

GREATER GEELONG

CREAMERY ROAD DEVELOPMENT CONTRIBUTIONS PLAN

—

JULY 2024

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1 Summary of Charges

Table 1 provides an overview of the project categories and charges included within this Development Contributions Plan (DCP). A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document.

Table 1 – Summary of Charges

SUMMARY - NET DEVELOPABLE AREA (NDA) BY CHARGE AREA		
CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NDA
CHARGE AREA 1	\$313,115,897.60	\$1,599,840.06

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL)					
PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	DIL	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
TRANSPORT	\$261,939,787.99	\$147,904,937.99	\$755,708.18	56%	44%
RECREATION	\$107,904,492.39	\$51,174,081.92	\$261,469.79	47%	53%
COMMUNITY	\$25,694,539.98	\$20,658,857.98	\$105,554.74	80%	20%
DRAINAGE	\$91,210,623.64	\$91,210,623.64	\$466,033.22	100%	0%
PLANNING	\$2,167,396.07	\$2,167,396.07	\$11,074.13	100%	0%
TOTAL	\$488,916,840.07	\$313,115,897.60	\$1,599,840.06	64%	36%

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY					
PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
LAND	\$94,178,149.95	\$93,259,540.95	\$476,501.99	99%	1%
CONSTRUCTION	\$394,738,690.12	\$219,856,356.65	\$1,123,338.07	56%	44%
TOTAL	\$488,916,840.07	\$313,115,897.60	\$1,599,840.06	64%	36%

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY					
PROJECTS	TOTAL COST OF PROJECTS	ESTIMATED DWELLINGS	ESTIMATED TOTAL CONTRIBUTION	PERCENTAGE OF TOTAL COSTS FUNDED BY DCP	PERCENTAGE OF TOTAL COSTS EXTERNALLY FUNDED
Capped at \$1,450	\$9,042,260.05	3,646	\$5,287,365.55	58%	42%

2 Introduction

The Creamery Road DCP ('the DCP') has been prepared by the City of Greater Geelong with the assistance of government agencies, service authorities, technical agencies, and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the Creamery Road precinct ('the precinct') can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle.
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects.
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects; and
- Provides developers, investors, and the local community with certainty about development contribution requirements and how these will be administered.

2.1 REPORT STRUCTURE

The DCP document comprises five parts:

1. Strategic basis: Clearly explains the strategic basis for the DCP.
2. Justification: Provides justification for the various infrastructure projects included in the DCP.
3. Calculation of contributions: Sets out how the development contributions are calculated and cost apportioned.
4. Administration: Focuses on administration of the DCP.
5. Implementation: Focuses on implementation of the DCP.

2.2 STRATEGIC BASIS

The DCP has been prepared in conjunction with the Creamery Road Precinct Structure Plan (PSP).

The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Greater Geelong Planning Scheme.
- Precinct Structure Planning Guidelines (Victoria Planning Authority, 2021).
- Infrastructure Design Manual (Local Government Infrastructure Design Association).
- Northern and Western Geelong Growth Areas (NWGGA) Framework Plan - August 2020.
- Creamery Road Precinct Structure Plan and supporting documents.
- Alluvium Creamery Road Development Services Scheme Functional Design Report (Revised Final) June 2024.
- STANTEC - CRPSP Transport Design and Opinion of Probable Costs dated 07-May-2024.
- STANTEC - NWGGA Bridge Review - Final - July 2024.
- GHD - CRPSP Bluestone Bridge Road Preferred Option Report - FINAL 07-Jul-2023.pdf.
- URBIS- Evans Road Project - 001 - FINAL- 1 July 2024.
- Urbis Land Valuations report dated 01 July 2024; and

These documents set out a broad, long-term vision for the sustainable development of the precinct and its surrounds, and the estimated costs of infrastructure proposed to be funded under this DCP.

2.3 PLANNING AND ENVIRONMENT ACT 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Greater Geelong Planning Scheme.

It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Plan Guidelines (Amended 2007).

The DCP provides for the charging of a development infrastructure levy (DIL) pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act as some infrastructure projects funded by the DCP are classified as community infrastructure.

The DCP forms part of the Greater Geelong Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme.

The DCP is implemented in the Greater Geelong Planning Scheme through Schedule 11 to the Development Contributions Plan Overlay (DCP11) that applies to the 'main catchment area' illustrated on [Plan 2](#).

2.4 CREAMERY ROAD PRECINCT STRUCTURE PLAN

Geelong has been experiencing and planning for urban growth for many years. The Greater Geelong Settlement Strategy (August 2020) describes the long-term population growth forecasts and sets a strategic direction for where new houses for this increased population will be most appropriately delivered. The Northern and Western Framework Plan (2020) gave further direction to the future growth areas of Geelong and this direction was reviewed and further refined through the preparation of the Creamery Road PSP ('the PSP').

