar index determined by the Collecting Agency if the Building Price Index (Melbourne) is not available.
  - The revised infrastructure costs and the adjustment of the contributions must be calculated and applied from 1 July in each year.
- In relation to the cost of land projects included in this DCP, the land value for each infrastructure project must be adjusted by reference to a revised land valuation for each land project based on the same valuation principles.
- The revised land value for each infrastructure project and the adjustment of the contributions must be calculated and applied from 1 July in each year.
- Within 14 days of the indexation and adjustments being made, the Collecting Agency must publish a notice of the amended contributions on the Council's website.

The CIL statutory cap (currently \$1,346 per dwelling for the 2023/24 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the relevant Government department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be payable from the date any revised CIL cap is published by the relevant Government Department.

### 6.2. COLLECTING AGENCY

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

### 6.3. 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).

## 6.4. COLLECTION OF LEVIES

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

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

In the case that a retirement / residential village, retirement living development or the like is proposed, DIL will be payable on the same basis as a typical residential development.

### DEVELOPMENT REQUIRING A PERMIT

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

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

### DEVELOPMENT NOT REQUIRING A PERMIT

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

- Pay the DIL to the Collecting Agency within 21 days prior to the commencement of any development or works or the issue of a Statement of Compliance, whichever occurs first; or
- Enter into an agreement with the Collecting Agency to pay the DIL to the Collecting Agency within the time specified in the agreement.

### SUBDIVISIONS

For a subdivision of land to which this DCP applies, any planning permit must include a condition requiring:

- payment of the DIL to the Collecting Agency within a time being no earlier than 21 days prior to the issue of a Statement of Compliance for that subdivision; or
- Entry into an agreement with the Collecting Agency to pay the DIL to the Collecting Agency within the time for payment specified in the agreement.
- If a subdivision is staged, the DIL will be payable in respect of the NDA within the relevant stage, excluding any residual or superlot.
- In respect of any residual or superlot, the DIL must be paid not more than 21 days prior to the issue of a Statement of Compliance in respect of the residual or superlot.

### COMMUNITY INFRASTRUCTURE LEVY

The CIL must be paid to the Collecting Agency prior to the issue of a Building Approval for any dwelling in accordance with section 46(0) of the *Planning & Environment Act* (1987). Developers / landowners are encouraged to pay the CIL before the issue of a Statement of Compliance to simplify collection of development contributions, reduce the administrative burden on Council and facilitate the early provision of community infrastructure. The CIL is payable on a per dwelling basis and for the purposes of the CIL a dwelling also includes each *occupancy* or *independent living unit* within a retirement / residential village, retirement living developments or the like. (e.g. a Retirement village with 20 independent living units must pay 20 CIL amounts).

## 6.5. ADMINISTRATIVE PROCEDURES

The Collecting Agency will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;

A formal review of this DCP should be undertaken every five years during the lifespan of this DCP.

## 6.6. PROVISION OF LAND AND WORKS IN-KIND

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

The Collecting Agency may require the entry into an agreement under Section 173 of the *Planning and Environment Act 1987* with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure items (including land) are candidates to be provided in-kind subject to the consent of the Collecting Agency.

In determining whether to agree to the provision of works in lieu of cash, the Collecting Agency may have regard to any matter it considers relevant including the following:

- Only infrastructure projects identified in this DCP can be provided in kind.
- Works must be provided to a standard that generally accords with the DCP unless agreed with the Development Agency.
- Detailed design of any works must be approved by the Development Agency and generally accord with the standards outlined in this DCP unless agreed with the Development Agency.
- The construction of works must be completed to the satisfaction of the Development Agency.
- The Collecting Agency must be satisfied that impact on this DCP is cost and revenue neutral.

Where the Collecting Agency agrees that works are to be provided in kind:

- The credit for the works provided must not exceed the value identified in this DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, may be offset against the development contributions liable to be paid by the developer;
- The developer will not ordinarily be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted. This matter will be addressed in each works in kind agreement;
- Where credit for works-in-kind cannot be offset against future levy payments, the developer must be reimbursed by the Collecting Agency for any excess credit at such time that cash to the equal value of the excess credit has been received by the Collecting Agency from other development in the MCA;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral; and
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the method outlined in Section 6.1.

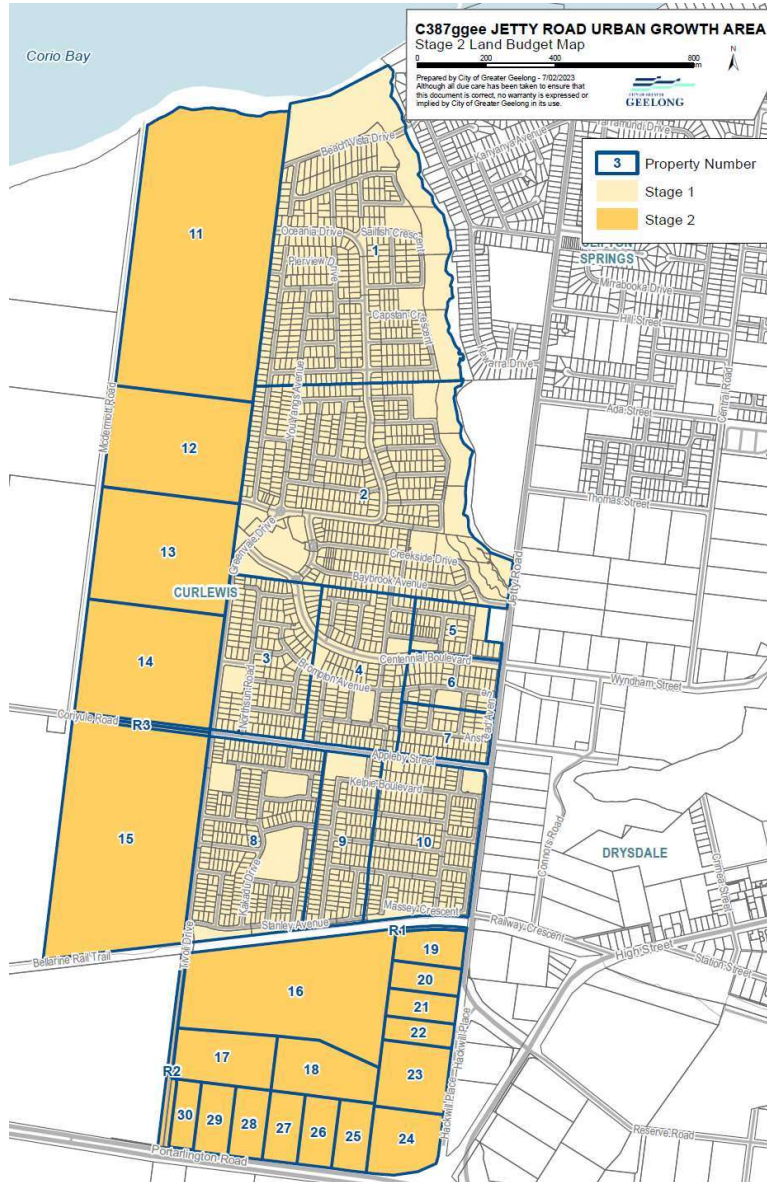
Credits for item DI\_EW\_01 may only be issued if and to the extent that the proponent demonstrates to the satisfaction of council that the finance costs have been incurred by the proponent.

As with works-in-kind, the provision of land in kind must be agreed between the developer and the Collecting Agency in an agreement under Section 173 of the *Planning and Environment Act* (1987). The value of the off-set for providing land must not exceed the land value provided for in this DCP, as adjusted annually.

## APPENDICES

**APPENDIX A DETAILED LAND BUDGET**

**T11. PROPERTY NUMBER MAP**



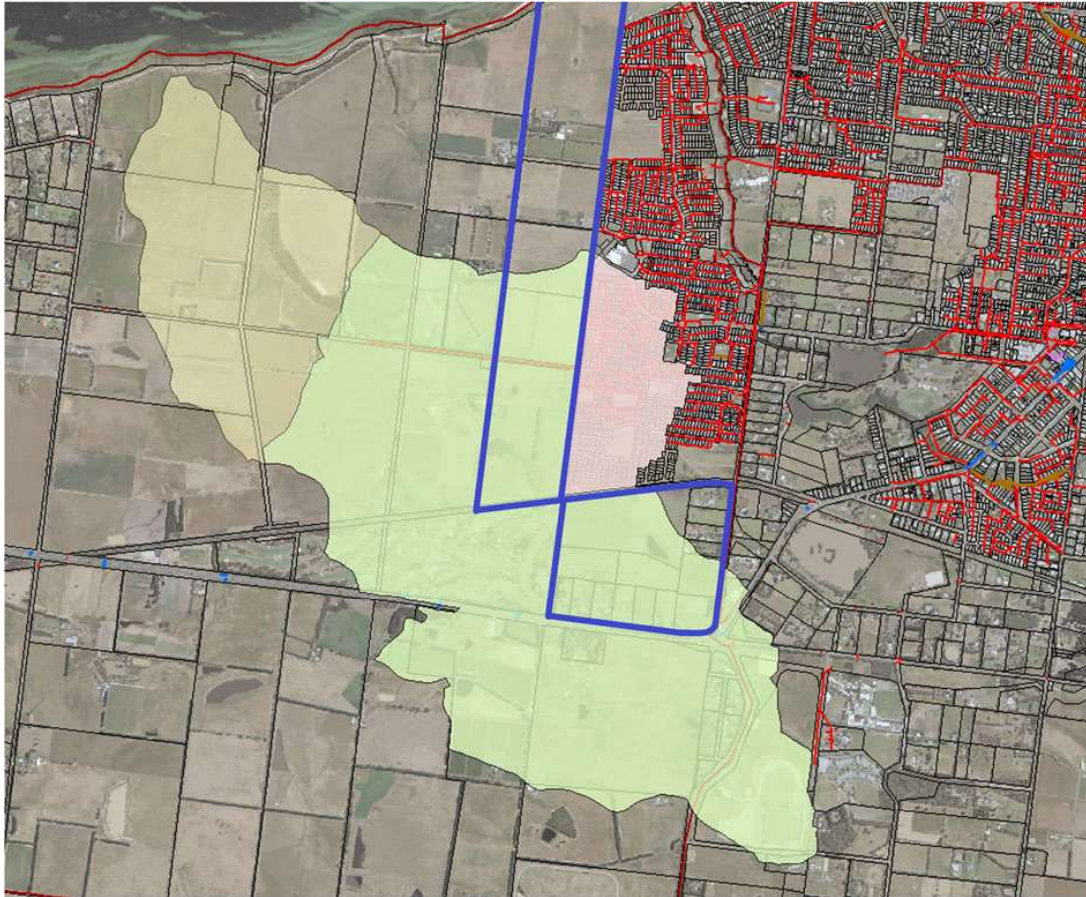
Source: City of Greater Geelong.

T1.2. PROPERTY SPECIFIC LAND BUDGET

Property Number	Charge Area	Address	Total Area	Transport			Waterways and Drainage			Encumbered Open Space						Unencumbered Open Space (Clause 63.01)						Net Available 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 (10%)	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 Macdonald Road, CURLEWIS VIC	<b>32.963</b>	0	0	0	0	1.705	0	1.705	0.737	0	0.29	0	4.531	4.827	0.709	0	0	1.052	1.302	3.063	<b>23.894</b>
Property 12	Charge Area 1	72-100 Macdonald Road, CURLEWIS VIC 3222	<b>11.781</b>	0	0	0	0	0.737	0	0.737	0.613	0	0	0	0	0	0	0	0	0	0	0	<b>11.044</b>
Property 13	Charge Area 2	32-70 Macdonald Road, CURLEWIS VIC 3222	<b>12.987</b>	0	0.211	0.211	0	0.613	0	0.613	0.613	0	0	0	0	0	0	0	0	0	0	1.812	<b>10.361</b>
Property 14	Charge Area 2	32-70 Macdonald Road, CURLEWIS VIC 3222	<b>13.048</b>	0	0.529	0.529	0	1.117	0	1.117	1.117	0	0	0	0	0	0	0	0	0	0	0	<b>11.402</b>
Property 15	Charge Area 2	91-125 Conyale Road, CURLEWIS VIC 3222	<b>26.882</b>	0	0.93	0.93	1.641	1.457	3.098	1.031	3.098	1.031	0	0	0	0	0	0	0	1.055	0	1.055	<b>19.768</b>
Property 16	Charge Area 3	1421-1423 Poraifflington Road, CURLEWIS VIC 3222	<b>17.026</b>	0	0.357	0.357	2.59	1.544	4.134	0	4.134	0	0	0	0	0	0	0	0	0.144	0	0.144	<b>12.391</b>
Property 17	Charge Area 3	1421-1423 Poraifflington Road, CURLEWIS VIC 3222	<b>4.393</b>	0	0.239	0.239	0	0	0	0.239	0.239	0	0	0	0	0	0	0	0	0	0	0	<b>4.154</b>
Property 18	Charge Area 3	1421-1423 Poraifflington Road, CURLEWIS VIC 3222	<b>4.386</b>	0	0	0	0.055	0.002	0.057	0	0.057	0	0	0	0	0	0	0	0.856	0	0.856	0	<b>3.423</b>
Property 19	Charge Area 3	2/16200 Jetty Road, CURLEWIS VIC 3222	<b>2.011</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2.011</b>
Property 20	Charge Area 3	292-300 Jetty Road, CURLEWIS VIC 3222	<b>1.623</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1.623</b>
Property 21	Charge Area 3	248 Hackwell Place, CURLEWIS VIC 3222	<b>1.622</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1.622</b>
Property 22	Charge Area 3	12-18 Hackwell Place, CURLEWIS VIC 3222	<b>1.409</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1.409</b>
Property 23	Charge Area 3	20-40 Hackwell Place, CURLEWIS VIC 3222	<b>3.892</b>	0	0	0	1.132	0	1.132	0	1.132	0	0	0	0	0	0	0	0	0	0	0	<b>2.76</b>
Property 24	Charge Area 3	1481-1489 Poraifflington Road, CURLEWIS VIC 3222	<b>3.609</b>	0	0	0	0.028	0	0.028	0	0.028	0	0	0	0	0	0	0	0	0	0	0	<b>3.581</b>
Property 25	Charge Area 3	1471-1479 Poraifflington Road, CURLEWIS VIC 3222	<b>2.026</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2.026</b>
Property 26	Charge Area 3	1421-1423 Poraifflington Road, CURLEWIS VIC 3222	<b>2.026</b>	0	0	0	0	0	0	0	0.065	0	0	0	0	0.065	0	0	0	0	0	0	<b>1.961</b>
Property 27	Charge Area 3	1451-1459 Poraifflington Road, CURLEWIS VIC 3222	<b>2.024</b>	0	0	0	0	0	0	0	0	0	0	0	0	0.006	0	0.006	0	0	0	0	<b>2.018</b>
Property 28	Charge Area 3	1441-1449 Poraifflington Road, CURLEWIS VIC 3222	<b>2.023</b>	0	0	0	0	0	0	0	0	0	0	0	0	0.16	0	0.16	0	0	0	0	<b>1.863</b>
Property 29	Charge Area 3	1431-1439 Poraifflington Road, CURLEWIS VIC 3222	<b>2.024</b>	0	0	0	0	0	0	0	0	0	0	0	0.031	0	0.031	0	0	0	0	0	<b>1.999</b>
Property 30	Charge Area 3	1429-1429 Poraifflington Road, CURLEWIS VIC 3222	<b>1.413</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1.413</b>
Property R1	N/A	Unnamed Road Reserve	<b>0.206</b>	0.206	0	0.206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Property R2	N/A	Tivoli Drive Road Reserve	<b>1.205</b>	1.205	0	1.205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Property R3	N/A	Conyale Road Reserve	<b>0.796</b>	0.796	0	0.796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Total</b>			<b>160.345</b>	<b>2.207</b>	<b>2.266</b>	<b>4.473</b>	<b>5.446</b>	<b>7.175</b>	<b>72.627</b>	<b>1.096</b>	<b>0.29</b>	<b>0.197</b>	<b>4.831</b>	<b>6.714</b>	<b>1.812</b>	<b>3.107</b>	<b>1.302</b>	<b>6.89</b>	<b>120.207</b>				

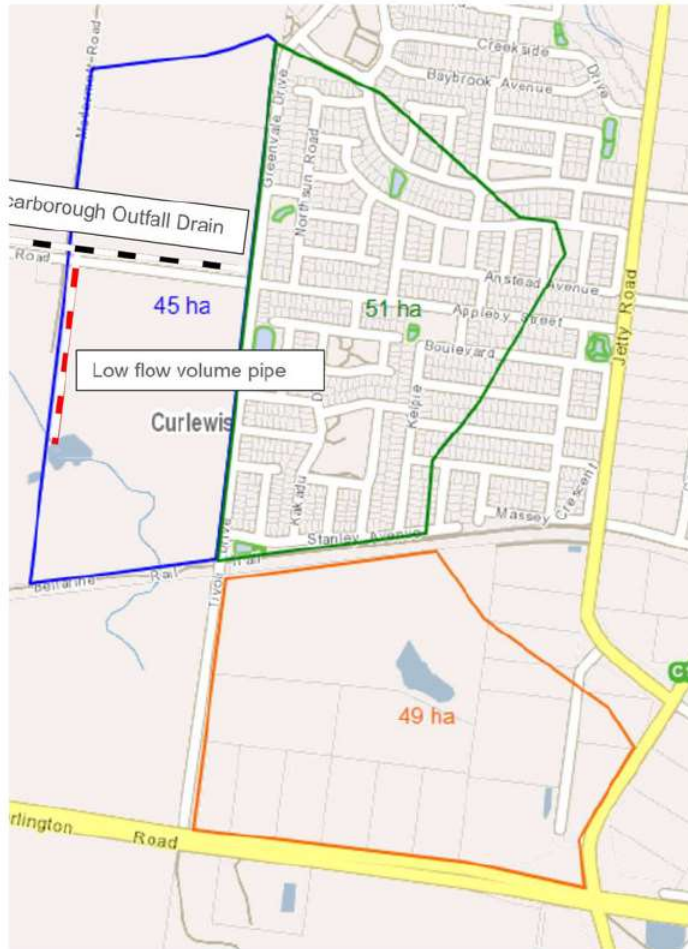
## APPENDIX B CORIYULE ROAD DRAINAGE CATCHMENTS

### F9. CORIYULE ROAD DRAINAGE CATCHMENTS



Source: Coriyule Road Drainage Item – Draft Letter of Advice, July 2023, Afflux

**F10. CORIYULE ROAD INTERNAL CATCHMENT AREAS**



Source: City of Greater Geelong, 2023

Based on estimates of gross land area within the internal drainage catchments being served by the Coriyule Drainage item, along with a benefiting Council road reserve (5 hectares), Table 13 shows the proportions of land area contributing to the item. Cost apportionment for the relevant item (DI\_DR\_03) is determined on this basis, with 62.67% of the items attributed to Jetty Road Stage 2.

**T13. APPORTIONMENT CALCULATIONS BASED ON GROSS LAND AREA WITHIN CATCHMENT**

	Gross Land Area (ha)	Proportions (%)
Jetty Road Stage 2 (Orange and Blue)	94	62.67%
Jetty Road Stage 1 (Green)	51	34.00%
Council Road Systems*	5	3.33%
<b>Total</b>	<b>150</b>	

Source: City of Greater Geelong, 2023

\*Coriyule Road Drainage Item – Draft Letter of Advice, July 2023, Afflux (p.17)

## APPENDIX C COST APPORTIONMENT CALCULATIONS

Table 14 provides an explanation and calculations that underpin any external apportionment that has been referred to in Section 5.5 and adopted within this DCP.