The PSP identifies approximately 195.717 hectares of land for urban development as illustrated on [Plan 1](#). The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area. The PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

2.5 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

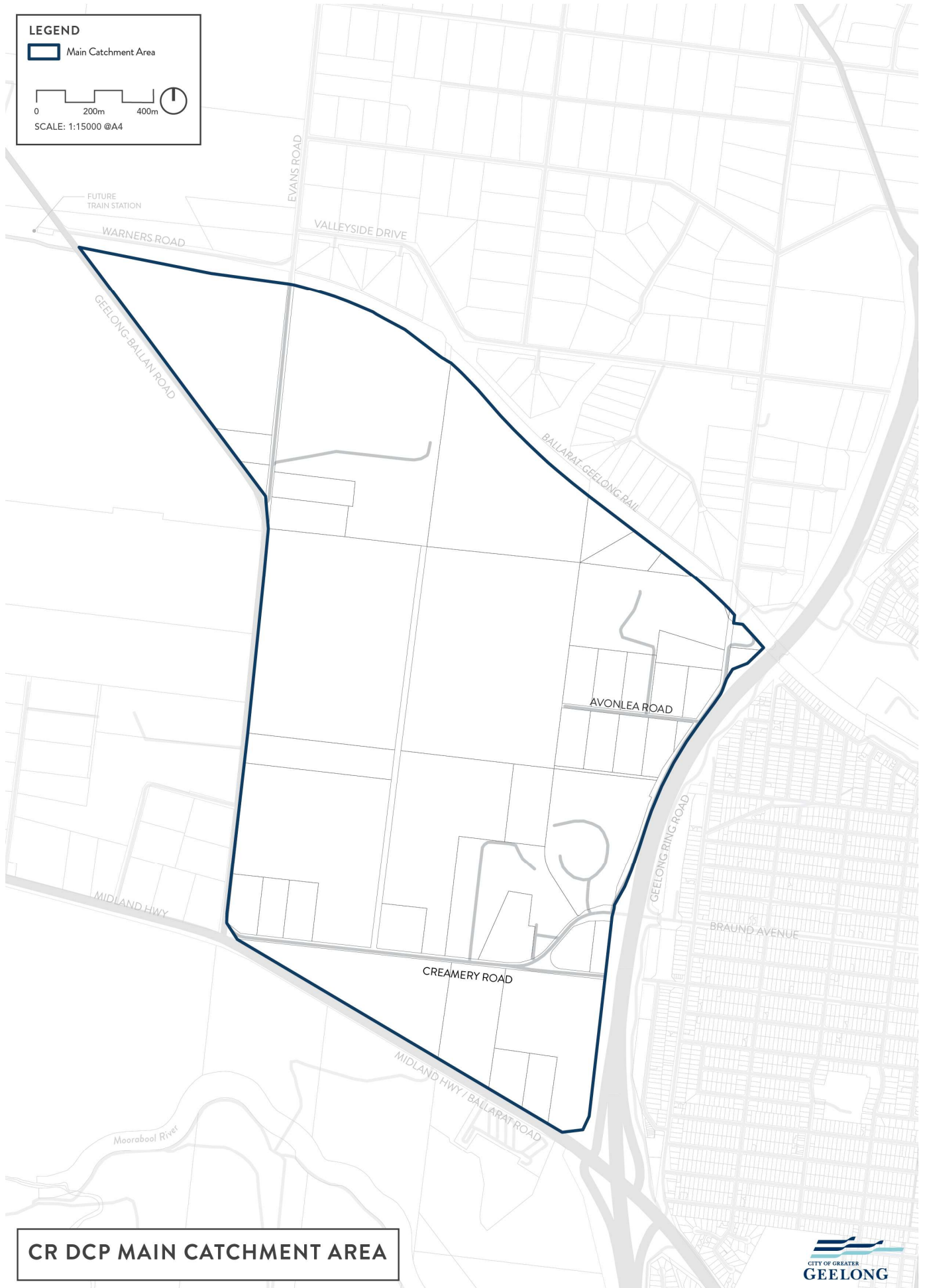
In accordance with section 46K(1)(a) of the Act, the DCP applies to land illustrated on [Plan 2](#); this area is known as the main catchment area (MCA) or DCP area. The area shall be identified as DCP11 in the Greater Geelong Planning Scheme.

The DCP applies to 195.717 hectares Net Developable area of land.

2.6 DCP TIMEFRAME

For the purposes of the DCP, an approximate life of 25 years has been adopted. This period commences from the date that the DCP is incorporated into the Greater Geelong Planning Scheme.

Plan 2 - Main Catchment Area



3 Infrastructure Project Justification

The need for infrastructure included in the DCP has been determined on the basis of the development scenario as described in the PSP and its supporting documents. Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in the DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the PSP. The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item.

The items that have been included in the DCP all have the following characteristics, namely that they:

- Are essential to the health, safety and wellbeing of the community;
- Will be used by a broad cross-section of the community;
- Reflect the vision and strategic aspirations expressed in the PSP;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

3.1 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN (DEVELOPER WORKS)

Any items required for the development of the PSP that are not specifically funded through the DCP must be delivered as developer works. These works must be provided by developers as a part of the development of land pursuant to planning permits and/or pursuant to agreements with servicing agencies in implementing the PSP.