### T14. COST APPORTIONMENT CALCULATIONS AND EXPLANATION

No.	Category	Internal Apportionment	Explanation
1	Items shared between Jetty Road Stage 1 and Stage 2	50.06%	Apportionment based on original NDA estimates used in the Jetty Road DCP to share costs between Stage 1 and 2.  Stage 1 = 130.28 ha (49.94%) Stage 2 = 130.58 ha (50.06%) Total = 260.86 ha
2	Items shared between Jetty Road Stage 1 and Stage 2, plus external demand	DI_OS_02 = 7.51% DI_OS_03 = 25.03%	<u>DI_OS_02</u> External demand = 85% Stage 2 = 50.06% (see No. 1) Result = 7.51%  <u>DI_OS_03</u> External demand = 50% Stage 2 = 50.06% (see No. 1) Result = 25.03%
3	Coriyule Road drainage items with specific drainage catchment (DI_DR_03)	62.67%	See Appendix B, Table 13  Stage 2 Catchments Gross Area = 94 ha Total Catchments Gross Area = 150 ha Stage 2 Proportion = 62.67%
4	Community Facility (CIL) with external demand from outside the Jetty Road Growth Area.	40%	Consistent with the method adopted in the Jetty Road Stage 1 DCP.  60% of demand is generated from areas external to the Jetty Road Growth Area (Stage 1 and 2).  Levies are calculated using the combined dwelling yield of the Jetty Road Growth Area (Stage 1 and 2)

**APPENDIX D DCP INFRASTRUCTURE PROJECT SHEETS**

<b>DI_RD_01</b>	<b>Greenvale Drive between Centennial Boulevard and Coriyle Road (construction)</b>				
<b>Description</b>	Construction Greenvale Drive - Between Centennial Boulevard and Coriyle 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				
<b>Land Cost</b>	\$0.00				
<b>Construction Cost</b>	\$2,382,640.74				
<b>Total Project Cost</b>	\$2,382,640.74				
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land				
<b>External Usage Discount</b>	0%				
<b>Project Cost to MCA</b>	\$2,382,640.74				
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.				
<b>Demand Units</b>	120.207				
<b>Levy Amount</b>	\$19,821.15				
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).				

*The Project Cost is expressed in July 2023 dollars.*

Ref#

1

Version 2.1

NOVEMBER 2024



<b>DI_RD_01-L</b>	<b>Greenvale Drive between Centennial Boulevard and Coriyle Road (land)</b>	
<b>Description</b>	Land for Greenvale Drive - Between Centennial Boulevard and Coriyule Road (0.740 ha).	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$1,702,000.00	
<b>Construction Cost</b>	\$0.00	
<b>Total Project Cost</b>	\$1,702,000.00	
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,702,000.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$14,158.91	
<b>Costing Justification</b>	Jetty Road Stage 2 DCP Valuations 2023, Westlink Consulting	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
2

Version 2.1  
NOVEMBER 2024



<b>DI_RD_02</b>	<b>Tivoli Drive between Coriyule Road and Bellarine Rail-Trail (construction)</b>	
<b>Description</b>	Construction of Tivoli Drive Construction - Between Coriyule Road and Bellarine Rail Trail.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$2,922,045.45	
<b>Total Project Cost</b>	\$2,922,045.45	
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$2,922,045.45	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$24,308.45	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
3

Version 2.1  
NOVEMBER 2024



<b>DI_RD_02-L</b>	<b>Tivoli Drive between Coriyule Road and Bellarine Rail-Trail (land)</b>	
<b>Description</b>	Land for Tivoli Drive Construction - Between Coriyule Road and Bellarine Rail Trail (0.93 ha).	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$1,906,500.00	
<b>Construction Cost</b>	\$0.00	
<b>Total Project Cost</b>	\$1,906,500.00	
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,906,500.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$15,860.14	
<b>Costing Justification</b>	Jetty Road Stage 2 DCP Valuations 2023, Westlink Consulting	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
4

Version 2.1  
NOVEMBER 2024



<b>DI_RD_03</b>	<b>Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (construction)</b>	
<b>Description</b>	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.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$2,876,126.33	
<b>Total Project Cost</b>	\$2,876,126.33	
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$2,876,126.33	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$23,926.45	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
5

Version 2.1  
NOVEMBER 2024



<b>DI_RD_03-L</b>	<b>Tivoli Drive between Portarlington Road and northern extent of Bellarine Rail-Trail (land)</b>	
<b>Description</b>	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).	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$1,120,600.00	
<b>Construction Cost</b>	\$0.00	
<b>Total Project Cost</b>	\$1,120,600.00	
<b>Project Timing</b>	Prior to the issue of Statement of Compliance for the first Stage of the subdivision on the Subject Land	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,120,600.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$9,322.25	
<b>Costing Justification</b>	Jetty Road Stage 2 DCP Valuations 2023, Westlink Consulting	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
6

Version 2.1  
NOVEMBER 2024



<b>DI_RD_04</b>	<b>Greenvale Road / Centennial Boulevard intersection</b>	
<b>Description</b>	Construction of signalised intersection - Greenvale Road and Centennial Boulevard.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$866,952.88	
<b>Total Project Cost</b>	\$866,952.88	
<b>Project Timing</b>	Prior to the delivery of 500 lots or dwellings within 32-70 McDermott Road or 72-100 McDermott Road.	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$433,967.65	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$3,610.17	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
7

Version 2.1  
NOVEMBER 2024



<b>DI_RD_05</b>	<b>Greenvale Drive, Tivoli Road and Coriyule Road roundabout</b>	
<b>Description</b>	Construction of a roundabout at the intersection of Greenvale Drive, Tivoli Road and Coriyule Road (land included in DI_RD_01-L and DI_RD_02-L).	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,270,876.67	
<b>Total Project Cost</b>	\$1,270,876.67	
<b>Project Timing</b>	Prior to the occupation of any dwellings within the Stage 2 precinct.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,270,876.67	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$10,572.40	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
8

Version 2.1  
NOVEMBER 2024



<b>DI_RD_06</b>	<b>Geelong Portarlington Road / Tivoli Road intersection</b>	
<b>Description</b>	Construction of signalised intersection - Geelong Portarlington Road and Tivoli Road.	
	Infrastructure Type	Infrastructure Category
	Development	Roads
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$2,249,832.37	
<b>Total Project Cost</b>	\$2,249,832.37	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$1,126,190.93	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$9,368.76	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
9

Version 2.1  
NOVEMBER 2024



<b>DI_P_01</b>	<b>Pedestrian Bridge</b>	
<b>Description</b>	Pedestrian Bridge to Jetty Road reserve.	
	Infrastructure Type	Infrastructure Category
	Development	Paths
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,350,600.48	
<b>Total Project Cost</b>	\$1,350,600.48	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$676,065.49	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$5,624.18	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
10

Version 2.1  
NOVEMBER 2024



<b>DI_P_02</b>	<b>Pedestrian Bridge</b>	
<b>Description</b>	Pedestrian Bridge to Clifton Springs Primary School.	
	Infrastructure Type	Infrastructure Category
	Development	Paths
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,350,600.48	
<b>Total Project Cost</b>	\$1,350,600.48	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$676,065.49	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$5,624.18	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
11

Version 2.1  
NOVEMBER 2024



<b>DI_P_03</b>	<b>Pedestrian Lights</b>	
<b>Description</b>	Pedestrian lights at Bellarine Rail Trail.	
	Infrastructure Type	Infrastructure Category
	Development	Paths
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$716,799.14	
<b>Total Project Cost</b>	\$716,799.14	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$358,805.71	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$2,984.90	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
12

Version 2.1  
NOVEMBER 2024



<b>DI_OS_01</b>	<b>Foreshore Reserve - Improvements</b>	
<b>Description</b>	Protection and enhancement of the foreshore environs. Does not include landscaping of the reserve south of the escarpment.	
	Infrastructure Type	Infrastructure Category
	Development	Open Space
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$4,296,551.43	
<b>Total Project Cost</b>	\$4,296,551.43	
<b>Project Timing</b>	Stage 1 complete. Stage 2 works, as development progresses	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$2,150,710.13	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$17,891.72	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
13

Version 2.1  
NOVEMBER 2024



<b>DI_OS_02</b>	<b>Griggs Creek - Rehabilitation and Revegetation</b>	
<b>Description</b>	Protection and enhancement of the Griggs Creek environs in accordance with the Griggs Creek Rehabilitation Concept Design.	
	Infrastructure Type	Infrastructure Category
	Development	Open Space
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,300,801.81	
<b>Total Project Cost</b>	\$1,300,801.81	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	92.49%	
<b>Project Cost to MCA</b>	\$97,670.69	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$812.52	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
14

Version 2.1  
NOVEMBER 2024



<b>DI_OS_03</b>	<b>Griggs Creek - Landscaping and Improvements</b>	
<b>Description</b>	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 D are included in the DCP costing of this infrastructure project.	
	Infrastructure Type	Infrastructure Category
	Development	Open Space
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,785,207.12	
<b>Total Project Cost</b>	\$1,785,207.12	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	74.97%	
<b>Project Cost to MCA</b>	\$446,807.53	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$3,716.98	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
15

Version 2.1  
NOVEMBER 2024



<b>DI_OS_04</b>	<b>Sub-Regional Park - Improvements</b>	
<b>Description</b>	Development and Landscaping of the 2 Hectare Sub Regional Park, provided adjacent to the neighbourhood activity centre.	
	Infrastructure Type	Infrastructure Category
	Development	Open Space
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,946,550.50	
<b>Total Project Cost</b>	\$1,946,550.50	
<b>Project Timing</b>	As development progresses	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$974,378.16	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$8,105.84	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
16

Version 2.1  
NOVEMBER 2024



<b>DI_OS_05</b>	<b>Southern Precinct Local Park - Improvements</b>	
<b>Description</b>	Enhancements to local park including basic and essential improvements such as paths, fixed furniture, play equipment and landscaping.	
	Infrastructure Type	Infrastructure Category
	Development	Open Space
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,157,638.45	
<b>Total Project Cost</b>	\$1,157,638.45	
<b>Project Timing</b>	As development progresses	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,157,638.45	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	44,248	
<b>Levy Amount</b>	\$26,162.50	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
17

Version 2.1  
NOVEMBER 2024



<b>DI_DR_01</b>	<b>Drainage Works - Pipeline (Property 11)</b>	
<b>Description</b>	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.	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$386,446.85	
<b>Total Project Cost</b>	\$386,446.85	
<b>Project Timing</b>	As needed to service development in the catchment.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$386,446.85	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	34.438	
<b>Levy Amount</b>	\$11,221.52	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
18

Version 2.1  
NOVEMBER 2024



<b>DI_DR_03</b>	<b>Drainage Works - Pipeline (Property 15)</b>	
<b>Description</b>	Construction of drainage pipe works along the western edge of Property 15 between the drainage basin and Coriyule Road.	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$323,364.40	
<b>Total Project Cost</b>	\$323,364.40	
<b>Project Timing</b>	As needed to service development in the catchment.	
<b>External Usage Discount</b>	37.33%	
<b>Project Cost to MCA</b>	\$202,641.69	
<b>Apportionment of Costs</b>	37.33% of demand is generated by Jetty Road Stage 1 and surrounding areas, while 62.67% of demand is generated by internal demand. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	85.769	
<b>Levy Amount</b>	\$2,362.64	
<b>Costing Justification</b>	Cost estimate - 13588-14 DCP BoQ Estimates, 31 August 2023, Stantec (formerly CardnoTGM).	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
19

Version 2.1  
NOVEMBER 2024



<b>DI_DR_04</b>	<b>Detention, WSUD Basin and Waterway (construction)</b>	
<b>Description</b>	Construction of a drainage detention and WSUD basin including earthworks, sediment ponds, access tracks, rock batters and drainage works. Works also include construction works to the waterway.	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$15,621,027.39	
<b>Total Project Cost</b>	\$15,621,027.39	
<b>Project Timing</b>	As needed to service development in the catchment.	
<b>External Usage Discount</b>	0.00%	
<b>Project Cost to MCA</b>	\$15,621,027.39	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	44.248	
<b>Levy Amount</b>	\$353,033.52	
<b>Costing Justification</b>	Jetty Road - Stage 2 DCP - DR-04 - 13 (D-01) Detention and WSUD Basin and Constructed Waterway Estimate: 03/04/24 - Rev 08	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
20

Version 2.1  
NOVEMBER 2024



<b>DI_DR_04-L</b>	<b>Detention, WSUD Basin and Waterway (land)</b>	
<b>Description</b>	Unencumbered land for a drainage detention and WSUD basin (1.546 ha)	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Land Cost</b>	\$3,710,400.00	
<b>Construction Cost</b>	\$0.00	
<b>Total Project Cost</b>	\$3,710,400.00	
<b>Project Timing</b>	As needed to service development in the catchment.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$3,710,400.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	44,248	
<b>Levy Amount</b>	\$83,854.64	
<b>Costing Justification</b>	Planning Panel Report, \$2.4m per hectare average.	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
21

Version 2.1  
NOVEMBER 2024



<b>DI_DR_05</b>	<b>Drainage Works (Property 23 and 24)</b>	
<b>Description</b>	Construction of a drainage works including connection to the existing outfall drain (Jetty Rd), wetlands, rockwork, lining, landscaping and waterway works	
	Infrastructure Type	Infrastructure Category
	Development	Drainage
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,339,056.00	
<b>Total Project Cost</b>	\$1,339,056.00	
<b>Project Timing</b>	As needed to service development in the catchment.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,339,056.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	44.248	
<b>Levy Amount</b>	\$30,262.52	
<b>Costing Justification</b>	Jetty Road - Stage 2 DCP - DR-05 - Drainage Works - Property 23 - 20-24 Hackwill Place, Curlewis WIC 3022 Estimate: 03/04/24 - Rev 05	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
22

Version 2.1  
NOVEMBER 2024



<b>DI_CF_01</b>	<b>Childrens and Community Hub (construction)</b>	
<b>Description</b>	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.	
	Infrastructure Type	Infrastructure Category
	Development	Community Facilities
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$9,990,758.86	
<b>Total Project Cost</b>	\$9,990,758.86	
<b>Project Timing</b>	At 2031 or at an alternative time to be decided by Council if supported by demand evidence.	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$5,001,040.16	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$41,603.57	
<b>Costing Justification</b>	Construction Cost provided by Zinc Costing, June 2022 (indexed to June 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
23

Version 2.1  
NOVEMBER 2024



<b>DI_CF_01-L</b>	<b>Childrens and Community Hub (land)</b>	
<b>Description</b>	Acquisition of land for Childrens and Community Hub facilities (0.4 ha)	
	Infrastructure Type	Infrastructure Category
	Development	Community Facilities
<b>Land Cost</b>	\$191,755.43	
<b>Construction Cost</b>	\$0.00	
<b>Total Project Cost</b>	\$191,755.43	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	49.94%	
<b>Project Cost to MCA</b>	\$95,986.36	
<b>Apportionment of Costs</b>	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.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$798.51	
<b>Costing Justification</b>	Land cost from Jetty Road Stage 1 DCP (indexed by CPI to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
24

Version 2.1  
NOVEMBER 2024



<b>CI_CF_02</b>	<b>Regional Community and Learning Hub</b>	
<b>Description</b>	Construction of Regional Community and Learning Hub, to service existing and new Drysdale Clifton Springs Catchment.	
	Infrastructure Type	Infrastructure Category
	Development	Community Facilities
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$11,210,738.53	
<b>Total Project Cost</b>	\$11,210,738.53	
<b>Project Timing</b>	Complete	
<b>External Usage Discount</b>	60.00%	
<b>Project Cost to MCA</b>	\$4,484,295.41	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Urban Growth Area (40%) and households external to the MCA (60%) based on projected number of dwellings in the local area. This infrastructure item will be funded by contributions by both Stage 1 and 2 land owners.	
<b>Demand Units</b>	3717	
<b>Levy Amount</b>	\$1,206.43	
<b>Costing Justification</b>	Jetty Road Stage 1 (indexed to July 2023)	

*The Project Cost is expressed in July 2023 dollars.*

Ref#

25

Version 2.1

NOVEMBER 2024



<b>DI_PL_01</b>	<b>Planning Costs</b>	
<b>Description</b>	Costs associated with the preparation of the Jetty Road Stage 2 DCP.	
	Infrastructure Type	Infrastructure Category
	Development	Planning
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$1,230,062.90	
<b>Total Project Cost</b>	\$1,230,062.90	
<b>Project Timing</b>	Prior to the statement of compliance being issued.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$1,230,062.90	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners.	
<b>Demand Units</b>	120.207	
<b>Levy Amount</b>	\$10,232.87	
<b>Costing Justification</b>	Jetty Road Stage 2 Planning Costs - Final 28.10.2024, City of Greater Geelong	

*The Project Cost is expressed in July 2023 dollars.*

Ref#

26

Version 2.1

NOVEMBER 2024



<b>DI_EW_01</b>	<b>Early Works Financing Costs (DR-04)</b>	
<b>Description</b>	Finance costs associated with the partial early delivery of DR-04 (Stage 1A)	
	Infrastructure Type	Infrastructure Category
	Development	Planning
<b>Land Cost</b>	\$0.00	
<b>Construction Cost</b>	\$651,964.00	
<b>Total Project Cost</b>	\$651,964.00	
<b>Project Timing</b>	Prior to the statement of compliance being issued for any lot within the relevant Charge Area.	
<b>External Usage Discount</b>	0%	
<b>Project Cost to MCA</b>	\$651,964.00	
<b>Apportionment of Costs</b>	Demand generated by Jetty Road Stage 2 internal demand only. This infrastructure item will be funded by contributions by Stage 2 land owners only.	
<b>Demand Units</b>	44.248	
<b>Levy Amount</b>	\$14,734.32	
<b>Costing Justification</b>	Funding of DCP Items - Jetty Road Stage 2, APD Projects 16 September 2024	

*The Project Cost is expressed in July 2023 dollars.*

Ref#  
27

Version 2.1  
NOVEMBER 2024



## APPENDIX E DETAILED COSTS AND DESIGNS

The following projects have adopted costs from the Jetty Road Stage 1 DCP, indexed to July 2023:

- DL\_RD\_06
- DL\_P\_01
- DL\_P\_02
- DL\_P\_03
- DL\_OS\_02
- DL\_OS\_03
- DL\_CF\_01 (land)
- CL\_CF\_02

## JETTY ROAD - STAGE 2 DCP

23/06/2023 REV03

**RD-01 15 (R-01) Greenvale Drive Construction - Coriyule Road to Centennial Boulevard**

These works are to duplicate the existing road between Centennial Bvd and Coriyule Rd. The works include constructing a new northbound pavement with associated earthworks, drainage, pavement, street lighting, etc.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 100,000.00	\$ 100,000.00
2	Provision of temporary fencing	1	Item	\$ 6,000.00	\$ 6,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
4	Traffic Control works.	1	Item	\$ 120,000.00	\$ 120,000.00
5	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
6	Contractor to prove existing services where required.	1	Item	\$ 20,000.00	\$ 20,000.00
7	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 60,000.00	\$ 60,000.00
8	Removal of existing fences, trees, buildings any rubbish and construction waste	1	Item	\$ 5,000.00	\$ 5,000.00
9	Sawcut and removal of Kerb	124	m	\$ 50.00	\$ 6,200.00
10	Sawcut and removal of Pavement	130	m <sup>2</sup>	\$ 60.00	\$ 7,800.00
11	Removal of Existing Linemarking	1	Item	\$ 10,000.00	\$ 10,000.00
<b>EARTHWORKS AND STREET WORKS</b>					
12	Formation of roadways to 98% level 1 compaction, inclusive of stripping and stockpiling of topsoil; excavation for pavement, footpath, kerb and channel, nature strips, open drains, berms and side batters; additional excavation to expose clay under pavement, placing, watering, and compacting approved clay filling in roadways and side batters; compaction testing; and stockpiling of all surplus spoil, all as specified.				
	(i) Estimated Excavation	5,650	m <sup>3</sup>	\$ 25.00	\$ 141,250.00
	(ii) Estimated Fill	350	m <sup>3</sup>	\$ 19.00	\$ 6,650.00
13	<b>PROVISIONAL ITEM</b> Excess Material to be transported off site	5,300	m <sup>3</sup>	\$ 25.00	\$ 132,500.00
14	Re-spreading topsoil to 100mm thickness	5,100	m <sup>2</sup>	\$ 3.00	\$ 15,300.00
15	Supply, deliver and apply "Hydro Seeding" dust suppressant	5,100	m <sup>2</sup>	\$ 1.30	\$ 6,630.00
16	Road pavement on clay subgrade				\$ -
	(i) 40mm/14mm Type H hotmix asphalt;	3,290	m <sup>2</sup>	\$ 35.00	\$ 115,150.00
	(ii) Prime Coat application to Council requirements;	3,290	m <sup>2</sup>	\$ 4.00	\$ 13,160.00
	(iii) 150mm Class 2/20mm FCR, extending to lip of kerb;	3,290	m <sup>2</sup>	\$ 25.00	\$ 82,250.00
	(iv) 150mm Class 3/20mm FCR, extending 150mm behind back of kerb;	3,839	m <sup>2</sup>	\$ 22.00	\$ 84,458.00
	(v) 200mm Class 3/40mm FCR, extending 150mm behind back of kerb;	3,839	m <sup>2</sup>	\$ 20.00	\$ 76,780.00
17	Provisional Item for additional Subgrade works 300mm depth (3% lime, 3% cement), extending 150mm behind back of kerb.	3,839	m <sup>2</sup>	\$ 30.00	\$ 115,170.00
18	Kerb and channel 450mm wide	915	m	\$ 80.00	\$ 73,200.00
19	100mm dia. Class 4 A.G. drain with Geotextile Sock Surround behind kerb.	915	m	\$ 40.00	\$ 36,600.00
20	Supply and install street warning and directional signs to Council	6	No.	\$ 700.00	\$ 4,200.00
21	Supply and install line marking and RRPMS in accordance with council standards.	1	Item	\$ 10,000.00	\$ 10,000.00
22	Repegging of title boundaries at completion of construction by Consultant.	1	Item	\$ 5,000.00	\$ 5,000.00
	<b>Carried Forward:</b>				<b>\$ 1,258,798.00</b>

## JETTY ROAD - STAGE 2 DCP

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
	<b>Brought Forward:</b>				<b>\$ 1,258,798.00</b>
<b>STREET DRAINAGE WORKS</b>					
23	Excavation and refilling trenches, supply, laying and jointing RCP, rubber ring joints, compacted Class 3 FCR backfill.				
	(i) 375 dia.	180	m	\$ 400.00	\$ 72,000.00
	(ii) 450 dia.	265	m	\$ 460.00	\$ 121,900.00
24	CCTV of all proposed and existing drainage pipes as instructed by Council.	445	m	\$ 18.00	\$ 8,010.00
25	Concrete Side Entry Pit, internal dimensions, to Council details.				
	(i) 900mm x 600mm	7	No.	\$ 2,500.00	\$ 17,500.00
	(ii) 900mm x 900mm	2	No.	\$ 3,200.00	\$ 6,400.00
26	Concrete Double Side Entry Pit, internal dimensions, to Council details.				
	(i) 1900mm x 900mm	2	No.	\$ 7,000.00	\$ 14,000.00
<b>SERVICES</b>					
27	Excavation and refilling <b>trenches</b> for electrical cables/conduits inclusive of additional width and depth at service tee joints and light-pole locations, supply and placing sand bedding and <b>clay backfill</b> , laying out cover slabs and disposal of surplus spoil as specified to meet new standards.	510	m	\$ 65.00	\$ 33,150.00
28	Excavation and refilling <b>road crossing trenches</b> for electrical conduits and/or communications conduits inclusive supply and placing sand bedding and <b>FCR backfill</b> and disposal of surplus spoil as specified.	40	m	\$ 170.00	\$ 6,800.00
29	Supply and installation Cat 'A' orange PVC conduits in trench.				
	(i) 32mm dia.	120	m	\$ 35.00	\$ 4,200.00
	(ii) 100mm dia.	510	m	\$ 55.00	\$ 28,050.00
30	Taking delivery of and installing precast concrete electricity service pits and covers.	10	No.	\$ 350.00	\$ 3,631.25
31	Augering holes for electrical lightpole installation.	4	No.	\$ 350.00	\$ 1,400.00
32	Supply and Install Single Arm Street Light Poles.	4	No.	\$ 3,500.00	\$ 14,000.00
33	Supply and Install additional arm to existing Street Light Pole	7	No.	\$ 2,500.00	\$ 17,500.00
34	Electrical reticulation works	1	Item	\$ 40,000.00	\$ 40,000.00
35	PowerCor final audit requirements for excavation points to prove satisfactory clearances of services. Include plant hire and labour for initial audit only. Any subsequent audits at contractor's expense.	1	Item	\$ 4,000.00	\$ 4,000.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 1,651,339.25**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
36	Plan Certification (\$167.80 per plan / stage)	1	No.	\$ 167.80	\$ 167.80
37	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 1,651,339.25	\$ 53,668.53
38	Street Trees / Landscaping	26	No.	\$ 1,100.00	\$ 28,050.00
39	Council Non Standard Lightpole Fee	11	No.	\$ 2,500.00	\$ 27,500.00
40	Application for Network Scope, Plan Approval Fee payable to Powercor and Network Fees	1	Item	\$ 5,000.00	\$ 5,000.00
	<b>Carried Forward:</b>				<b>\$ 114,386.33</b>

**JETTY ROAD - STAGE 2 DCP**

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 114,386.33</b>
<b>CONSULTANCY FEES</b>					
41	Project and Program Management	3.0%	Item	\$ 1,651,339.25	\$ 49,540.18
42	Feature Survey	1	Item	\$ 10,000.00	\$ 10,000.00
43	Geotechnical Testing and Pavement Designs	1	Item	\$ 15,000.00	\$ 15,000.00
44	Traffic Consultant	1	Item	\$ 15,000.00	\$ 15,000.00
45	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
46	Title Survey and Plan of Subdivision	1	Item	\$ 10,000.00	\$ 10,000.00
47	Civil Design and Documentation	8.0%	Item	\$ 1,651,339.25	\$ 132,107.14
48	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
49	Electrical Design and Documentation	1	Item	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 401,033.64**

<b>CONTINGENCY</b>					
50	Contingency (20% of Construction Costs)	20.0%	Item	\$ 1,651,339.25	\$ 330,267.85

**SUBTOTAL: \$ 2,382,640.74**

**G.S.T : \$ 238,264.07**

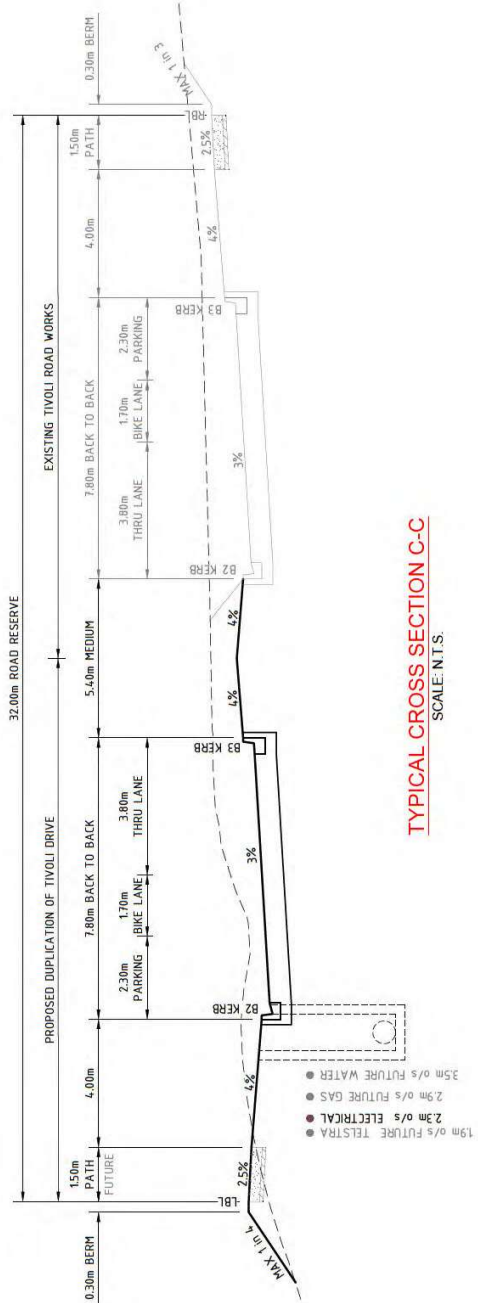
**TOTAL AMOUNT (Including GST) \$ 2,620,904.82**

**JETTY ROAD - STAGE 2  
DCP FUNCTIONAL  
R-01 - GREENVALE/TIVOLI**  
CORRYLLE ROAD TO CENTENNIAL BOULEVARD  
MARCH 2023  
REV 02



LEGEND	
	TITLE BOUNDARY
	PROPOSED KERB
	EXISTING KERB (TO REMAIN)
	PROPOSED FULL DEPTH PAVEMENT
	PROPOSED ASPHALT OVERLAY
	PROPOSED CONCRETE FOOTPATH
	PROPOSED LANE MARKING ALTERATIONS ON EXISTING ROAD
	EXISTING TREE/VEGETATION

**PROPOSED GREENVALE DRIVE DUPLICATION**



**TYPICAL CROSS SECTION C-C**  
SCALE: N.T.S.

**RD-01**



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## JETTY ROAD - STAGE 2 DCP

23/06/2023 REV03

**RD-02 16 (R-02) Tivoli Drive Construction - Bellarine Rail Trail to Coriyule Road**

These works are to duplicate the existing road between Coriyule Rd and the Rail Trail. The works include constructing a new northbound pavement with associated earthworks, drainage, pavement, street lighting, etc.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 100,000.00	\$ 100,000.00
2	Provision of temporary fencing	1	Item	\$ 6,000.00	\$ 6,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
4	Traffic Control works.	1	Item	\$ 80,000.00	\$ 80,000.00
5	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
6	Contractor to prove existing services where required.	1	Item	\$ 20,000.00	\$ 20,000.00
7	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 60,000.00	\$ 60,000.00
8	Removal of existing fences, trees, buildings any rubbish and construction waste	1	Item	\$ 15,000.00	\$ 15,000.00
9	Sawcut and removal of Kerb	146	m	\$ 50.00	\$ 7,300.00
10	Sawcut and removal of Pavement	630	m <sup>2</sup>	\$ 60.00	\$ 37,800.00
11	Removal of Existing Linemarking	1	Item	\$ 10,000.00	\$ 10,000.00
<b>EARTHWORKS AND STREET WORKS</b>					
12	Formation of roadways to 98% level 1 compaction, inclusive of stripping and stockpiling of topsoil; excavation for pavement, footpath, kerb and channel, nature strips, open drains, berms and side batters; additional excavation to expose clay under pavement, placing, watering, and compacting approved clay filling in roadways and side batters; compaction testing; and stockpiling of all surplus spoil, all as specified.				
	(i) Estimated Excavation	7,850	m <sup>3</sup>	\$ 25.00	\$ 196,250.00
	(ii) Estimated Fill	390	m <sup>3</sup>	\$ 19.00	\$ 7,410.00
13	<b>PROVISIONAL ITEM</b> Excess Material to be transported off site	7,460	m <sup>3</sup>	\$ 25.00	\$ 186,500.00
14	Re-spreading topsoil to 100mm thickness	5,800	m <sup>2</sup>	\$ 3.00	\$ 17,400.00
15	Supply, deliver and apply "Hydro Seeding" dust suppressant	5,800	m <sup>2</sup>	\$ 1.30	\$ 7,540.00
16	Road pavement on clay subgrade				\$ -
	(i) 40mm/14mm Type H hotmix asphalt;	3,890	m <sup>2</sup>	\$ 35.00	\$ 136,150.00
	(ii) Prime Coat application to Council requirements;	3,890	m <sup>2</sup>	\$ 4.00	\$ 15,560.00
	(iii) 150mm Class 2/20mm FCR, extending to lip of kerb;	3,890	m <sup>2</sup>	\$ 25.00	\$ 97,250.00
	(iv) 150mm Class 3/20mm FCR, extending 150mm behind back of kerb;	4,682	m <sup>2</sup>	\$ 22.00	\$ 103,004.00
	(v) 200mm Class 3/40mm FCR, extending 150mm behind back of kerb;	4,682	m <sup>2</sup>	\$ 20.00	\$ 93,640.00
17	Provisional Item for additional Subgrade works 300mm depth (3% lime, 3% cement), extending 150mm behind back of kerb.	4,682	m <sup>2</sup>	\$ 30.00	\$ 140,460.00
18	40mm/14mm Type H hotmix asphalt over existing pavements	504	m <sup>2</sup>	\$ 40.00	\$ 20,160.00
19	Kerb and channel 450mm wide	1,320	m	\$ 80.00	\$ 105,600.00
20	100mm dia. Class 4 A.G. drain with Geotextile Sock Surround behind kerb.	1,320	m	\$ 40.00	\$ 52,800.00
21	125mm thick 32MPa concrete footpath	50	m <sup>2</sup>	\$ 90.00	\$ 4,500.00
22	Supply and install street warning and directional signs to Council	4	No.	\$ 700.00	\$ 2,800.00
23	Supply and install line marking and RRPM's in accordance with council standards.	1	Item	\$ 10,000.00	\$ 10,000.00
24	Repegging of title boundaries at completion of construction by Consultant.	1	Item	\$ 5,000.00	\$ 5,000.00
<b>Carried Forward:</b>					<b>\$ 1,543,624.00</b>

**JETTY ROAD - STAGE 2 DCP**

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 1,543,624.00</b>
<b>STREET DRAINAGE WORKS</b>					
25	Excavation and refilling trenches, supply, laying and jointing RCP, rubber ring joints, compacted Class 3 FCR backfill.				
	(i) 375 dia.	356	m	\$ 400.00	\$ 142,400.00
	(ii) 450 dia.	190	m	\$ 460.00	\$ 87,400.00
26	CCTV of all proposed and existing drainage pipes as instructed by Council.	546	m	\$ 18.00	\$ 9,828.00
27	Concrete Side Entry Pit, internal dimensions, to Council details.				
	(i) 900mm x 600mm	6	No.	\$ 2,500.00	\$ 15,000.00
	(ii) 900mm x 900mm	2	No.	\$ 3,200.00	\$ 6,400.00
28	Concrete Double Side Entry Pit, internal dimensions, to Council details.				
	(i) 1900mm x 900mm	3	No.	\$ 7,000.00	\$ 21,000.00
29	Construction of open earth cut-off drains.	50	m	\$ 25.00	\$ 1,250.00
<b>SERVICES</b>					
30	Excavation and refilling <b>trenches</b> for electrical cables/conduits inclusive of additional width and depth at service tee joints and light-pole locations, supply and placing sand bedding and <b>clay backfill</b> , laying out cover slabs and disposal of surplus spoil as specified to meet new standards.	580	m	\$ 65.00	\$ 37,700.00
31	Excavation and refilling <b>road crossing trenches</b> for electrical conduits and/or communications conduits inclusive supply and placing sand bedding and <b>FCR backfill</b> and disposal of surplus spoil as specified to meet new standards.	90	m	\$ 170.00	\$ 15,300.00
32	Supply and installation Cat 'A' orange PVC conduits in trench.				
	(i) 32mm dia.	270	m	\$ 35.00	\$ 9,450.00
	(ii) 100mm dia.	580	m	\$ 55.00	\$ 31,900.00
33	Taking delivery of and installing precast concrete electricity service pits and covers.	16	No.	\$ 350.00	\$ 5,687.50
34	Augering holes for electrical lightpole installation.	9	No.	\$ 350.00	\$ 3,150.00
35	Supply and Install Double Arm Street Light Poles.	9	No.	\$ 5,000.00	\$ 45,000.00
36	Supply and Install additional arm to existing Street Light Pole	8	No.	\$ 2,500.00	\$ 20,000.00
37	Electrical reticulation works	1	Item	\$ 40,000.00	\$ 40,000.00
38	PowerCor final audit requirements for excavation points to prove satisfactory clearances of services. Include plant hire and labour for initial audit only. Any subsequent audits at contractor's expense.	1	Item	\$ 4,000.00	\$ 4,000.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 2,039,089.50**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
39	Plan Certification (\$167.80 per plan / stage)	1	No.	\$ 167.80	\$ 167.80
40	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 2,039,089.50	\$ 66,270.41
41	Street Trees / Landscaping	29	No.	\$ 1,100.00	\$ 31,900.00
42	Council Non Standard Lightpole Fee	17	No.	\$ 2,500.00	\$ 42,500.00
43	Application for Network Scope, Plan Approval Fee payable to Powercor and Network Fees	1	Item	\$ 5,000.00	\$ 5,000.00
<b>Carried Forward:</b>					<b>\$ 145,838.21</b>

**JETTY ROAD - STAGE 2 DCP**

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 145,838.21</b>
<b>CONSULTANCY FEES</b>					
44	Project and Program Management	3.0%	Item	\$ 2,039,089.50	\$ 61,172.69
45	Feature Survey	1	Item	\$ 10,000.00	\$ 10,000.00
46	Geotechnical Testing and Pavement Designs	1	Item	\$ 15,000.00	\$ 15,000.00
47	Traffic Consultant	1	Item	\$ 15,000.00	\$ 15,000.00
48	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
49	Title Survey and Plan of Subdivision	1	Item	\$ 10,000.00	\$ 10,000.00
50	Civil Design and Documentation	8.0%	Item	\$ 2,039,089.50	\$ 163,127.16
51	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
52	Electrical Design and Documentation	1	Item	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 475,138.05**

<b>CONTINGENCY</b>					
53	Contingency (20% of Construction Costs)	20.0%	Item	\$ 2,039,089.50	\$ 407,817.90

**SUBTOTAL: \$ 2,922,045.45****G.S.T : \$ 292,204.55****TOTAL AMOUNT (Including GST) \$ 3,214,250.00**

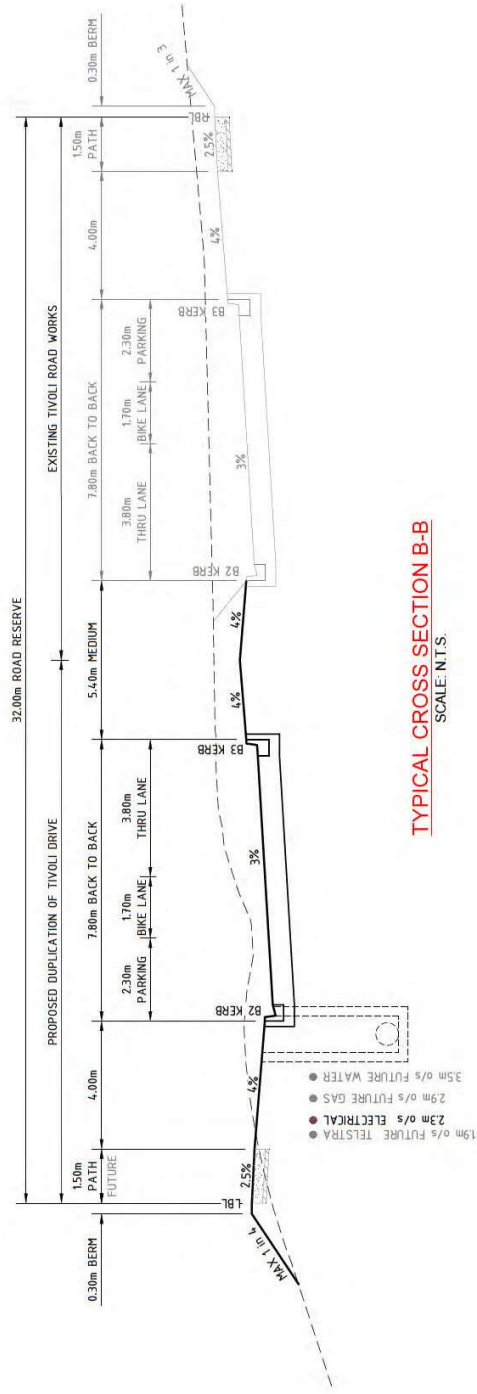
**JETTY ROAD - STAGE 2  
DCP FUNCTIONAL  
R-02 - TIVOLI DRIVE**  
BELLARINE RAIL TRAIL TO CORYLLE ROAD  
MARCH 2023  
REV 02



**PROPOSED TIVOLI DRIVE DUPLICATION (BELLARINE RAIL TRAIL - CORYLLE ROAD)**



LEGEND	
	TITLE BOUNDARY
	PROPOSED KERB
	EXISTING KERB (TO REMAIN)
	PROPOSED FULL DEPTH PAVEMENT
	PROPOSED ASPHALT OVERLAY
	PROPOSED CONCRETE FOOTPATH
	PROPOSED LANDSCAPING ALTERATIONS ON EXISTING ROAD
	EXISTING TREES/VEGETATION



**TYPICAL CROSS SECTION B-B**  
SCALE: N.T.S.

**RD-02**

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JURISDICTIONAL STATEMENT: THIS DOCUMENT IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION WITHOUT THE APPROPRIATE APPROVALS.