Developer works not funded by the DCP include:

- Connector streets and local streets (except where nominated in the DCP);
- Intersection works and traffic management measures along arterial roads, connector streets and local streets (except where nominated in the DCP);
- Local bus stop infrastructure;
- Landscaping of all existing and future roads and local streets;
- Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those except those associated with other DCP items);
- All preparation earthworks associated with the local parks;
- Council approved fencing and landscaping along arterial roads, the railway corridor and shared paths, as required;
- Bicycle parking;
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network;
- Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP; and
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

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

They may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing adjoining road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

3.1.2 Community infrastructure vs Development infrastructure

In accordance with the Act and the Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, the DCP makes a distinction between 'development' and 'community' infrastructure.

The timing of payment of contributions is linked to the type of infrastructure in question.

The community infrastructure levy is payable prior to the grant of a building approval (unless an alternative time is agreed between the council and a development proponent). The community infrastructure levy will be paid for at a 'per-dwelling' rate.

The Act currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,450 per dwelling for the 2024–25 financial year. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be imposed as the community infrastructure levy.

If in the future the community infrastructure levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

All other infrastructure projects are classified as development infrastructure projects.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works.

3.2 PROJECT IDENTIFICATION

The DCP uses a project identification system of project category and sequential number in its tables and plans. The following types of projects are included in the DCP:

- Transport projects
 - Roads (RD)
 - Intersections (IN)
 - Pedestrian Operated Signals (POS)
 - Shared user paths and trails (SP)
 - Culverts (CU)
 - Bridges (BR)
- Community facility projects
 - Community facilities (CF)
- Open space projects
 - Active Open Space – Sports Reserve (SR)
 - Sports Reserve Pavilion (SRP)
 - Indoor Recreation Centre (IRC)
- Drainage projects
 - Constructed Waterway Works (WW)
 - Ephemeral Waterway Works (EW)
 - Wetland & Retarding Basin (WLRB)
 - Bioretention works (BIO)
 - Gross Pollutant Traps (GPT)
 - Waterway Crossing works (CR)

3.2.1 Transport projects

The PSP outlines an expanded urban structure intended to support the future residential growth of the precinct, including connector streets, and local streets on a grid adjusted to meet the existing constraints of the area. Where the precinct requires a new or upgraded intersection on the periphery of the Creamery Road Precinct, the costs associated with the intersection have been included in the DCP and apportioned accordingly. The DCP will fund all the land required for these intersections within the Creamery Road Precinct.

Evans Road works between the Northern and Western growth areas has been considered as part of the Strategic Transport work as part of the PSP. The items identified are included as a DCP items labelled “ER” and Land item LA_99. These items are externally apportioned based on Select Link Analysis provided by Stantec’s Creamery Road PSP Select Link Analysis dated 06 March 2023.

Shared user paths that serve the broader movement and access network in the Creamery Road precinct will only be included in the Development Contributions Plan (DCP) when they are associated with other DCP infrastructure items. Specifically, shared user paths will be included within the DCP when they intersect or are connected to other infrastructure items such as local parks, linear open spaces, and drainage items.

The transport projects also include:

- Construction of controlled intersections with the existing road network bordering the precinct and associated works including bridge or culvert works across waterways / drainage catchments; and
- Provision of land allocation to facilitate road construction listed in the DCP and consistent with the relevant cross-sections outlined in the PSP.

These projects are described in [Table 2](#) and shown in [Plan 3](#), [Plan 4](#), [Plan 5](#) and [Plan 6](#).

Table 2 - Transport Projects

DCP Project ID	Project Description	Indicative provision trigger
CCC_RD_01_01	CCC Road Section 1 - Works for CCC Road Cross Sections between CC-07 and CC-09	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_01_02	CCC Road Section 2 - Works for CCC Road Cross Sections between CU-01 and CC-12	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_02_01	CCC Evans Road Section - South - Works for CCC Evans Road (South) Cross Section between POS-01 and CU-02 Upgrade Evans Road to Secondary Arterial Road	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_RD_02_02	CCC Evans Road Section - North - Works for CCC Evans Road (North) Cross Section between CU-02 to PSP site boundary Upgrade Evans Road to Secondary Arterial Road	The CCC (when located in the planning permit area) is delivered within the first half of the development.
ER_RD_02_03	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-03 (between ER-IN-16 and ER-IN17)	Once 70% development has occurred in Creamery Road.
ER_RD_02_04	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-04 (between ER 17 and connection to future Anakie Road intersection)	Once 70% development has occurred in Creamery Road.