**JETTY ROAD - STAGE 2 DCP**

22/05/2023 REV03

**RD-03 17 (R-03) Tivoli Drive Construction - Portarlington Road to Bellarine Trail**

These works are to duplicate the existing road between the Rail Trail and Portarlington Rd. The works include constructing a new northbound pavement with associated earthworks, drainage, pavement, street lighting, etc.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 100,000.00	\$ 100,000.00
2	Provision of temporary fencing	1	Item	\$ 6,000.00	\$ 6,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
4	Traffic Control works.	1	Item	\$ 80,000.00	\$ 80,000.00
5	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
6	Contractor to prove existing services where required.	1	Item	\$ 20,000.00	\$ 20,000.00
7	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 60,000.00	\$ 60,000.00
8	Removal of existing fences, trees, buildings any rubbish and construction waste	1	Item	\$ 5,000.00	\$ 5,000.00
9	Sawcut and removal of Kerb	268	m	\$ 50.00	\$ 13,400.00
10	Sawcut and removal of Pavement	926	m <sup>2</sup>	\$ 60.00	\$ 55,560.00
11	Removal of Existing Linemarking	1	Item	\$ 10,000.00	\$ 10,000.00
<b>EARTHWORKS AND STREET WORKS</b>					
12	Formation of roadways to 98% level 1 compaction, inclusive of stripping and stockpiling of topsoil; excavation for pavement, footpath, kerb and channel, nature strips, open drains, berms and side batters; additional excavation to expose clay and side batters; placing, watering, and compacting approved clay filling in roadways and side batters; compaction testing; and stockpiling of all surplus spoil, all as specified.				
	(i) Estimated Excavation	7,710	m <sup>3</sup>	\$ 25.00	\$ 192,750.00
	(ii) Estimated Fill	760	m <sup>3</sup>	\$ 19.00	\$ 14,440.00
13	<b>PROVISIONAL ITEM</b> Excess Material to be transported off site	6,950	m <sup>3</sup>	\$ 25.00	\$ 173,750.00
14	Re-spreading topsoil to 100mm thickness	5,200	m <sup>2</sup>	\$ 3.00	\$ 15,600.00
15	Supply, deliver and apply "Hydro Seeding" dust suppressant	5,200	m <sup>2</sup>	\$ 1.30	\$ 6,760.00
16	Road pavement on clay subgrade				
	(i) 40mm/14mm Type H hotmix asphalt;	3,195	m <sup>2</sup>	\$ 35.00	\$ 111,825.00
	(ii) Prime Coat application to Council requirements;	3,195	m <sup>2</sup>	\$ 4.00	\$ 12,780.00
	(iii) 150mm Class 2/20mm FCR, extending to lip of kerb;	3,195	m <sup>2</sup>	\$ 25.00	\$ 79,875.00
	(iv) 150mm Class 3/20mm FCR, extending 150mm behind back of kerb;	3,930	m <sup>2</sup>	\$ 22.00	\$ 86,460.00
	(v) 200mm Class 3/40mm FCR, extending 150mm behind back of kerb;	3,930	m <sup>2</sup>	\$ 20.00	\$ 78,600.00
17	Provisional Item for additional Subgrade works 300mm depth (3% lime, 3% cement), extending 150mm behind back of kerb.	3,930	m <sup>2</sup>	\$ 30.00	\$ 117,900.00
18	40mm/14mm Type H hotmix asphalt over existing pavements	590	m <sup>2</sup>	\$ 40.00	\$ 23,600.00
19	Kerb and channel 450mm wide	1,225	m	\$ 80.00	\$ 98,000.00
20	100mm dia. Class 4 A.G. drain with Geotextile Sock Surround behind kerb.	1,225	m	\$ 40.00	\$ 49,000.00
21	125mm thick 32MPa concrete footpath	190	m <sup>2</sup>	\$ 90.00	\$ 17,100.00
22	Pedestrian Laybacks including tactile markers	2	Item	\$ 1,200.00	\$ 2,400.00
23	Supply and install street warning and directional signs to Council	8	No.	\$ 700.00	\$ 5,600.00
24	Supply and install line marking and RRPMS in accordance with council standards.	1	Item	\$ 10,000.00	\$ 10,000.00
25	Repegging of title boundaries at completion of construction by Consultant.	1	Item	\$ 5,000.00	\$ 5,000.00
<b>Carried Forward:</b>					<b>\$ 1,456,900.00</b>

## JETTY ROAD - STAGE 2 DCP

22/05/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 1,442,255.00</b>
<b>STREET DRAINAGE WORKS</b>					
26	Excavation and refilling trenches, supply, laying and jointing RCP, rubber ring joints, compacted Class 3 FCR backfill.				
	(i) 375 dia.	180	m	\$ 400.00	\$ 72,000.00
	(ii) 450 dia.	15	m	\$ 460.00	\$ 6,900.00
27	CCTV of all proposed and existing drainage pipes as instructed by Council.	195	m	\$ 20.00	\$ 3,900.00
28	Concrete Side Entry Pit, internal dimensions, to Council details.				
	(i) 900mm x 600mm	4	No.	\$ 2,500.00	\$ 10,000.00
29	Concrete Double Side Entry Pit, internal dimensions, to Council details.				
	(ii) 1900mm x 900mm	3	No.	\$ 7,000.00	\$ 21,000.00
<b>SERVICES</b>					
30	Excavation and refilling <b>trenches</b> for electrical cables/conduits inclusive of additional width and depth at service tee joints and light-pole locations, supply and placing sand bedding and <b>clay backfill</b> , laying out cover slabs and disposal of surplus spoil as specified to meet new standards.	520	m	\$ 80.00	\$ 41,600.00
31	Excavation and refilling <b>road crossing trenches</b> for electrical conduits and/or communications conduits inclusive supply and placing sand bedding and <b>FCR backfill</b> and disposal of surplus spoil as specified to meet new standards.	80	m	\$ 170.00	\$ 13,600.00
32	Supply and installation Cat 'A' orange PVC conduits in trench.				
	(i) 32mm dia.	240	m	\$ 40.00	\$ 9,600.00
	(ii) 100mm dia.	520	m	\$ 60.00	\$ 31,200.00
33	Taking delivery of and installing precast concrete electricity service pits and covers.	15	No.	\$ 350.00	\$ 5,075.00
34	Augering holes for electrical lightpole installation.	8	No.	\$ 350.00	\$ 2,800.00
35	Supply and Install Double Arm Street Light Poles.	8	No.	\$ 6,000.00	\$ 48,000.00
36	Electrical reticulation works	1	Item	\$ 50,000.00	\$ 50,000.00
37	PowerCor final audit requirements for excavation points to prove satisfactory clearances of services. Include plant hire and labour for initial audit only. Any subsequent audits at contractor's expense.	1	Item	\$ 5,000.00	\$ 5,000.00
<b>RAIL TRAIL CROSSING</b>					
38	Allowance for Service Relocations, including pedestrian signals, lights etc.	1	Item	\$ 200,000.00	\$ 200,000.00
39	Augmentation of existing Pedestrian Crossing	1	Item	\$ 50,000.00	\$ 50,000.00
<b>SUBTOTAL CONSTRUCTION COSTS:</b>					<b>\$ 2,012,930.00</b>
<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
40	Plan Certification (\$167.80 per plan / stage)	1	No.	\$ 167.80	\$ 167.80
41	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 2,012,930.00	\$ 65,420.23
42	Street Trees / Landscaping	26	No.	\$ 1,100.00	\$ 28,600.00
43	Council Non Standard Lightpole Fee	8	No.	\$ 2,500.00	\$ 20,000.00
44	Application for Network Scope, Plan Approval Fee payable to Powercor and Network Fees	1	Item	\$ 5,000.00	\$ 5,000.00
<b>Carried Forward:</b>					<b>\$ 119,188.03</b>

**JETTY ROAD - STAGE 2 DCP**  
22/05/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 119,188.03</b>
<b>CONSULTANCY FEES</b>					
45	Project and Program Management	3.0%	Item	\$ 2,012,930.00	\$ 60,387.90
46	Feature Survey	1	Item	\$ 10,000.00	\$ 10,000.00
47	Geotechnical Testing and Pavement Designs	1	Item	\$ 15,000.00	\$ 15,000.00
48	Traffic Consultant	1	Item	\$ 20,000.00	\$ 20,000.00
49	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
50	Title Survey and Plan of Subdivision	1	Item	\$ 10,000.00	\$ 10,000.00
51	Civil Design and Documentation	8.0%	Item	\$ 2,012,930.00	\$ 161,034.40
52	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
53	Electrical Design and Documentation	1	Item	\$ 50,000.00	\$ 50,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 460,610.33**

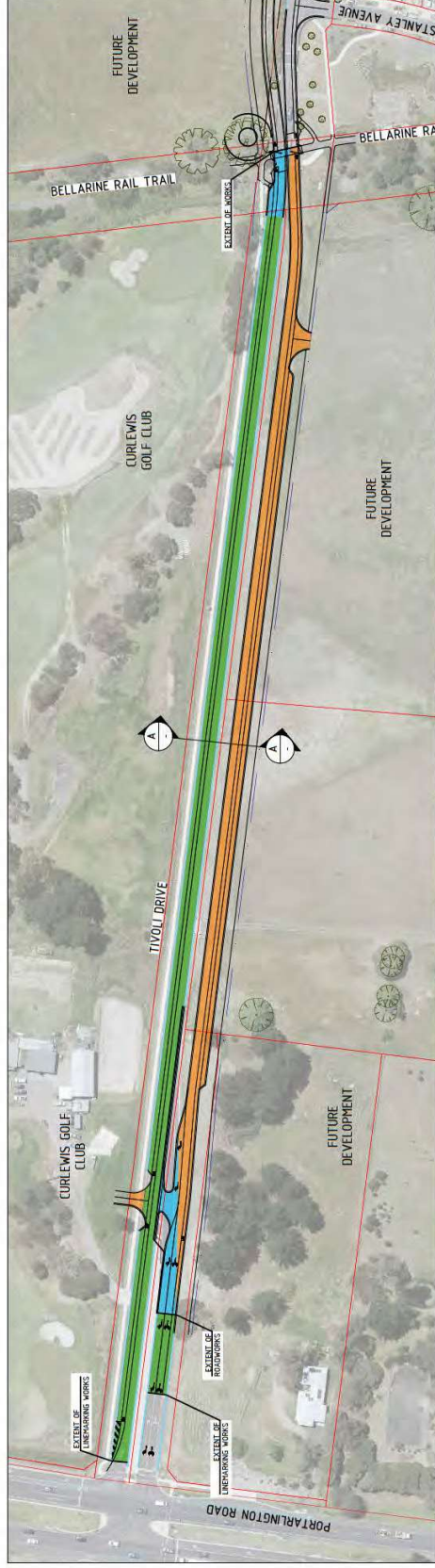
<b>CONTINGENCY</b>					
54	Contingency (20% of Construction Costs)	20.0%	Item	\$ 2,012,930.00	\$ 402,586.00

**SUBTOTAL: \$ 2,876,126.33**

**G.S.T : \$ 287,612.63**

**TOTAL AMOUNT (Including GST) \$ 3,163,738.96**

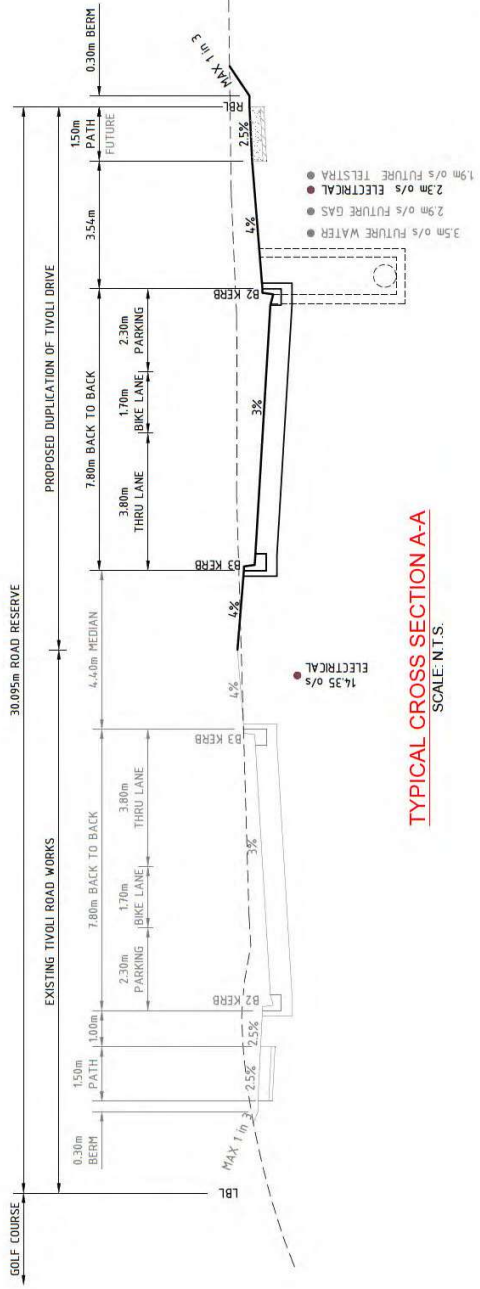
**JETTY ROAD - STAGE 2  
DCP FUNCTIONAL  
R-03 - TIVOLI DRIVE**  
PORTARLINGTON ROAD TO BELLARINE RAIL TRAIL  
MARCH 2023  
REV 02



**PROPOSED TIVOLI DRIVE DUPLICATION (PORTARLINGTON ROAD - BELLARINE RAIL TRAIL)**



LEGEND	
[Red line]	TITLE BOUNDARY
[Orange line]	PROPOSED KERB
[Blue line]	EXISTING KERB (TO REMAIN)
[Light blue area]	PROPOSED FULL DEPTH PAVEMENT
[Light orange area]	PROPOSED ASPHALT OVERLAY
[Light green area]	PROPOSED CONCRETE FOOTPATH
[Dark green area]	PROPOSED UNSTABILISING ALTERNATINGS ON EXISTING ROAD
[Green area]	EXISTING TREES/VEGETATION



**TYPICAL CROSS SECTION A-A**  
SCALE: N.T.S.

**RD-03**



Level 1, 27-31 Myers Street  
PO Box 4137  
Geelong VIC Australia 3220  
Phone +61 3 5202 4690 Fax +61 3 5202 4691  
Email: [victoria@cardno.com.au](mailto:victoria@cardno.com.au)  
ABN 11 125 568 461  
Web: [www.cardno.com](http://www.cardno.com)

**JETTY ROAD - STAGE 2 DCP**

23/06/2023 REV03

**RD-04 2 (R004) Intersection Upgrade - Greenvale Road and Centennial Boulevard**

These works are to change the existing temporary roundabout to a Signalised 3-Way intersection. The works include removal of the existing centre ring of the roundabout, adding traffic signals, resheeting the intersection with associated line marking and signage.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 40,000.00	\$ 40,000.00
2	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
3	Traffic Control works and temp diversion track	1	Item	\$ 60,000.00	\$ 60,000.00
4	Contractor to prove existing services where required.	1	Item	\$ 20,000.00	\$ 20,000.00
5	Sawcut and removal of Kerb	23	m	\$ 50.00	\$ 1,150.00
6	Removal of Existing Linemarking	1	Item	\$ 5,000.00	\$ 5,000.00
<b>EARTHWORKS AND STREET WORKS</b>					
7	Road pavement on clay subgrade (Existing Roundabout)				
	(i) 150mm Class 2/20mm FCR;	50	m <sup>2</sup>	\$ 110.00	\$ 5,500.00
	(ii) 150mm Class 3/20mm FCR;	50	m <sup>2</sup>	\$ 80.00	\$ 4,000.00
	(iii) 200mm Class 3/40mm FCR;	50	m <sup>2</sup>	\$ 80.00	\$ 4,000.00
8	Profiling existing intersection and installation of 40mm/14mm Type H hotmix asphalt.	700	m <sup>2</sup>	\$ 75.00	\$ 52,500.00
9	Supply and install street sign post and name plate to Council requirements.	3	No.	\$ 550.00	\$ 1,650.00
10	Supply and install street warning and directional signs to Council	3	No.	\$ 800.00	\$ 2,400.00
11	Supply and install line marking and RRPM's in accordance with council standards.	1	Item	\$ 10,000.00	\$ 10,000.00
12	Reinstatement, topsoiling and hydroseed of disturbed areas	1	Item	\$ 5,000.00	\$ 5,000.00
<b>SERVICES</b>					
13	Signalisation of Intersections inclusive of all subsequent electrical work, poles, lights, switch boards, etc.	1	Item	\$ 300,000.00	\$ 300,000.00
14	Locating existing spare electrical conduits installed for future traffic signals.	1	Item	\$ 5,000.00	\$ 5,000.00
15	Boring additional electrical conduits under existing intersection.	45	m	\$ 450.00	\$ 20,250.00
16	Providing Power Supply for traffic signals and Powercor auditing requirements for handover.	1	Item	\$ 20,000.00	\$ 20,000.00
17	Providing Communication line for traffic signals.	1	Item	\$ 25,000.00	\$ 25,000.00