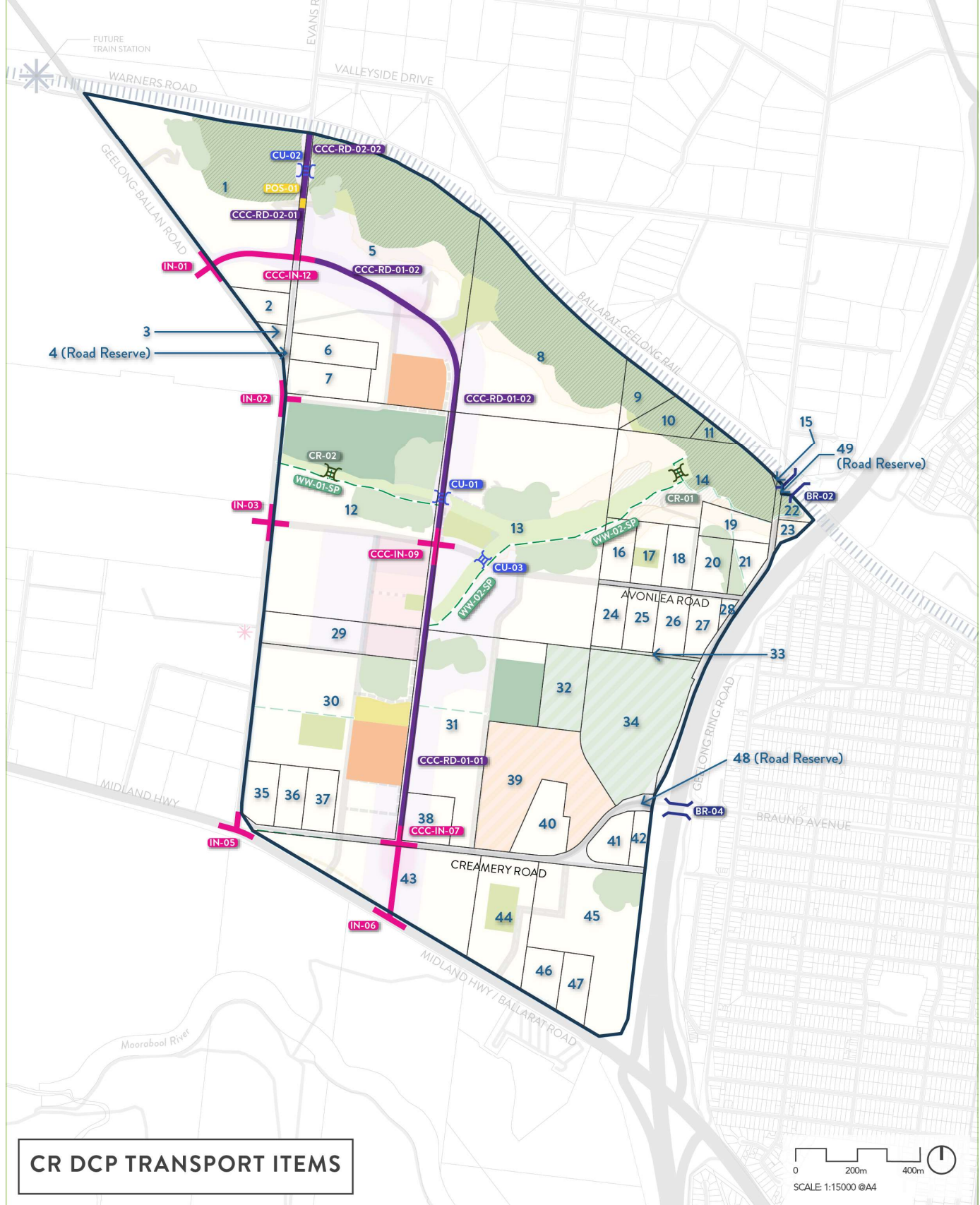
LA_01	Land_01 - Land required for CCC	The first subdivision requiring the associated road section
LA_02	Land_02 - Land required for Ballan Road widening	The first subdivision requiring the associated road section
LA_03	Land_03 - Land required for Midland Road widening	The first subdivision requiring the intersections delivery
LA_99	Land for Evans Rd intersections and Road widening	Once 70% development has occurred in Creamery Road.
WW-01-SP	EW-01 and WW-02-Shared Path - Works for recreational transport link along EW-01 & WW-02 reserve where appropriate	Upon completion of EW-01 works
WW-02-SP	WW-01-Shared Path - Works for recreational transport link along WW-01 reserve where appropriate	Upon completion of WW-01 works
CCC_IN_07	CCC / Creamery Rd Intersection - Works for signalised through intersection - 4 leg intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_IN_09	CCC Intersection - Works including Culvert 1 (CU-01) - Works for signalised through intersection - 4 leg intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
CCC_IN_12	CCC/Evans Rd Intersections - Works for signalised 'T' intersection	The CCC (when located in the planning permit area) is delivered within the first half of the development.
IN_01	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_02	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_03	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	The first subdivision requiring the intersections delivery
IN_05	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	Once 50% development has occurred in Creamery Road.
IN_06	External Intersection - Works (interim) - Works for signalised intersection - Midland Highway - CCC	The first subdivision requiring the intersections delivery
ER_IN_14	Evans Road/Valleyside Drive Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	When ER_RD_02_01 is required.