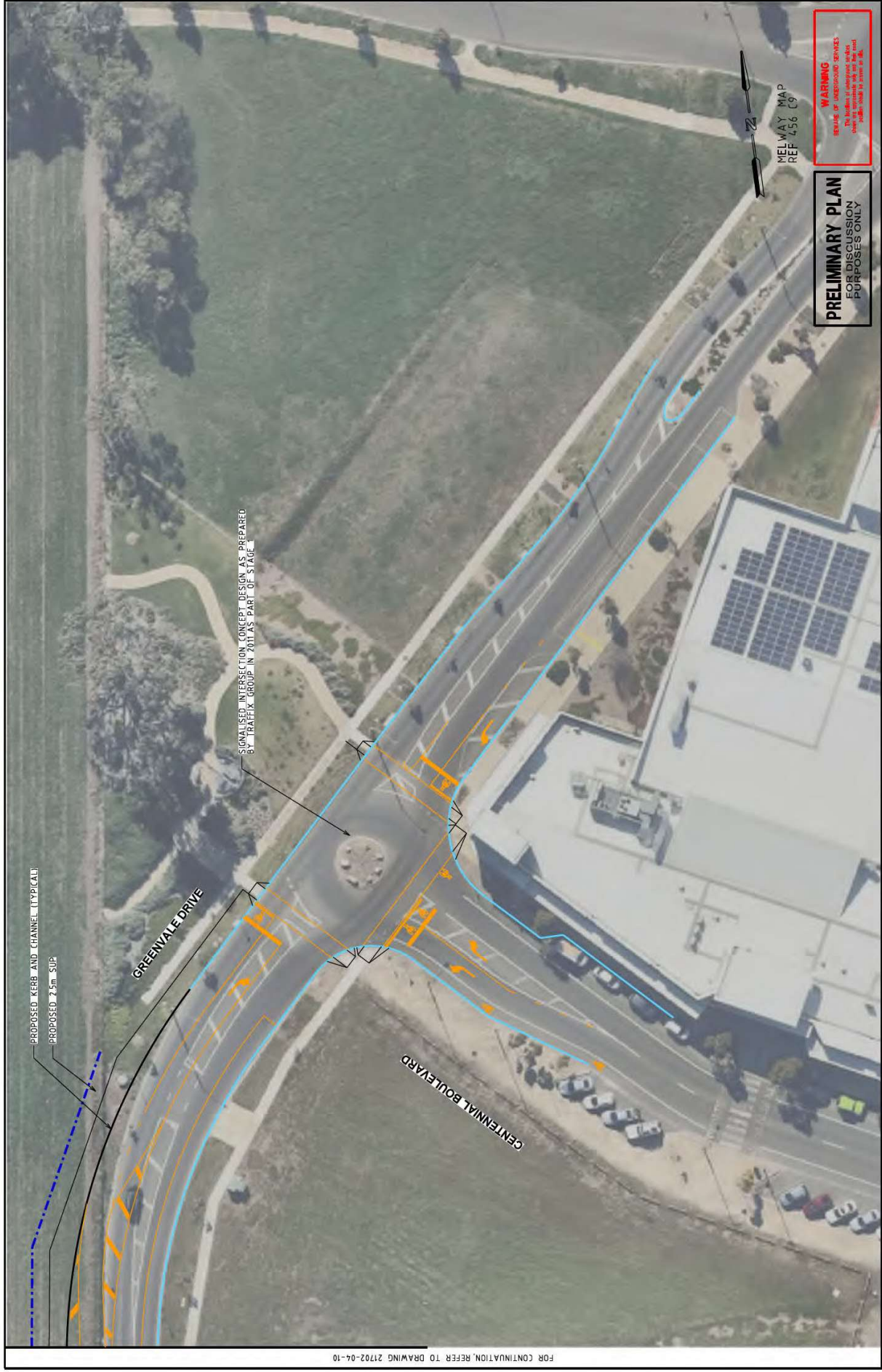
**SUBTOTAL CONSTRUCTION COSTS: \$ 583,950.00**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
18	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 583,950.00	\$ 18,978.38
19	Application for Network Scope, Plan Approval Fee payable to Powercor and Network Fees	1	Item	\$ 5,000.00	\$ 5,000.00
20	Permits and Approvals	1	Item	\$ 10,000.00	\$ 10,000.00
	<b>Carried Forward:</b>				<b>\$ 33,978.38</b>

**JETTY ROAD - STAGE 2 DCP**

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
	<b>Brought Forward:</b>				<b>\$ 33,978.38</b>
<b>CONSULTANCY FEES</b>					
21	Project and Program Management	3.0%	Item	\$ 583,950.00	\$ 17,518.50
22	Feature Survey	1	Item	\$ 10,000.00	\$ 10,000.00
23	Geotechnical Testing and Pavement Designs	1	Item	\$ 8,000.00	\$ 8,000.00
24	Traffic Consultant	1	Item	\$ 20,000.00	\$ 20,000.00
25	Civil Design and Documentation	8.0%	Item	\$ 583,950.00	\$ 46,716.00
26	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
27	Electrical Design and Documentation	1	Item	\$ 25,000.00	\$ 25,000.00
<b>SUBTOTAL CONSULTANCY AND AUTHORITY FEES:</b>					<b>\$ 166,212.88</b>
<b>CONTINGENCY</b>					
28	Contingency (20% of Construction Costs)	20.0%	Item	\$ 583,950.00	\$ 116,790.00
<b>SUBTOTAL:</b>					<b>\$ 866,952.88</b>
<b>G.S.T :</b>					<b>\$ 86,695.29</b>
<b>TOTAL AMOUNT (Including GST)</b>					<b>\$ 953,648.16</b>



FOR CONTINUATION, REFER TO DRAWING 21702-04-10

ISSUE	ISSUE DESCRIPTION	ISSUE DATE	GENERAL NOTES
A	INITIAL ISSUE	28/05/22	1. BASE INFORMATION FROM AERIAL PHOTOGRAPH SOURCE: NEARMAP JUL 2021. 2. MAIN ROAD - GREENVALE DRIVE SPEED ZONE 50km/h. 3. ALL PROPOSED ROADWAYS TAKE FROM GREENVALE DRIVE AS 1:24:1.200P. 4. ALL PROPOSED ROADWAYS TAKE FROM GREENVALE DRIVE AS 1:24:1.200P. INDICATORS TO IDA COMPLIANCE GUIDELINES REFER TO AS 1:24:1.200P.
B	COUNCIL COMMENTS ADDRESSED	05/10/22	

**RD-04**

DESIGNED: MATT O'BRIEN 28/05/22  
 CHECKED/APPROVED: N. WOOLCOCK 28/05/22  
 FILE NAME: G21702-04-00.dgn

**Traffix Group**  
 Level 28, 459 Collins Street  
 Melbourne, Victoria 3000  
 +61 3 9822 2888  
 www.traffixgroup.com.au

**JETTY ROAD STAGE 2**  
 ULTIMATE DUAL CARRIAGEWAY CROSS SECTION  
 GREATER GEELONG CITY  
 CONCEPT LAYOUT PLAN

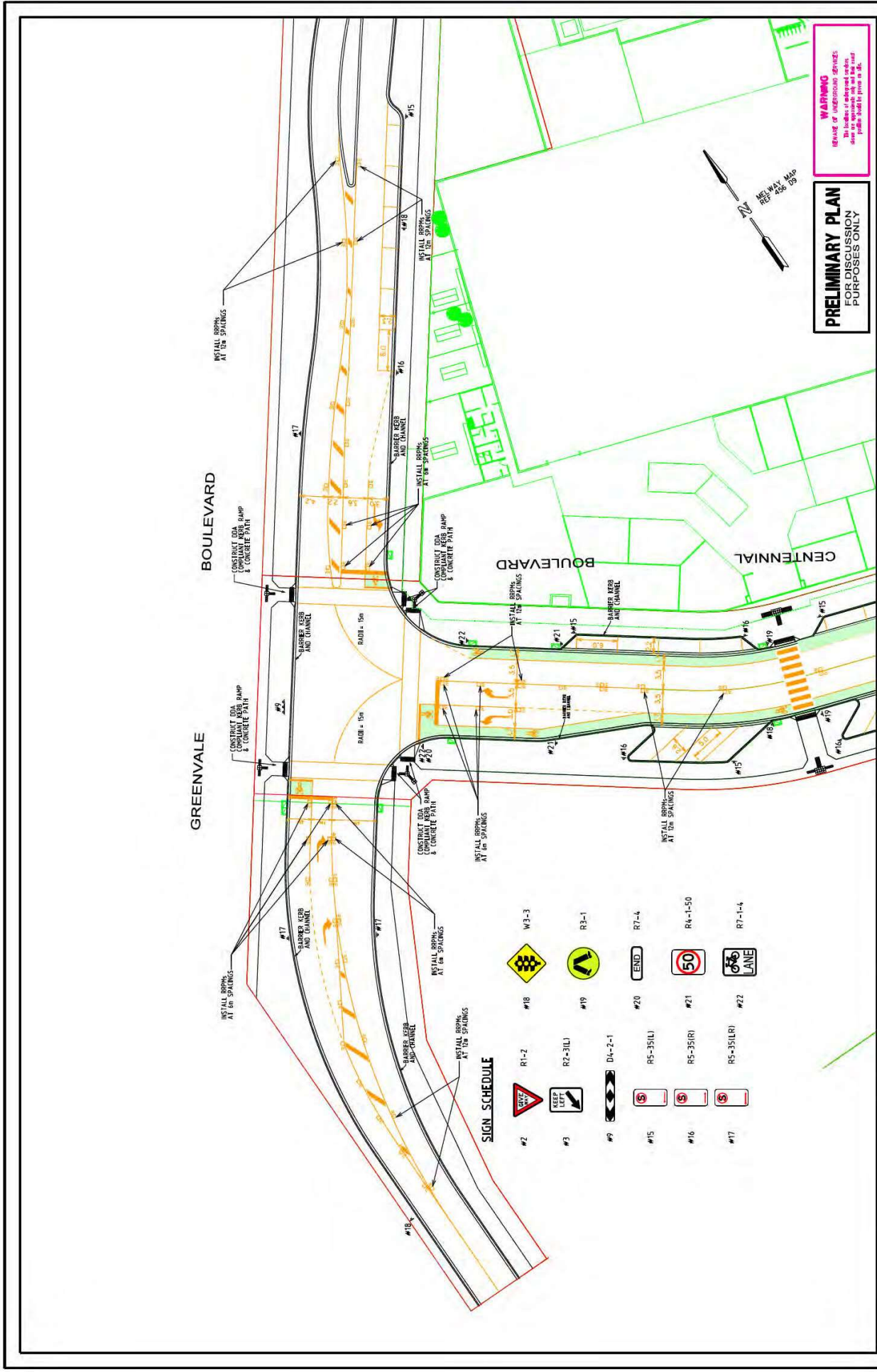
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 SHEET No. 11/11 DWG No. G21702-04-11

**PRELIMINARY PLAN**  
 FOR DISCUSSION  
 PURPOSES ONLY

**WARNING**  
 REVIEW OF LANDSCAPE SERVICES  
 The location of landscape services  
 proposed is subject to review by the Council.

MELWAY MAP  
 REF 456 C9





**PRELIMINARY PLAN**  
FOR DISCUSSION  
PURPOSES ONLY

**WARNING**  
REUSE OF UNDERGROUND SERVICES  
The location of subsurface utilities shown on this plan is for information only and does not constitute a guarantee of their location or depth. Please verify their position on site.

ISSUE	ISSUE NOTES	ISSUE DATE	GENERAL NOTES	DESIGNED	DATE
A	DETAILED FUNCTIONAL PLAN FOR APPROVAL	07 FEB 2013	<p>1. BASE INFORMATION FROM SURVEY FILE IN HOLDING.</p> <p>2. ALL DIMENSIONS ARE TO FACE OF KERB &amp; CHANNEL.</p> <p>3. ALL DIMENSIONS TO COMPLY WITH TACTILE GROUND SURFACE INDICATORS TO COMPLY WITH AS/NZS 4580:2001.</p>	K. BALLARD	07 FEB 2013
				CHECKED/APPROVED	DATE
				N. WOODCOCK	07 FEB 2013
				FILE NAME	ISSUE
				DD0474A-03	A

**TrafficDesign**  
Traffic Engineering Design and Survey  
100A WOODCOCK ST. SUITE 100A WOODCOCK VIC 3009  
www.trafficdesign.com.au

CENTENNIAL BOULEVARD/GREENVALE BOULEVARD  
CLIFTON SPRINGS  
CITY OF GREATER GEELONG  
FUNCTIONAL LAYOUT PLAN

SCALE 0 15 30 45 60 METRES

SHEET No. D00474A-03

## JETTY ROAD - STAGE 2 DCP

23/06/2023 REV03

## RD-05

**19 (R-05) Greenvale / Tivoli Drive & Coriyule Road Roundabout**

These works are to change the existing intersection into a roundabout. The works include constructing new pavement with associated earthworks, drainage, pavement, street lighting, service pit adjustments, line marking, signage, etc.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 50,000.00	\$ 50,000.00
2	Provision of temporary fencing	1	Item	\$ 6,000.00	\$ 6,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,500.00	\$ 2,500.00
4	Traffic Control works.	1	Item	\$ 100,000.00	\$ 100,000.00
5	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
6	Contractor to prove existing services where required.	1	Item	\$ 20,000.00	\$ 20,000.00
7	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
8	Removal of existing fences, trees, buildings any rubbish and construction waste	1	Item	\$ 5,000.00	\$ 5,000.00
9	Sawcut and removal of Kerb	240	m	\$ 50.00	\$ 12,000.00
10	Sawcut and removal of Pavement	510	m <sup>2</sup>	\$ 60.00	\$ 30,600.00
11	Removal of Existing Linemarking	1	Item	\$ 2,000.00	\$ 2,000.00
<b>EARTHWORKS AND STREET WORKS</b>					
12	Formation of roadways to 98% level 1 compaction, inclusive of stripping and stockpiling of topsoil; excavation for pavement, footpath, kerb and channel, nature strips, open drains, berms and side batters; additional excavation to expose clay under pavement, placing, watering, and compacting approved clay filling in roadways and side batters; compaction testing; and stockpiling of all surplus spoil, all as specified.				
	(i) Estimated Excavation	698	m <sup>3</sup>	\$ 25.00	\$ 17,451.00
	(ii) Estimated Fill	20	m <sup>3</sup>	\$ 19.00	\$ 380.00
13	<b>PROVISIONAL ITEM</b> Excess Material to be transported off site	678	m <sup>3</sup>	\$ 25.00	\$ 16,951.00
14	Re-spreading topsoil to 100mm thickness	500	m <sup>2</sup>	\$ 3.00	\$ 1,500.00
15	Supply, deliver and apply "Hydro Seeding" dust suppressant	500	m <sup>2</sup>	\$ 1.30	\$ 650.00
16	Road pavement on clay subgrade				
	(i) 40mm/14mm Type H hotmix asphalt;	855	m <sup>2</sup>	\$ 35.00	\$ 29,925.00
	(ii) Prime Coat application to Council requirements;	855	m <sup>2</sup>	\$ 4.00	\$ 3,420.00
	(iii) 150mm Class 2/20mm FCR, extending to lip of kerb;	855	m <sup>2</sup>	\$ 25.00	\$ 21,375.00
	(iv) 150mm Class 3/20mm FCR, extending 150mm behind back of kerb;	1,163	m <sup>2</sup>	\$ 22.00	\$ 25,594.80
	(v) 200mm Class 3/40mm FCR, extending 150mm behind back of kerb;	1,163	m <sup>2</sup>	\$ 20.00	\$ 23,268.00
17	Provisional Item for additional Subgrade works 300mm depth (3% lime, 3% cement), extending 150mm behind back of kerb.	1,163	m <sup>2</sup>	\$ 30.00	\$ 34,902.00
18	40mm/14mm Type H hotmix asphalt over existing pavements	665	m <sup>2</sup>	\$ 40.00	\$ 26,600.00
19	Kerb and channel 300mm wide	160	m	\$ 75.00	\$ 12,000.00
20	Kerb and channel 450mm wide	302	m	\$ 80.00	\$ 24,160.00
21	Kerb and channel 600mm wide	52	m	\$ 85.00	\$ 4,420.00
22	100mm dia. Class 4 A.G. drain with Geotextile Sock Surround behind kerb.	302	m	\$ 40.00	\$ 12,080.00
23	125mm thick 32MPa concrete	215	m <sup>2</sup>	\$ 90.00	\$ 19,350.00
24	Supply and install street sign post and name plate to Council requirements.	4	No.	\$ 600.00	\$ 2,400.00
25	Supply and install street warning and directional signs to Council requirements.	20	No.	\$ 700.00	\$ 14,000.00
26	Supply and install line marking and RRPMP's in accordance with council standards.	1	Item	\$ 5,000.00	\$ 5,000.00
27	Repegging of title boundaries at completion of construction by Consultant.	1	Item	\$ 5,000.00	\$ 5,000.00

**JETTY ROAD - STAGE 2 DCP**  
23/06/2023 REV03

	<b>Carried Forward:</b>		<b>\$ 571,526.80</b>
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## JETTY ROAD - STAGE 2 DCP

23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
	<b>Brought Forward:</b>				<b>\$ 571,526.80</b>
<b>STREET DRAINAGE WORKS</b>					
28	Excavation and refilling trenches, supply, laying and jointing RCP, rubber ring joints, compacted Class 3 FCR backfill.				
	(i) 375 dia.	150	m	\$ 400.00	\$ 60,000.00
	(ii) 450 dia.	56	m	\$ 460.00	\$ 25,760.00
29	CCTV of all proposed and existing drainage pipes as instructed by Council.	206	m	\$ 18.00	\$ 3,708.00
30	Concrete Side Entry Pit, internal dimensions, to Council details.				
	(i) 900mm x 600mm	8	No.	\$ 2,500.00	\$ 20,000.00
	(ii) 900mm x 900mm	2	No.	\$ 3,200.00	\$ 6,400.00
31	Concrete Double Side Entry Pit, internal dimensions, to Council details.				
	(i) 1900mm x 900mm	2	No.	\$ 7,000.00	\$ 14,000.00
32	Adjust existing drainage pit covers to match finished surfaces	7	m	\$ 2,000.00	\$ 14,000.00
<b>SERVICES</b>					
33	Excavation and refilling <b>trenches</b> for electrical cables/conduits inclusive of additional width and depth at service tee joints and light-pole locations, supply and placing sand bedding and <b>clay backfill</b> , laying out cover slabs and disposal of surplus spoil as specified to meet new standards.	130	m	\$ 65.00	\$ 8,450.00
34	Excavation and refilling <b>road crossing trenches</b> for electrical conduits and/or communications conduits inclusive supply and placing sand bedding and <b>FCR backfill</b> and disposal of surplus spoil as specified to meet new standards.	40	m	\$ 170.00	\$ 6,800.00
35	Supply and installation Cat 'A' orange PVC conduits in trench.				
	(i) 32mm dia.	80	m	\$ 35.00	\$ 2,800.00
	(ii) 100mm dia.	130	m	\$ 55.00	\$ 7,150.00
36	Taking delivery of and installing precast concrete electricity service pits and covers.	6	No.	\$ 350.00	\$ 1,968.75
37	Augering holes for electrical lightpole installation.	4	No.	\$ 350.00	\$ 1,400.00
38	Supply and Install Single Arm Street Light Poles.	4	No.	\$ 3,500.00	\$ 14,000.00
39	Electrical reticulation works	1	Item	\$ 50,000.00	\$ 50,000.00
40	PowerCor final audit requirements for excavation points to prove satisfactory clearances of services. Include plant hire and labour for initial audit only. Any subsequent audits at contractor's expense.	1	Item	\$ 4,000.00	\$ 4,000.00
41	Relocation of existing Electrical Assets including removal of light poles.	1	Item	\$ 20,000.00	\$ 20,000.00
42	Adjust existing sewer pit covers to match finished surfaces	2	m	\$ 3,000.00	\$ 6,000.00
43	Adjust / relocation of existing communication pits / assets	1	Item	\$ 5,000.00	\$ 5,000.00
44	Adjust / relocation of existing water assets	1	Item	\$ 5,000.00	\$ 5,000.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 847,963.55**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
45	Plan Certification (\$167.80 per plan / stage)	2	No.	\$ 167.80	\$ 335.60
46	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 847,963.55	\$ 27,558.82
47	Street Trees / Landscaping	7	No.	\$ 1,100.00	\$ 7,150.00
48	Council Non Standard Lightpole Fee	4	No.	\$ 2,500.00	\$ 10,000.00
49	Application for Network Scope, Plan Approval Fee payable to Powercor and Network Fees	1	Item	\$ 5,000.00	\$ 5,000.00
	<b>Carried Forward:</b>				<b>\$ 50,044.42</b>