ER_IN_15	Evans Road/Asher Road Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	When ER_RD_02_02 is required
ER_IN_16	Evans Road/Lovely Banks Road Intersection - Works - Land and works for signalised through intersection - 4 leg intersection	When ER_RD_02_03 is required
ER_IN_17	Evans Road/Edgerton Road Intersection - Works - Land works for intersection upgrade - 3 leg intersection (unsignalised T intersection)	When ER_RD_02_04 is required
BR_02	Bluestone Bridge Road underpass upgrade and shared path connection - Land and works for upgrade of underpass under Bluestone Bridge - Install traffic signals to allow one way movements and shared path (recreational transport link) connection	Upon completion of works to Cowies Creek Masterplan Area - TBC
CU_01	Culvert works - Land and works for Culvert - Ephemeral waters to flow under CCC	Prior to construction of western portion of WW-01
CU_02	Culvert works - Land and works for Evans Road CCC - Culvert over Cowies Creek	Concurrent with construction of the CCC - Evans Road
CU_03	Culvert works - Land and works for Culvert - Avonlea Road Crossing over WW-02 - Works	Concurrent with construction of WW-02
POS_01	Pedestrian Operated Signalised crossing on Evans Road - Works for POS_01 located between CCC-IN-12 and CU-02	Once construction of CCC Evans Road (CCC_RD_02_01 and CCC_RD_02_02) is complete
BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - Works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	To be determined when Batesford South PSP is developed.

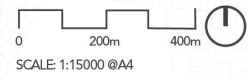
Plan 3 - Transport Projects

LEGEND

- Main Catchment Area
- PSP Property ID
- Road Segment
- Pedestrian Signalled Crossing
- Intersection
- Bridge (Indicative)
- Culvert (Indicative)
- Recreational Transport Links
- Project Identification Number (Refer to Precinct Infrastructure List)



CR DCP TRANSPORT ITEMS



Plan 4 – Evans Rd Transport items



LEGEND

- Main Catchment Area
- 1 PSP Property ID
- Intersection Upgrade
- Road upgrade
- Project Identification Number
(Refer to Precinct Infrastructure List)



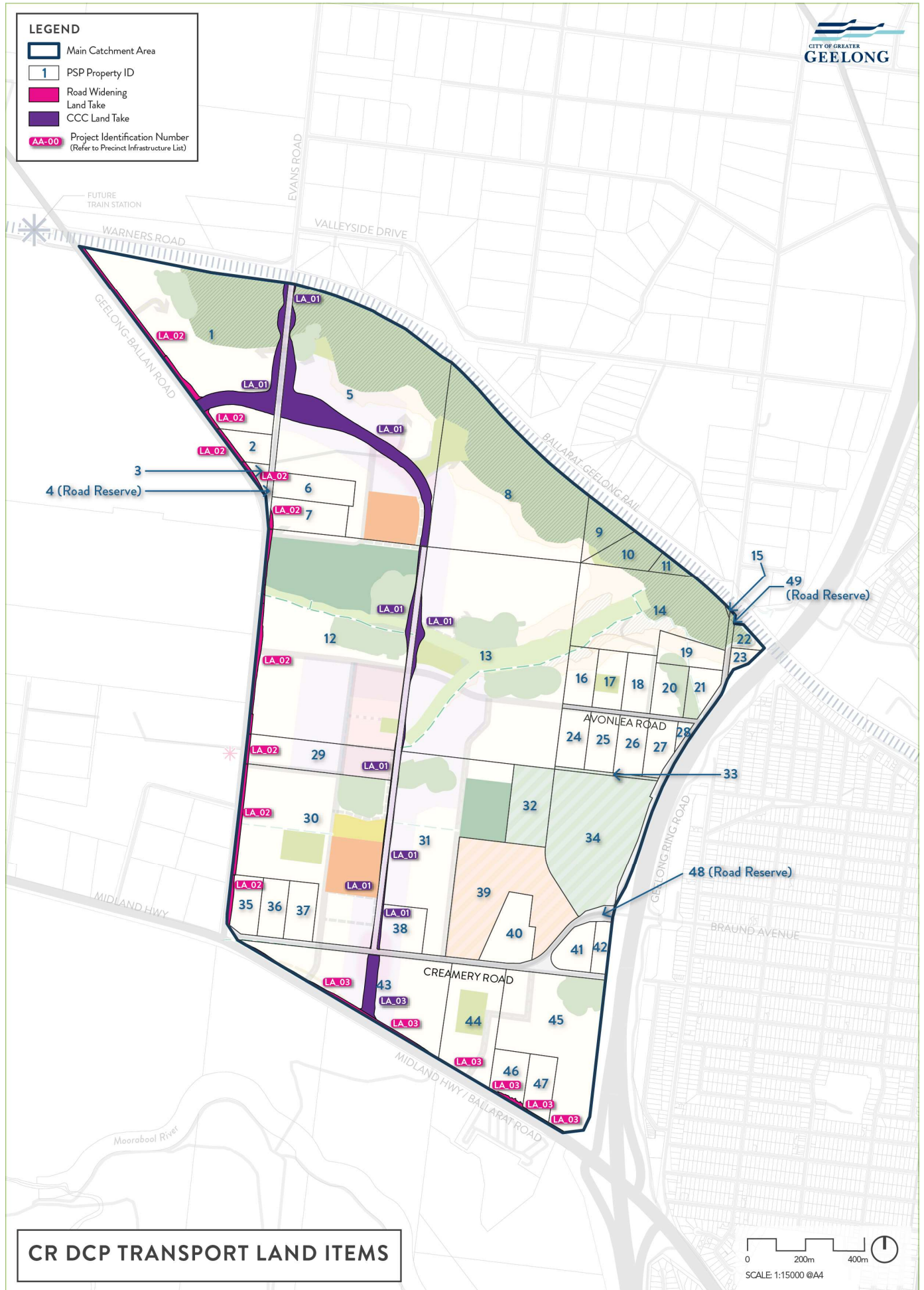
DCP TRANSPORT INFRASTRUCTURE - EVANS ROAD

Plan 5 - Transport Land Items

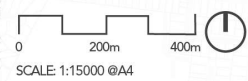


LEGEND

- Main Catchment Area
- 1 PSP Property ID
- Road Widening Land Take
- CCC Land Take
- AA-00 Project Identification Number (Refer to Precinct Infrastructure List)



CR DCP TRANSPORT LAND ITEMS



Plan 6 – Evans Rd Land items



LEGEND

- Main Catchment Area
- 1 PSP Property ID
- Road Widening Land Take
- Project Identification Number
(Refer to Precinct Infrastructure List)



DCP TRANSPORT LAND ITEMS - EVANS ROAD

3.2.2 Drainage projects

The DCP makes funding available for the construction and land of all necessary drainage infrastructure.

The drainage infrastructure has been identified through Drainage Services Scheme prepared by Alluvium.

The drainage infrastructure is required to appropriately retard and treat stormwater flows from new urban development, in accordance with best practice principles to the satisfaction of the Responsible Authority and CCMA.

In summary the drainage projects include:

- Land for and construction of wetlands, sediment basins and waterways;
- Channel works
- Piped drains
- Culverts or Bridges crossing a waterway
- Shared User Paths that serve the broader Creamery Road Movement and Access Network and are located integrated in with the relevant drainage asset.

These projects are described in [Table 3](#) and shown in [Plan 7](#) and [Plan 8](#).

Table 3 - Drainage Projects

DCP Project ID	Project Description	Indicative provision trigger
EW_01	Ephemeral (Natural) Waterway - Works - Land and works for EW-01	Prior to Statement of Compliance of the first Residential stages within the drainage catchment as per Alluvium DSS. Ensure this is completed prior to commencing WW-01 and WW-02 works.
WW_01	Waterway 1 - Works - Land and works for WW-01	Short term To be delivered prior to WLRB2, WLRB3a and WLRB3b, as well as Bioretention System 1. The RBs and Bio1 to outfall to this waterway.
WW_02	Waterway 2 - Works - Land and works for WW-02	Short term To be delivered prior to WLRB4 and WLRB5. The RBs need to outfall to this waterway
CR_01	Waterway crossing works - Land and bridge/culvert works for the recreational transport link over EW-01	Required on completion of EW-01 upgrade works
CR_02	Waterway crossing works - Land and bridge/culvert works for the recreational transport link over WW-01	Required on completion of WW-01 works
WLRB_01	Wetland and Retarding Basin 1 - Works - Land and works for drainage asset	Short term Outfalls into EW-01. Does not rely on other works being undertaken first.
WLRB_02	Wetland and Retarding Basin 2 - Works - Land and works for drainage asset	Medium term Requires construction of WW-01 for outfall connection
WLRB_03A	Wetland and Retarding Basin 3A - Works - Land and works for drainage asset	Short-term Requires construction of WW-01 for outfall connection