**JETTY ROAD - STAGE 2 DCP**  
23/06/2023 REV03

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
	<b>Brought Forward:</b>				<b>\$ 50,044.42</b>
<b>CONSULTANCY FEES</b>					
50	Project and Program Management	3.0%	Item	\$ 847,963.55	\$ 25,438.91
51	Feature Survey	1	Item	\$ 10,000.00	\$ 10,000.00
52	Geotechnical Testing and Pavement Designs	1	Item	\$ 15,000.00	\$ 15,000.00
53	Traffic Consultant	1	Item	\$ 20,000.00	\$ 20,000.00
54	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
55	Title Survey and Plan of Subdivision	1	Item	\$ 10,000.00	\$ 10,000.00
56	Civil Design and Documentation	8.0%	Item	\$ 847,963.55	\$ 67,837.08
57	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00
58	Electrical Design and Documentation	1	Item	\$ 40,000.00	\$ 40,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 253,320.41**

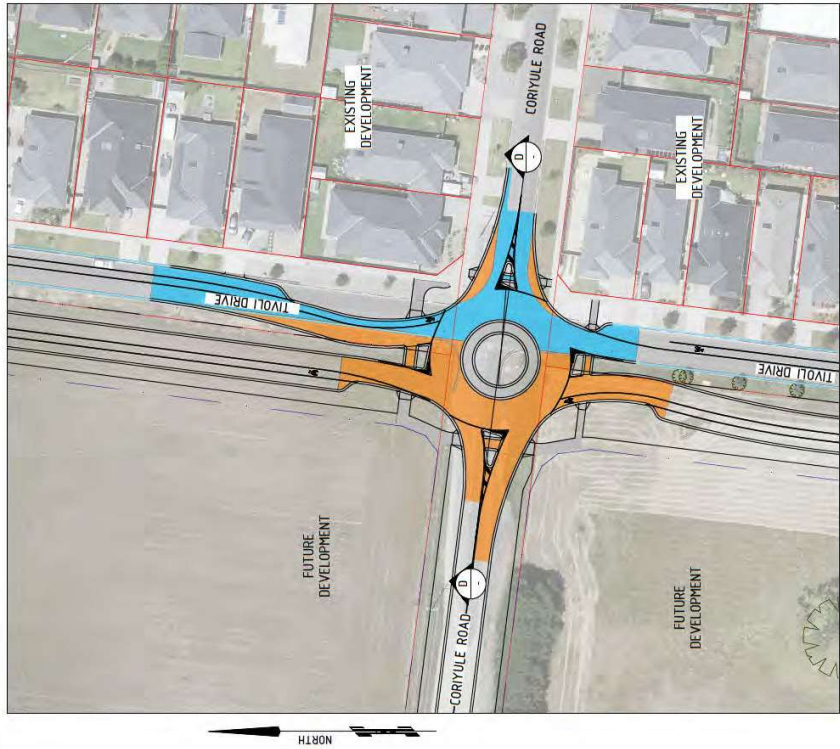
<b>CONTINGENCY</b>					
59	Contingency (20% of Construction Costs)	20.0%	Item	\$ 847,963.55	\$ 169,592.71

**SUBTOTAL: \$ 1,270,876.67**

**G.S.T : \$ 127,087.67**

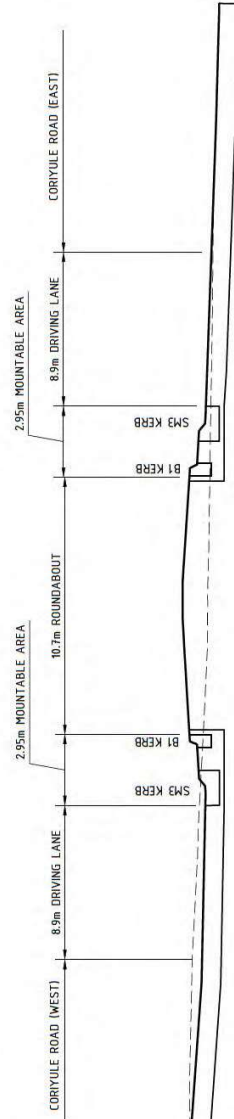
**TOTAL AMOUNT (Including GST) \$ 1,397,964.33**

**JETTY ROAD - STAGE 2  
DCP FUNCTIONAL  
R-05 - GREENVALE/TIVOLI DRIVE**  
CORIYULE ROAD ROUNDABOUT  
MARCH 2023  
REV 02



LEGEND	
[Red dashed line]	TITLE BOUNDARY
[Black dashed line]	PROPOSED KERB
[Black solid line]	EXISTING KERB (TO REMAIN)
[Orange solid line]	PROPOSED FULL DEPTH PAVEMENT
[Blue solid line]	PROPOSED ASPHALT OVERLAY
[Light blue solid line]	PROPOSED CONCRETE FOOTPATH
[Green solid line]	PROPOSED LINE/MARKING ALTERATIONS ON EXISTING ROAD
[Green dashed line]	EXISTING TREES/VEGETATION

**PROPOSED CORIYULE ROAD INTERSECTION UPGRADE**



**TYPICAL CROSS SECTION D-D**  
SCALE: N.T.S.

- FUTURE WATER
- FUTURE GAS
- EXISTING ELECTRICAL
- FUTURE TELSTRA



Level 1, 27-31 Myers Street  
PO Box 1127  
Geelong VIC Australia 3220  
Phone +61 3 5202 4600 Fax +61 3 5202 4691  
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ABN 11 125 568 461  
Web: www.cardno.com

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**RD-05**

**JETTY ROAD - STAGE 2 DCP**

09/06/2023 REV00

**OS-01****9 (OS004) Foreshore Reserve - Improvements**

These works include weed eradication, landscaping & revegetation, and the construction of bbq/ playspace/ public toilet / drinking fountain/ bins/ seats/ shared path.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 10,000.00	\$ 10,000.00
2	Provision of temporary fencing	1	Item	\$ 7,000.00	\$ 7,000.00
3	Provision of Construction Management Plan	1	Item	\$ 2,000.00	\$ 2,000.00
4	Implementation of the Environmental Management Plan	1	Item	\$ 5,000.00	\$ 5,000.00
5	Removal of existing fences and debris	1	Item	\$ 5,000.00	\$ 5,000.00
<b>LANDSCAPING WORKS</b>					
6	Weed Eradication - Cliff	13,050	m <sup>2</sup>	\$ 10.00	\$ 130,500.00
7	Landscaping/Revegetation - Cliff	13,050	m <sup>2</sup>	\$ 30.00	\$ 391,500.00
8	Landscaping/Revegetation - 100m Exclusion zone	58,450	m <sup>2</sup>	\$ 20.00	\$ 1,169,000.00
9	Shared trail	450	m	\$ 100.00	\$ 45,000.00
10	Toilet block	1	Item	\$ 200,000.00	\$ 200,000.00
11	Playground	1	Item	\$ 100,000.00	\$ 100,000.00
12	Street Furniture	10	No.	\$ 3,000.00	\$ 30,000.00
13	Services	1	Item	\$ 50,000.00	\$ 50,000.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 2,145,000.00**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
13	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 2,145,000.00	\$ 69,712.50
14	Permits and Approvals	1	Item	\$ 10,000.00	\$ 10,000.00
<b>CONSULTANCY FEES</b>					
15	Project and Program Management	3.0%	Item	\$ 2,145,000.00	\$ 64,350.00
16	Feature Survey	1	Item	\$ 20,000.00	\$ 20,000.00
17	Civil Design and Documentation	5.0%	Item	\$ 2,145,000.00	\$ 107,250.00
18	Landscape Design and Documentation	10.0%	Item	\$ 2,145,000.00	\$ 214,500.00
18	As Constructed Information	1	Item	\$ 5,000.00	\$ 5,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 490,812.50**

<b>CONTINGENCY</b>					
19	Contingency (20% of Construction Costs)	20.0%	Item	\$ 2,145,000.00	\$ 429,000.00

**SUBTOTAL: \$ 3,064,812.50****G.S.T : \$ 306,481.25****TOTAL AMOUNT (Including GST) \$ 3,371,293.75**

OS-04

8 (OS003) Regional Park

These works are to deliver a regional park for the precinct. It includes civil works and landscaping

Description	Unit	Qty	Rate	Subtotal	Total
<b>Landscaping</b>		20000			\$605,159.00
<b>Garden bed preparation</b>					
Supply and spread screened topsoil to garden beds, finished to 100mm depth	m2	3000	\$9.90	\$29,700.00	
Supply and install organic mulch to garden beds, finished to 75mm depth	m2	3000	\$12.20	\$36,600.00	
<b>Grassing</b>					
Supply and application of Hydroseeded grassing as required	m2	9800	\$2.00	\$19,600.00	
Supply and spread screened topsoil to Instant Turf grassed areas only, finished to 50mm depth	m2	3000	\$4.95	\$14,850.00	
Supply and install Kikuyu Instant Turf across prepared grassed area	m2	3000	\$9.75	\$29,250.00	
<b>Trees and planting</b>					
Supply and installation of 300L tree	each	5	\$1,006.00	\$5,030.00	
Supply and installation of 150L tree	each	45	\$620.00	\$27,900.00	
Supply and installation of 45L tree	each	145	\$270.00	\$39,150.00	
Supply and installation of 14cm pots	each	3300	\$110.00	\$363,000.00	
Supply and installation of tubestock	each	3100	\$12.80	\$39,680.00	
<b>Edging</b>					
Supply and install Steel Edging to garden beds as detailed	lin.m	480	\$48.50	\$2,279.50	
Supply and installation of Heavy 100 x 25mm treated pine timber edging as shown	lin.m	70	\$21.00	\$399.00	
					\$264,985.00
<b>Shelter</b>					
Section 1 Supply and installation of picnic shelter with lightning protection	item	1	\$50,000.00	\$50,000.00	
Supply and install steel and timber picnic settings	each	3	\$4,470.00	\$13,410.00	
Supply and install steel and timber bench seating	each	10	\$2,134.00	\$21,340.00	
Supply and install 240 Litre steel & timber rubbish bin enclosures ( 1 x General Waste, 1 x Recycled Waste)	each	4	\$3,110.00	\$12,440.00	
Supply and install steel and timber 1500 x 1500mm platform seating	each	2	\$3,200.00	\$6,400.00	
Supply and install stainless steel drinking fountain, complete with dog bowl	each	1	\$9,205.00	\$9,205.00	
Supply and install stainless steel bike hoops	each	3	\$730.00	\$2,190.00	
Supply and installation of public toilet facilities, including sewerage pump and connection	each	1	\$150,000.00	\$150,000.00	
					\$24,200.00
<b>BBQ</b>					
Supply and install stainless steel BBQ with double hotplates	each	2	\$12,100.00	\$24,200.00	
					\$472,466.50
<b>Playground</b>					
Supply and install soft fall mulch to 350mm depth	m2	210	\$35.00	\$7,350.00	
Supply and install timber stepping logs to maximum 300mm above ground surface	each	6	\$450.00	\$2,700.00	
Supply and install custom climbing structure	each	1	\$200,000.00	\$200,000.00	
Supply and install GYRO 3.0 Basket swing	each	1	\$15,782.00	\$15,782.00	
Supply and install Robinia timber seesaw	each	1	\$5,517.00	\$5,517.00	
Supply and install Robinia timber carousel	each	1	\$10,917.00	\$10,917.00	
Supply and install Robinia timber two bay swing with Adult seat and toddler seat	each	1	\$15,417.50	\$15,417.50	
Supply and install Robinia timber monkey bars	each	1	\$8,053.00	\$8,053.00	
Supply and install random rocks into playspace area	each	125	\$160.00	\$20,000.00	
Construction of the sandpit area, including geofabric liner	m2	70	\$92.50	\$6,475.00	
Playground auditor - 1 Visit at PC & Softfall Rubber impact attenuation test	item	1	\$2,715.00	\$2,715.00	
Supply and install rubber softfall on 100mm concrete base to play area	m2	280	\$320.00	\$89,600.00	
Supply and installation of the softfall rubber surface over a 100mm thick fibre reinforced concrete pavement base	m2	90	\$360.00	\$32,400.00	
Compaction testing and engineering allowance	item	1	\$5,750.00	\$5,750.00	
Supply and installation of shade sails for play area	item	1	\$40,000.00	\$40,000.00	
<b>Sports equipment</b>					
Supply and install heavy duty basketball goal tower, backboard and ring	item	1	\$4,100.00	\$4,100.00	
Supply and install heavy duty netball goal post and ring	item	1	\$940.00	\$940.00	
Supply and install combination AFL/soccer goal posts (2 ends)	item	1	\$4,750.00	\$4,750.00	
					\$72,300.00
<b>Conduits</b>					
<b>Service connections</b>					
Supply and install potable water connection to drinking fountain, tap, irrigation network and public toilet	item	1	\$12,000.00	\$12,000.00	
Supply and install electrical service to BBQ, irrigation network and public toilet	item	1	\$6,000.00	\$6,000.00	
<b>Drainage &amp; Irrigation</b>					
Supply and installation of subsurface drainage network as required	item	1	\$20,000.00	\$20,000.00	
Supply and installation of suitable drainage pits and grated covers	each	8	\$1,250.00	\$10,000.00	
Design, supply and installation of the automated irrigation network to Instant Turf grassed areas	m2	3000	\$8.10	\$24,300.00	
					\$10,000.00
<b>Lighting</b>					
Supply and install timer lighting to shelter and public toilet	item	2	\$5,000.00	\$10,000.00	
					\$5,000.00
<b>Contingencies</b>					
Supply and installation of place naming signage	item	1	\$5,000.00	\$5,000.00	
					\$492,440.00
<b>Landscape</b>					
<b>Preliminaries</b>					
WHS Documentation, TMP Preparation, Site facilities, Temporary safety fence, Soil Testing as required	item	1	\$20,000.00	\$20,000.00	
Landscape set out, Underground services detection	item	1	\$4,000.00	\$4,000.00	
<b>Site Preparation &amp; Earthworks</b>					
Site cleanup, rubbish and builders debris removal and disposal	item	1	\$5,500.00	\$5,500.00	
General earthworks, final trim and grade of site to required levels	item	1	\$80,000.00	\$80,000.00	
Rip/rotary hoe garden bed areas to 200mm depth	m2	3000	\$1.20	\$3,600.00	
Rip/rotary hoe instant turf and seeded grassed areas to 100mm depth	m2	12800	\$1.10	\$14,080.00	
<b>Surfaces &amp; finishes</b>					

Supply and install plain grey concrete pavement, 125mm finished thickness, 100mm FCR regulating layer, SL72 reinforcing mesh	m2	2500	\$92.00	\$230,000.00
Supply and install Exposed Aggregate concrete pavement, 125mm finished thickness, 100mm FCR regulating layer, SL72 reinforcing mesh	m2	650	\$150.00	\$97,500.00
Supply and install compacted toppings (Granitic Sand) pavement, 50mm compacted depth on 70mm FCR regulating layer	m2	210	\$45.00	\$9,450.00
Supply and install 125mm thick concrete pavement to sports court area, finished with wetpour acrylic sports court surfacing	m2	190	\$149.00	\$28,310.00
<b>Subtotal</b>				<b>\$1,946,550.50</b>
GST			10.00%	\$194,655.05
<b>TOTAL (incl. GST)</b>				<b>\$2,141,205.55</b>

**JETTY ROAD - STAGE 2 DCP**  
24/008/23 REV 005

**12 (OS02) Southern Precinct Local Park**

**OS-05**

These works are to deliver a local park for the southern precinct. It includes civil works and landscaping.

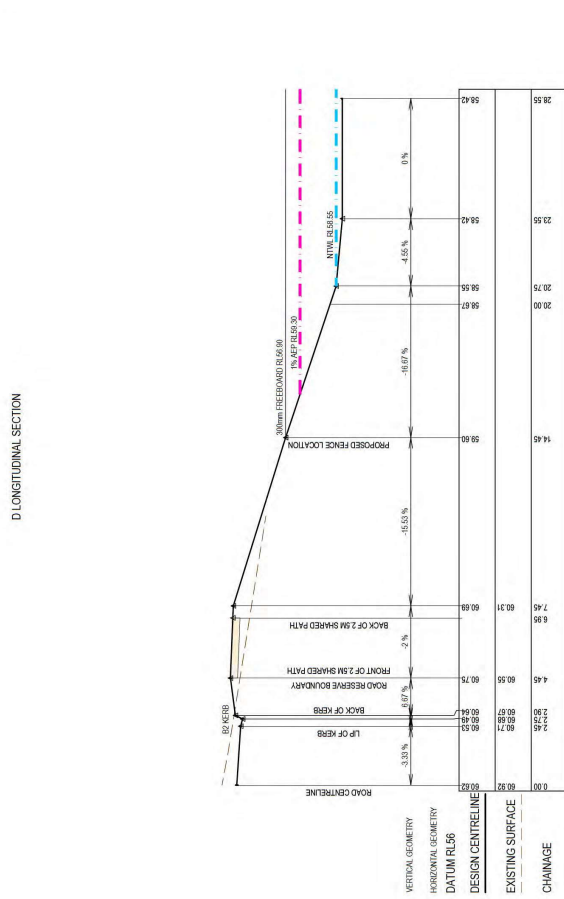
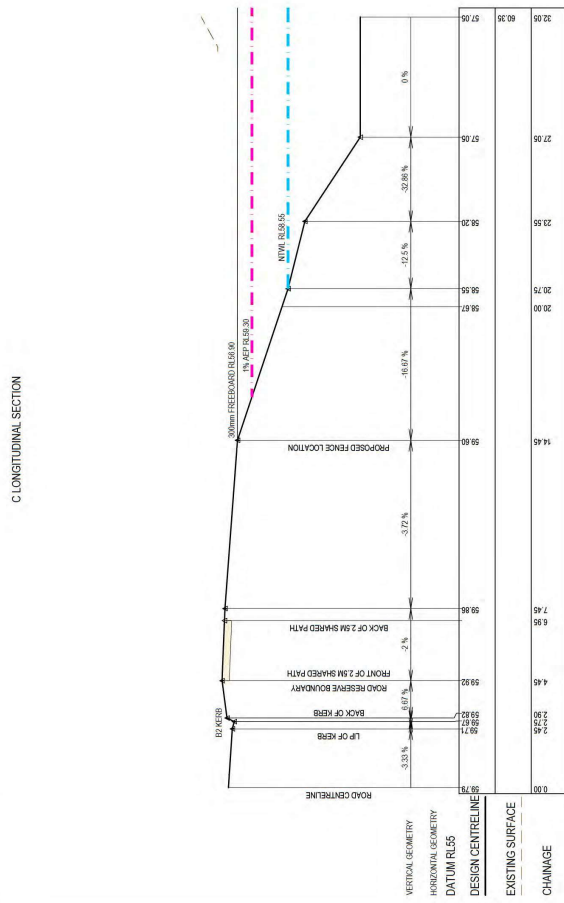
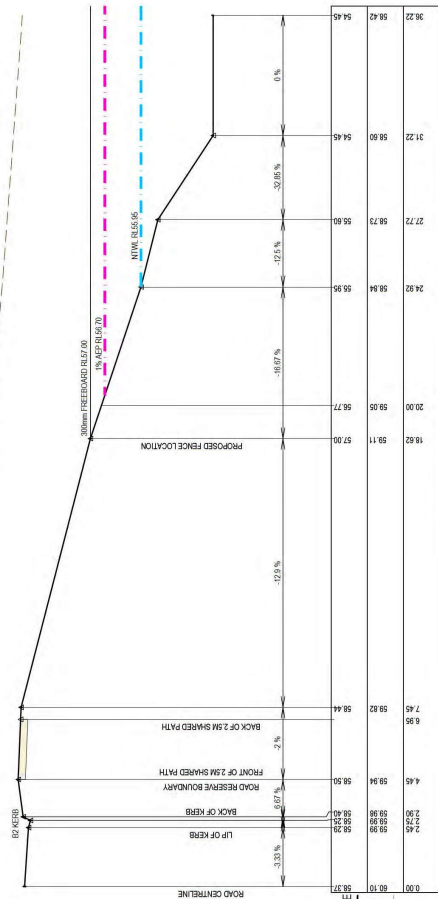
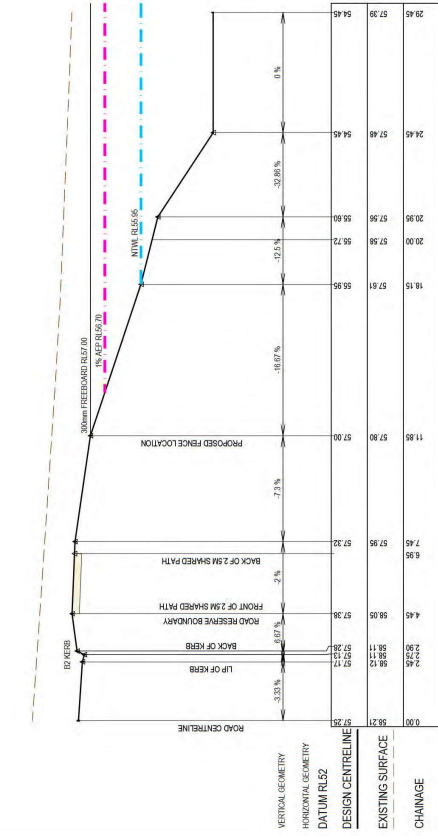
ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site establishment including provisions of access, survey setout, provision of site and office compounds, insurance, OH&S, traffic control, traffic management plan for Council, environmental protection and other works as specified. (3.5% of Project Value)	1	Item	\$ 62,078.00	\$ 62,078.00
<b>EARTHWORKS</b>					
2	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
<b>PAVING</b>					
3	Geotechnical Certification	1	item	\$ 1,900.00	\$ 1,900.00
4	2.5m Wide Concrete Shared Paths - Supply & install plain concrete pavement - <b>275 Lin.m</b>	688	m <sup>2</sup>	\$ 91.00	\$ 62,608.00
5	1.5m Wide Concrete Secondary Pedestrian Paths - Supply & install plain concrete pavement	906	m <sup>2</sup>	\$ 91.00	\$ 82,446.00
6	Exposed aggregate concrete pavement Picnic Shelter Area - supply and install	330	m	\$ 120.00	\$ 39,600.00
<b>Carried Forward:</b>					<b>\$ 256,632.00</b>
ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>Brought Forward:</b>					<b>\$ 256,632.00</b>
<b>FIXTURES &amp; FURNITURE</b>					
7	S1 - Supply & install timber seat with backrest as specified	4	No.	\$ 2,600.00	\$ 10,400.00
8	S3 - Supply & install proprietary picnic setting as specified	6	No.	\$ 5,000.00	\$ 30,000.00
9	Propriety Shelter structure - Supply & Install	1	No.	\$ 80,000.00	\$ 80,000.00
<b>PLAYGROUND &amp; FITNESS EQUIPMENT</b>					
10	EQ1 - Supply & install play equipment tower with tubeslide	1	No.	\$ 120,000.00	\$ 120,000.00
11	EQ2 - Supply & install play equipment swing set	1	No.	\$ 12,000.00	\$ 12,000.00
12	Supply & install timber log play structures	2	No.	\$ 3,500.00	\$ 7,000.00
13	Play/Fitness safety audit prior installation and before handover to Council	3	No.	\$ 1,200.00	\$ 3,600.00
14	Softfall Mulch - Supply and Install	430	m	\$ 75.00	\$ 32,250.00
<b>SOIL &amp; PREPARATION</b>					
15	Weed control to all garden beds and grassed areas	10747	m	\$ 0.25	\$ 2,686.75
16	Fine Trimming & grading for all garden and grassed areas, as specified	10747	m	\$ 0.50	\$ 5,373.50
17	Cultivation 150mm depth to all garden beds and grassed areas as specified	10747	m	\$ 0.60	\$ 6,448.20
18	Supply & install 200mm imported topsoil to all garden bed areas, as specified	155	m	\$ 14.00	\$ 2,170.00

**JETTY ROAD - STAGE 2 DCP**

24/008/23 REV 005

19	Supply & install 50mm imported topsoil to all grassed areas , as specified	10592	m	\$	14.00	\$ 148,288.00
20	Supply & install 75mm depth approved organic mulch to all garden beds, as specified	155	m	\$	8.00	\$ 1,240.00
<b>TREES &amp; PLANTING</b>						
21	Supply & install trees	270	No.	\$	108.00	\$ 29,160.00
22	Supply & install shrubs & groundcovers to Garden Bed Areas - tubestock - 4 plants/m2	620	No.	\$	4.50	\$ 2,790.00
<b>TURF &amp; GRASSING (excluding Drying Benches)</b>						
23	G1 - Supply & install instant turf (100% Kikuyu)	10592	m	\$	9.00	\$ 95,328.00
<b>ESTABLISHMENT</b>						
24	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	\$	1,400.00	\$ 18,200.00
25	Establish the landscape to the standards indicated in the specification for MW Reimbursables items - LB1, LB2, CI, SM, DM planting areas	13	weeks	\$	2,400.00	\$ 31,200.00
<b>CONTINGENCY</b>						
26	Contingency (20% of Construction Costs)	20.0%	Item	\$	31,200.00	\$ 6,240.00

**SUBTOTAL: \$ 1,157,638.45****G.S.T : \$ 115,763.85****TOTAL AMOUNT (Including GST) \$ 1,273,402.30**



**PRELIMINARY**

REV	DATE	REVISION / REVISION DESCRIPTION	DRAWN	CHECKER	DESIGNER	DATE	DATE
B	22/02/23	WETLAND CROSS SECTIONS UPDATED	LOGAN	RYAN	RYAN		

**SMC**  
Member of the Surabaya Jamung Group  
East 5, Fookin Mall, 13, Makmur Road  
North Geelong, VIC 3215  
PH: 03 5224 1300

**DR-04 (part 5)**

Culwis - APD  
1421 Portarlington Road  
City of Greater Geelong  
Drainage Reserve Concept  
Slope Cross Sections

PROJECT NUMBER: 3260E-CL-005  
SHEET No: 5 of 5  
REVISION: B

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## JETTY ROAD - STAGE 2 DCP

22/05/2023 REV03

## DR-01

**Drainage Works - Pipeline (Property 11) (Stantec Item 21 D-03)**

These works involve construction of an outfall drain from north end of McDermott Rd to the Bay. The works include construction a 375mm dia. outfall drain with associated pits, energy dissipation pit, endwalls, rock beaching and access track.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 20,000.00	\$ 20,000.00
2	Provision of temporary fencing	1	Item	\$ 2,000.00	\$ 2,000.00
3	Provision of Construction Management Plan	1	Item	\$ 1,500.00	\$ 1,500.00
4	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
5	Ground water management	1	Item	\$ 5,000.00	\$ 5,000.00
6	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 10,000.00	\$ 10,000.00
7	Access track, turnaround, bollards and gate.	1	Item	\$ 15,000.00	\$ 15,000.00
8	Reinstatement of disturbed areas - topsoil and hydromulch.	1	Item	\$ 3,000.00	\$ 3,000.00
<b>STREET DRAINAGE WORKS</b>					
9	Supply, install and jointing of PE PN10, inclusive of butt welded joints (above ground).				
	(i) 375 dia.	240	m	\$ 250.00	\$ 60,000.00
10	CCTV of all proposed and existing drainage pipes as instructed by Council.	240	m	\$ 18.00	\$ 4,320.00
11	Concrete Drainage Pit, internal dimensions, to Council details.				
	(i) 900mm x 600mm	4	No.	\$ 5,000.00	\$ 20,000.00
12	Concrete energy dissipation pit	1	No.	\$ 10,000.00	\$ 10,000.00
13	Concrete supports/ footings along pipe	48	No.	\$ 2,000.00	\$ 96,000.00
14	Concrete endwall, pipe dia., to Council details.				
	(i) 375 dia.	2	No.	\$ 2,100.00	\$ 4,200.00
15	Rock beaching at endwalls	2	No.	\$ 5,000.00	\$ 10,000.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 264,020.00**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
16	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 264,020.00	\$ 8,580.65
<b>CONSULTANCY FEES</b>					
17	Project and Program Management	3.0%	Item	\$ 264,020.00	\$ 7,920.60
18	Feature Survey	1	Item	\$ 5,000.00	\$ 5,000.00
19	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
20	Site investigations/ Authority engagement.	1	Item	\$ 15,000.00	\$ 15,000.00
21	Civil Design and Documentation	8.0%	Item	\$ 264,020.00	\$ 21,121.60
22	As Constructed Information	1	Item	\$ 2,000.00	\$ 2,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 69,622.85**

<b>CONTINGENCY</b>					
23	Contingency (20% of Construction Costs)	20.0%	Item	\$ 264,020.00	\$ 52,804.00

**SUBTOTAL: \$ 386,446.85**

**G.S.T : \$ 38,644.69**

**TOTAL AMOUNT (Including GST) \$ 425,091.54**

**JETTY ROAD - STAGE 2 DCP**

01/05/2023 REV02

**DR-03**

**Drainage Works - Pipeline (Property 15) (Stantec Item 14 D-02)**

These works involve construction of an outfall drain from Coriyule/ McDermott Rds Intersection to the existing waterway in Property No.15. The works include construction a 375mm dia. outfall drain with associated pits, energy dissipation pit and endwall.

ITEM NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
<b>PRELIMINARIES</b>					
1	Site Establishment	1	Item	\$ 20,000.00	\$ 20,000.00
2	Provision of temporary fencing	1	Item	\$ 2,000.00	\$ 2,000.00
3	Provision of Construction Management Plan	1	Item	\$ 1,500.00	\$ 1,500.00
4	Implementation of the Environmental Management Plan	1	Item	\$ 3,000.00	\$ 3,000.00
5	Contractor to allocate a water cart to be available onsite at all times during construction works, in accordance with Council requirements.	1	Item	\$ 10,000.00	\$ 10,000.00
6	Removal of existing fences, trees, buildings any rubbish and construction waste	1	Item	\$ 30,000.00	\$ 30,000.00
<b>STREET DRAINAGE WORKS</b>					
7	Excavation and refilling trenches, supply, laying and jointing RCP, rubber ring joints, compacted Class 3 FCR backfill. (i) 375 dia.	360	m	\$ 335.00	\$ 120,600.00
8	CCTV of all proposed and existing drainage pipes as instructed by Council.	360	m	\$ 18.00	\$ 6,480.00
9	Concrete Drainage Pit, internal dimensions, to Council details. (i) 900mm x 600mm	8	No.	\$ 2,900.00	\$ 23,200.00
10	Concrete Collection Pit including baffles / orifices as required to collect and direct flows, internal dimensions. (i) 1800mm x 900mm	1	No.	\$ 5,500.00	\$ 5,500.00
11	Concrete endwall, pipe dia., to Council details. (i) 375 dia.	1	No.	\$ 2,200.00	\$ 2,200.00

**SUBTOTAL CONSTRUCTION COSTS: \$ 224,480.00**

<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
12	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 224,480.00	\$ 7,295.60
<b>CONSULTANCY FEES</b>					
13	Project and Program Management	3.0%	Item	\$ 224,480.00	\$ 6,734.40
14	Feature Survey	1	Item	\$ 5,000.00	\$ 5,000.00
15	Title Survey and Plan of Subdivision / Easements	1	Item	\$ 5,000.00	\$ 5,000.00
16	Site Stormwater Management Plan	1	Item	\$ 10,000.00	\$ 10,000.00
17	Civil Design and Documentation	8.0%	Item	\$ 224,480.00	\$ 17,958.40
18	As Constructed Information	1	Item	\$ 2,000.00	\$ 2,000.00

**SUBTOTAL CONSULTANCY AND AUTHORITY FEES: \$ 53,988.40**

<b>CONTINGENCY</b>					
19	Contingency (20% of Construction Costs)	20.0%	Item	\$ 224,480.00	\$ 44,896.00

**SUBTOTAL: \$ 323,364.40**

**G.S.T : \$ 32,336.44**

**TOTAL AMOUNT (Including GST) \$ 355,700.84**

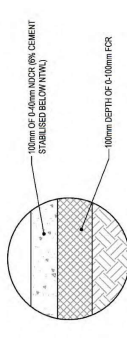
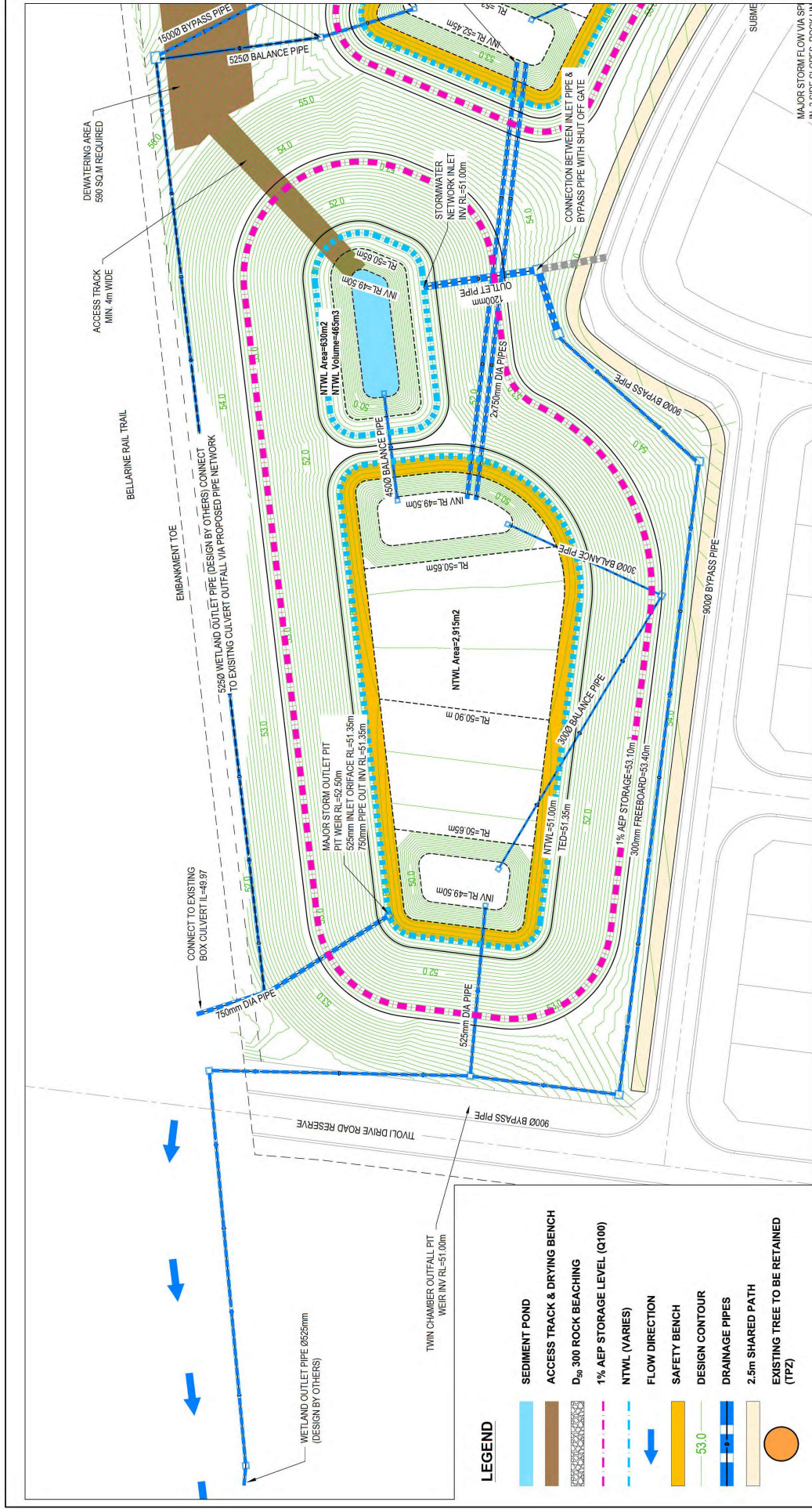
JETTY ROAD - STAGE 2 DCP					
DI_DR_04 - Detention and WSUD Basin and Constructed Waterway (Property 16) (Stantec Item No. 13 D-01)					
ESTIMATE: 03/04/24 - REV 08					
These works involve construction of the existing waterway between Portarlington/Jetty Rd and the Rail Trail/ Tivoli Dr. The works include 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
<b>PRELIMINARIES</b>					
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
<b>EARTHWORKS</b>					
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
<b>ACCESS TRACKS AND SEDIMENT PONDS</b>					
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% CTCR	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
<b>CONSTRUCTED WATERWAY</b>					
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) Ø100 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
<b>CULTURAL HERITAGE</b>					
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
				<b>SUB TOTAL - CONSTRUCTION COSTS</b>	<b>\$ 11,264,826.73</b>
39	2-Year Maintenance Period	208	Wk.	\$ 1,000.00	\$ 208,000.00
<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
40	Council Plan Checking and Supervision Fee (3.25%)	3.25%	Item	\$ 366,106.87	\$ 366,106.87
<b>CONSULTANCY FEES</b>					
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	<del>Detailed Civil Design</del>	<del>1</del>	<del>Item</del>	<del>\$</del>	<del>\$</del>
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
				<b>SUBTOTAL CONSULTANCY AND AUTHORITY FEES</b>	<b>\$ 2,103,235.31</b>
<b>CONTINGENCY</b>					
50	Contingency (20% of Construction Costs)	20%	Item	\$ 2,252,965.35	\$ 2,252,965.35
				<b>TOTAL (EXCL. GST)</b>	<b>\$ 15,621,027.39</b>
				<b>GST</b>	<b>\$ 1,562,102.74</b>
				<b>TOTAL AMOUNT (INCL. GST)</b>	<b>\$ 17,183,130.12</b>
<b>Notes:</b>					
- 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
<b>PRELIMINARIES</b>					
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
<b>EARTHWORKS</b>					
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
<b>WATERWAY END TREATMENT</b>					
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
<b>LANDSCAPE WORKS</b>					
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
<b>SUB TOTAL - CONSTRUCTION COSTS</b>					<b>\$ 822,016.00</b>
<b>COUNCIL AND AUTHORITY FEES AND CHARGES</b>					
18	2-Year Maintenance Period	208	Wk	\$ 1,000.00	\$ 208,000.00
<b>CONSULTANCY FEES</b>					
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
<b>SUBTOTAL CONSULTANCY AND AUTHORITY FEES</b>					<b>\$ 352,637.28</b>
<b>CONTINGENCY</b>					
26	Contingency (20% of Construction Costs)	20%	Item	\$ 164,403.20	\$ 164,403.20
<b>TOTAL (EXCL. GST)</b>					<b>\$ 1,339,056.48</b>
<b>GST</b>					<b>\$ 133,905.65</b>
<b>TOTAL AMOUNT (INCL. GST)</b>					<b>\$ 1,472,962.13</b>
<b>Notes:</b>					
<ul style="list-style-type: none"> <li>- Estimate developed utilising C387 DCP Rates / Fees for Preliminaries, Earthworks, Waterway Works, Council and Authority Fees &amp; Charges, Consultancy Fees &amp; Contingency</li> <li>- Estimate for Landscaping developed by SMEC Landscapes in accordance with APD Curlewis Wetland Landscaped Masterplan</li> <li>- Extent of waterway channel within property 23 assumed to be from Property 16 / 18 to the existing Jetty Road Outlet.</li> <li>- Estimate assumes 1m deep channel, 3m width at invert, 15m total channel width w/ 1:6 Batters as no engineering design has been developed.</li> <li>- No allowance for any bulk earthworks / landforming surrounding the drainage channel to suit existing topography.</li> <li>- No allowance for any works not specified.</li> </ul>					