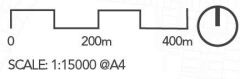
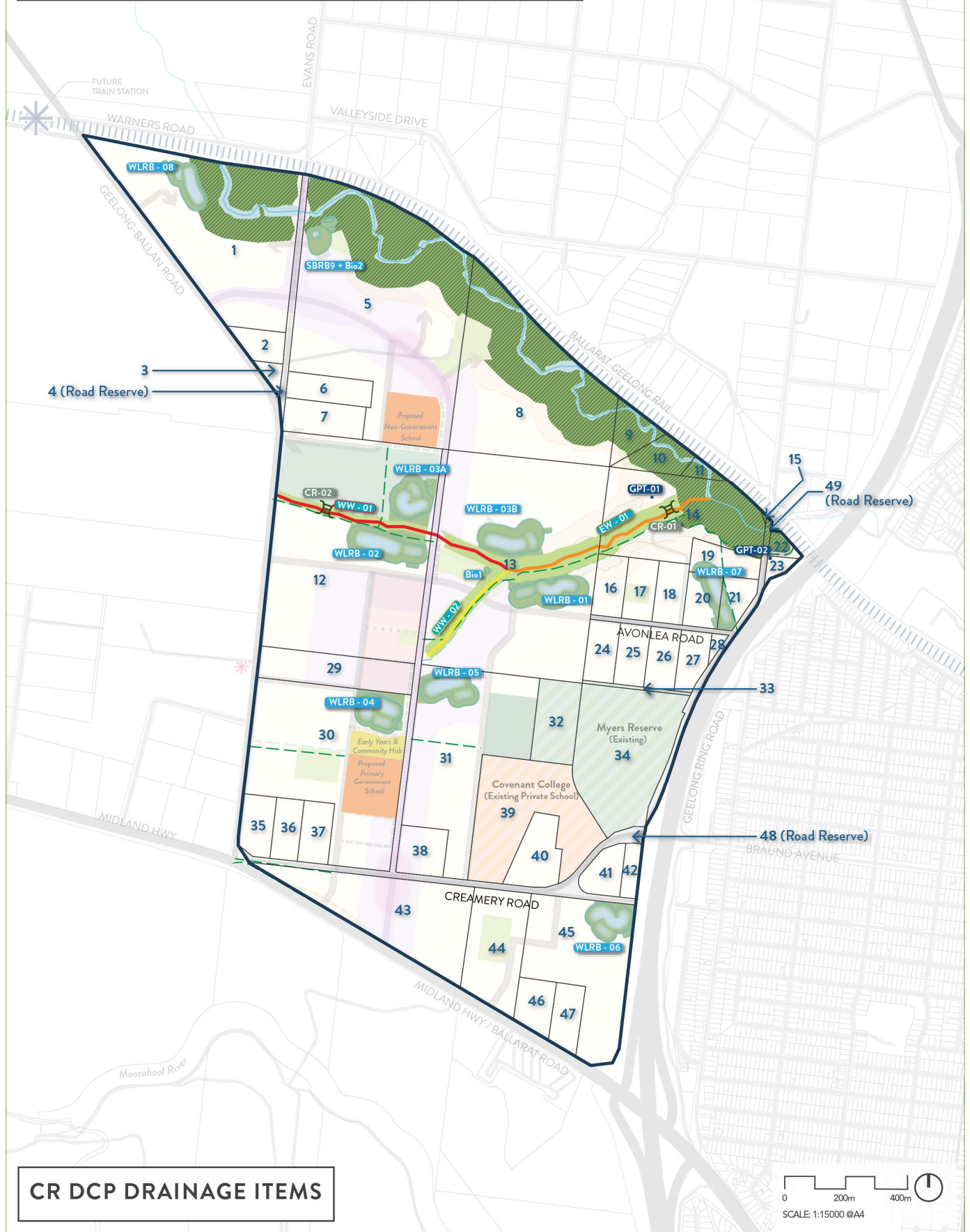
WLRB_03B	Wetland and Retarding Basin 3B - Works - Land and works for 2.1 Ha	Short-term Requires construction of WW-01 for outfall connection
WLRB_04	Wetland and Retarding Basin 4 - Works - Land and works	Medium term Requires WW-02 to have been constructed to enable outfall.
WLRB_05	Wetland and Retarding Basin 5 - Works - Land and works for drainage asset	Medium term Requires construction of WW-02 for outfall connection.
WLRB_06	Wetland and Retarding Basin 6 - Works - Land and works for drainage asset	Short term Does not rely on other works being undertaken first.
WLRB_07	Wetland and Retarding Basin 7 - Works - Land and works for drainage asset	Medium term Outfalls to Cowies Creek via Bluestone Bridge Road – single point of discharge.
WLRB_08	Wetland and Retarding Basin 8 - Works - Land and works for drainage asset	Short term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.
SBRB9 + Bio_02	Sediment Basin and Bioretention System 2 (Bio2) -Works - Works for drainage asset	Short-term Outfalls to Cowies Creek. Does not rely on other works being undertaken first.
Bio_01	Bioretention System 1 (Bio1) - Works - Works for drainage asset This system is located within the community park reserve for CP-04.	Short term Outfalls to WW-01. Requires construction of WW-01 for outfall connection.
GPT_01	Gross Pollutant Trap 1 - Works - Works for drainage asset	Short term Outfalls to EW-01. Does not rely on other works being undertaken first
GPT_02	Gross Pollutant Trap 2 - Works - Works for drainage asset	Medium term

Plan 7 - Drainage



LEGEND

	Waterway Corridor	Recreational Transport Links
	Indicative Drainage Asset	EW-01 Indicative Waterway Infrastructure
	Cowies Creek Conservation	Culvert (Indicative)
		WW-01