**LEGEND**

	SEDIMENT POND
	ACCESS TRACK & DRYING BENCH
	D <sub>50</sub> 300 ROCK BEACHING
	1% AEP STORAGE LEVEL (Q100)
	NTWL (VARIES)
	FLOW DIRECTION
	SAFETY BENCH
	DESIGN CONTOUR
	DRAINAGE PIPES
	2.5m SHARED PATH
	EXISTING TREE TO BE RETAINED (TPZ)

**NOTE**  
3D DESIGN SURFACE FILE WILL BE PROVIDED TO THE COUNCIL FOR REVIEW IN RETIRED AND ACHIEVING ACCEPTABLE CONSTRUCTION TOLERANCES

**RESERVE FENCING**  
Where shown on drawings, white cyclone post and rail to be installed across the Council Reserve boundaries. Refer to Council Standard Drawing CG0709. A minimum 1.8m high cyclone post and rail fence within post and rail facing to Council Standards. Refer to Council Standard Drawings CG0702 & CG0703

**WARNING**  
**BEWARE OF UNDERGROUND SERVICES**  
The locations of underground services are approximate only and No guarantee is given that all existing services are shown. Locate all utilities **BEFORE YOU DIG** www.1100.com.au

DATE	REVISION / REVISION DESCRIPTION	DRAWN	DESIGNER	CHECKER	DATE	DATE	DATE	DATE	DATE	DATE
A	INITIAL LAYOUT FOR REVIEW	B	B	B	B	B	B	B	B	B
B	BYPASS PIPES ADDED	B	B	B	B	B	B	B	B	B
C	WETLANDS AMENDED	B	B	B	B	B	B	B	B	B
D	WETLANDS AMENDED	B	B	B	B	B	B	B	B	B
E	WETLANDS & SED. BASIN AMENDED	B	B	B	B	B	B	B	B	B
F	WETLANDS & SED. BASIN AMENDED	B	B	B	B	B	B	B	B	B

Member of the Surbania Jarong Group  
 1421 Portarlington Road  
 City of Greater Geelong  
 Drainage Reserve Concept

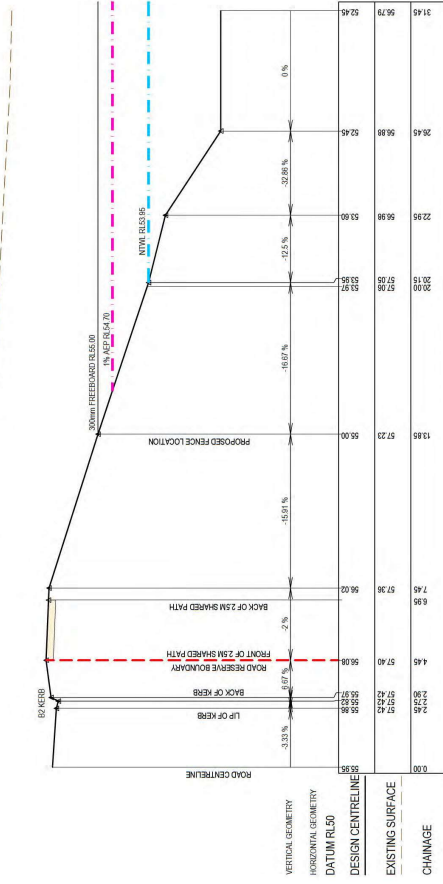
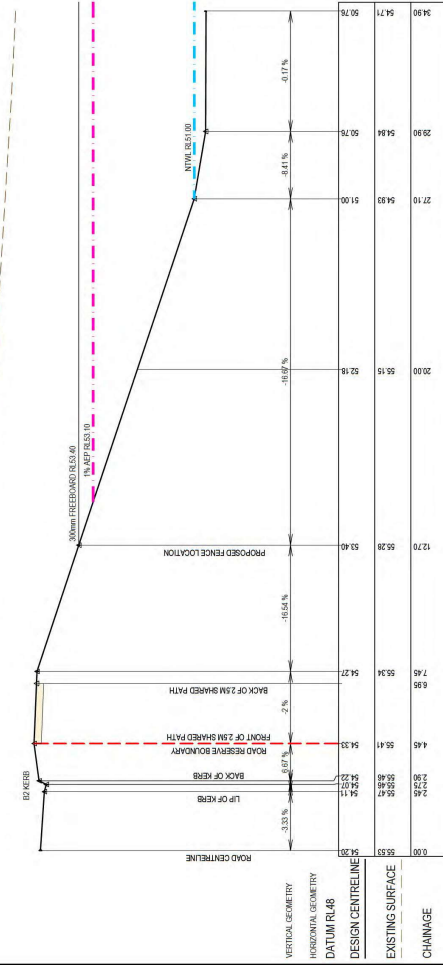
**DR-04 (part 1)**

PROJECT DRAWING No. 3260E-CL-001  
 SHEET No. 1 of 5

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REV	DATE	REVISION / REVISION DESCRIPTION	DRAWN	DESIGNER	CHECKER	DATE	PROJECT NO.	DATE	SCALE
B	22/02/23	WETLAND CROSS SECTIONS UPDATED							

**PRELIMINARY**

Member of the Surabaya Jaring Group  
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 Park City, Surabaya, Indonesia  
 T: +62 31 222 1200

**SMEC**

Member of the Surabaya Jaring Group  
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 Park City, Surabaya, Indonesia  
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**DR-04 (part 4)**

Culwewis - APD  
 1421 Portlanning Road  
 City of Greater Geelong  
 Drainage Reserve Concept  
 Slope Cross Sections

PROJECT DRAWING No. 3260E-CL-004  
 SHEET No. 4 of 5  
 REVISION B

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## SUMMARY

## CF-02

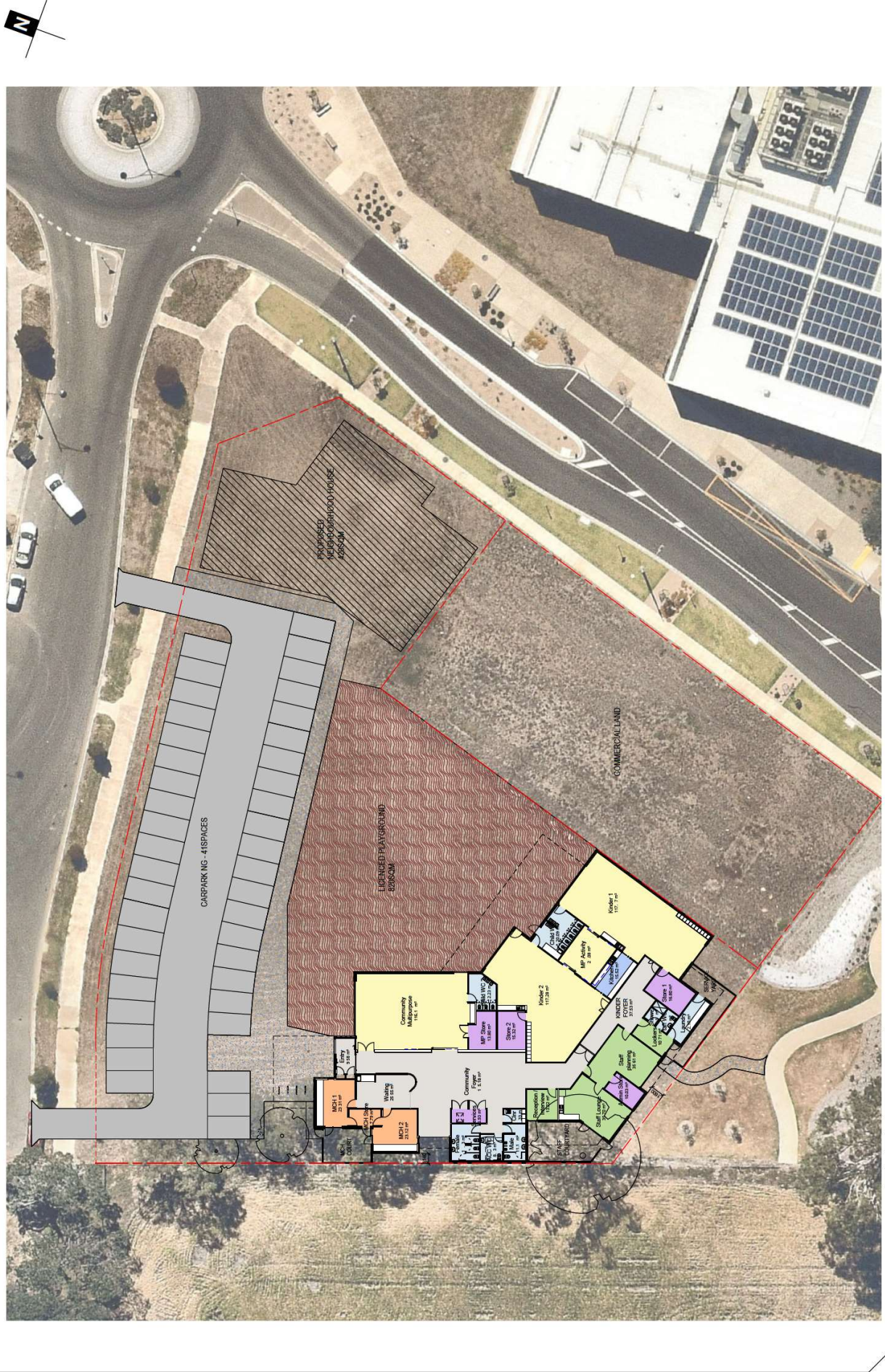


<b>Childcare Centre &amp; Community Hub</b> <b>Oceania Drive, Curlewis</b>	<b>2 June, 2022</b>
---	---------------------

Cost Plan No. 1B based on preliminary Concept Design documentation

Description of Works	Unit	Quantity	Rate (\$/unit)	Cost (\$)
<b>Building Works</b>				
Childcare centre and community hub	m2	907	4,200	3,809,000
Canopies / covered areas	Item			100,000
Kitchenette equipment (Staff & Kinders)	Item			20,000
Laundry equipment	Item			10,000
Neighbourhood house	m2	420	3,100	1,302,000
<b>Total Building Cost</b>				<b>5,241,000</b>
<b>External Works and Services</b>				
Demolition	Item			5,000
Asbestos / hazardous material removal	Note			Excluded
Site preparation	Item			35,000
Bulk earthworks	Note			Excluded
Footpaths and paved areas	Item			45,000
Carpark (41 spaces)	m2	1,051	120	126,000
External works and landscaping	Item			255,000
Licensed playground	m2	820	350	287,000
External services	Item			250,000
Relocate or upgrade of existing services and infrastructure	Note			Excluded
Works outside site boundary	Note			Excluded
Abnormal ground conditions / site decontamination / remediation	Note			refer below
Builder's preliminaries and overheads on external works and services	Item			100,000
<b>Total Building and External Works &amp; Services</b>				<b>6,344,000</b>
<b>ESD Initiatives</b>				
ESD initiatives (over and above BCA Section J)	Item		5.0%	317,000
<b>Contingencies &amp; Escalation</b>				
Staging of the works	Note			Excluded
Design contingency	Item		5.0%	333,000
Cost escalation (beyond June, 2022)	Note			Excluded
Cost escalation (during Construction)	Note			Excluded
<b>Total Anticipated Construction Tender Sum</b>				<b>6,994,000</b>
Abnormal ground conditions, i.e. soil	Item			100,000
Contract contingency	Item		10.0%	699,000
<b>Total Construction Cost (at June, 2022)</b>				<b>7,793,000</b>
<b>Non-Construction Costs</b>				
Consultants fees	Item		8.0%	623,000
Client costs	Item		1.0%	78,000
Authority / headwork's charges	Item		1.0%	78,000
Utility upgrades	Item			100,000
Audio visual / IT equipment and infrastructure	Allowance		3.0%	234,000
Furniture, fittings and equipment	Allowance		5.0%	390,000
Public artwork	Note			Excluded
Relocation and decanting	Note			Excluded
Goods & Services Tax	Note			Excluded
<b>Total End Cost (at June, 2022)</b>				<b>9,296,000</b>

This cost plan is based on preliminary information and therefore is indicative only of the possible order of cost. All components of the cost plan will require confirmation once the design has developed further. Refer to the accompanying letter for details of basis of cost plan and exclusions from above costs.



01000 5000 10000 mm  
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 South Melbourne, VIC 3207  
 T: 03 9419 1500 F: 03 9419 3544  
 brand@brandarchitects.com.au  
 23 Nov 2024 09:31 AM

DESCRIPTION	DATE	REV
Design	27/11/20	0A

SCALE: 1 : 200  
 JETTY ROAD ENHANCED CHILDRENS CENTRE  
 OCEANIA DRIVE, CURLEWIS

A01 [SD]  
 CF-02  
 CONCEPT SITE PLAN



01000 5000 10000 mm

**Brand Architects**  
 Level 8, 176 Wellington Parade,  
 St Leonards, NSW 1585  
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DESCRIPTION	DATE	REV
QA:	01/27/20	1
Checker		

SCALE: 1:100

**JETTY ROAD ENHANCED CHILDRENS CENTRE**

OCEANIA DRIVE, CURLEWIS

**A02 [SD]**

**CF-02** CONCEPT FLOOR PLAN

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23-Nov-20 04:03:29 PM

## Jetty Road Stage 2 DCP

**DI PL 01 Plan Preparation Costs**

Item	Scope	QTY	UNIT	At End July 2023	Post Panel Costs	Total Costs
1	Project Management & DCP project functional	1	Item	\$ 204,686.00		\$ 204,686.00
2	Foreshore Investigation Geotechnical Report	1	Item	\$ 145,830.00		\$ 145,830.00
3	Traffic Engineering	1	Item	\$ 46,244.00		\$ 46,244.00
4	SWMS	1	Item	\$ 73,390.00		\$ 73,390.00
5	PRSA report	1	Item	\$ 33,234.00		\$ 33,234.00
6	Contamination testing associated with PRSA	1	Item	\$ 74,152.00		\$ 74,152.00
7	Planning	1	Item	\$ 189,936.00		\$ 189,936.00
8	Affordable Housing Advice	1	Item	\$ 3,025.00		\$ 3,025.00
9	Affordable Housing Report	1	Item	\$ 26,950.00		\$ 26,950.00
10	Land Valuation Advice	1	Item	\$ 11,000.00		\$ 11,000.00
11	PSA lodgement	1	Item	\$ 3,096.20		\$ 3,096.20
12	Council legal costs for Section 173 Agreements	1	Item	\$ 5,952.30		\$ 5,952.30
13	Coriyule Drainage Advice	1	Item	\$ 27,786.00		\$ 27,786.00
14	Project Management & DCP project functional	1	Item		\$ 10,000.00	\$ 10,000.00
15	Planning	1	Item		\$ 18,000.00	\$ 18,000.00
16	Council legal costs for Section 173 Agreements	1	Item		\$ -	\$ -
17	More than 20 submissions which seek a change	1	Item		\$ 43,359.30	\$ 43,359.30
18	Council adoption	1	Item		\$ 516.80	\$ 516.80
19	Ministerial adoption	1	Item		\$ 516.80	\$ 516.80
20	Preparation of DCP	1	Item		\$ 43,575.00	\$ 43,575.00
21	Council costs for Panel	1	Item		\$ 156,253.50	\$ 156,253.50
22	Panel Hearing (3 person Panel for 10 days)	1	Item		\$ 112,560.00	\$ 112,560.00
<b>Total</b>				\$ 845,281.50	\$ 384,781.40	\$ 1,230,062.90



Suite 2, Level 6,  
412 St Kilda Road,  
Melbourne VIC 3004  
03 9804 5885  
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16 September 2024

To:  
CC:  
From:

## Funding of DCP Items – Jetty Road Stage 2

Dear [REDACTED],

Following on from the panel hearing for the Jetty Road Stage 2 Planning Amendment, APD provide the financing costs associated with the DR-04 Drainage asset for inclusion into the DCP.

It is our understanding that the downstream asset will be completed first. This has been labelled as Stage 1A in our draft masterplan (Annexure 1).

Whilst the development plan is draft and has not been approved by Council, it is not our intention to inflate the DCP rate with the inclusion of financing costs. We have made realistic assumptions on delivery to assist with forecasting.

The below table shows the staged breakdown of the construction costs that were tabled during Panel:

	Area Ha	%	Total DR04	Total Fees	Construct Only	Construct Total
Stage 1A	1.742124	0.412699		\$ 6,446,780.26		\$ 4,648,981.20
Stage 9A	1.389236	0.329102	\$ 15,621,027.39	\$ 5,140,909.04	\$ 11,264,826.73	\$ 3,707,275.34
Stage 14A	1.089936	0.258199		\$ 4,033,338.08		\$ 2,908,570.19
<b>Total</b>	<b>4.221296</b>			<b>\$15,621,027.38</b>		<b>\$11,264,826.73</b>

We have modelled the cost of financing based on a 1.25% application fee and a total of 8% for interest and line fees. These rates are consistent with current construction loans for projects under our management.

DCP Item	Value of Works Ex GST	Cost of Financing
DR-04 Wetland / Drainage Channel – Stage 1A	\$6,446,780.26	\$651,964

Please refer to Annexure 2 for cashflow breakdown.

Kind Regards

[REDACTED]

[REDACTED]

Senior Development Manager

**Annexure 1: Draft Masterplan**