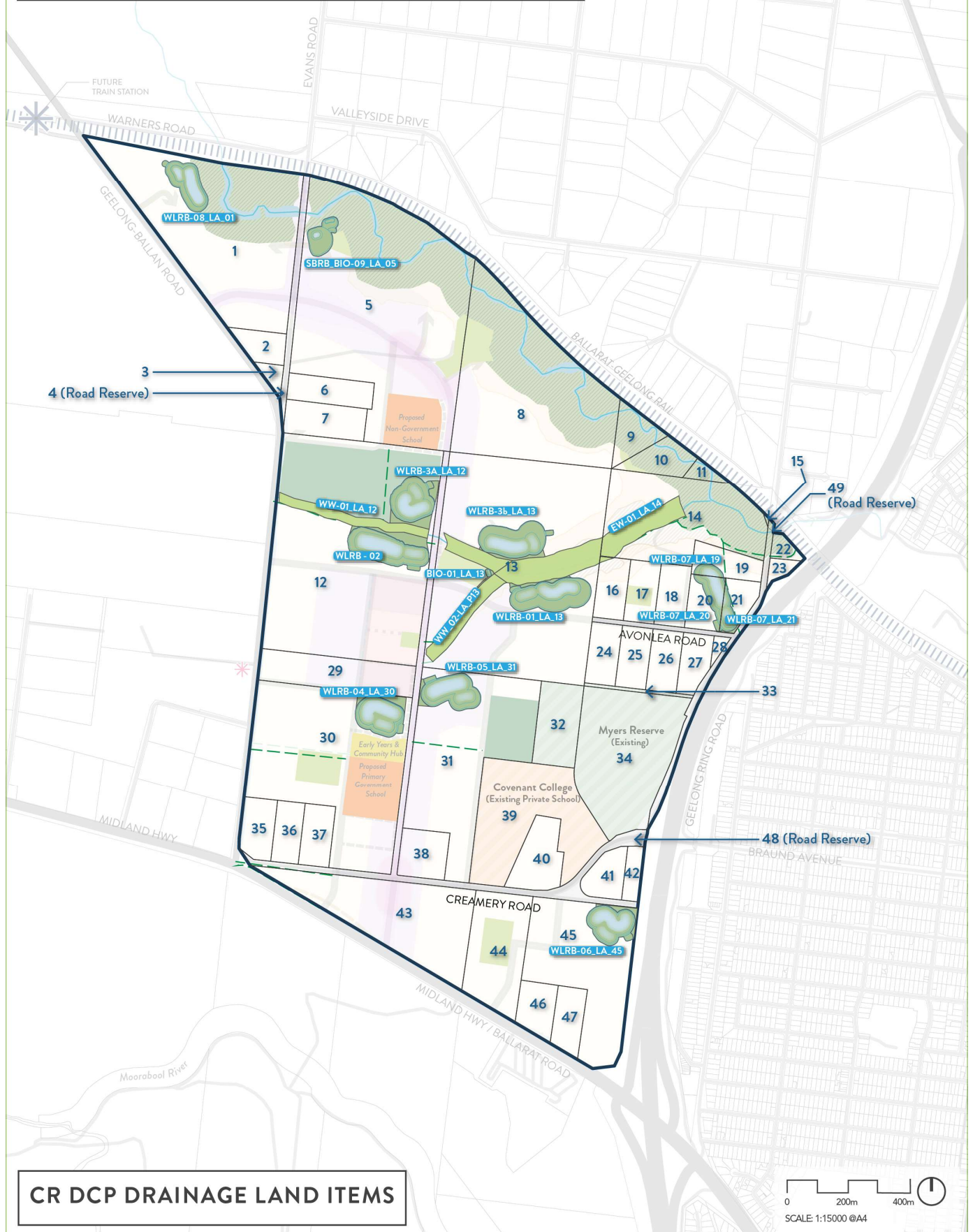


Plan 8 – Drainage Land



LEGEND

- Main Catchment Area
- Waterway Corridor
- Recreational Transport Links
- PSP Property ID
- Indicative Drainage Asset
- EW-01
WW-01 Indicative Waterway Infrastructure
- AA-00 Project Identification Number
(Refer to Precinct Infrastructure List)



3.2.3 Open space projects

The works and land associated with the Sports Reserves have been included in the DCP.

The land associated with the local parks will not be included in the DCP, instead the open space land requirements will be included within Schedule 1 of 53.01 of the Greater Geelong Planning Scheme and subject to equalisation within the Creamery Rd PSP.

The Indoor Recreation Centre will service the whole western growth area and be located in a future PSP in the western precinct, currently indicated for Batesford South Precinct.

The open space projects funded by the DCP described in [Table 4](#) and are shown on [Plan 9](#).

Table 4 - Open Space Projects

DCP Project ID	Project Description	Indicative provision trigger
SR_01	Myers Reserve Extension - Works for Myers Reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_01_LA_P31	Land for Myers reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02	Northern Sports Reserve - Works for the Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
SRP_01	Northern Sports Reserve Pavilion	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02_LA_P12	Land for Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
IRC-01	Indoor Recreation Centre (West) - Land and works for Indoor Recreation Centre (West)	At time of subdivision, as required according to demand levels and subject to DCP funding

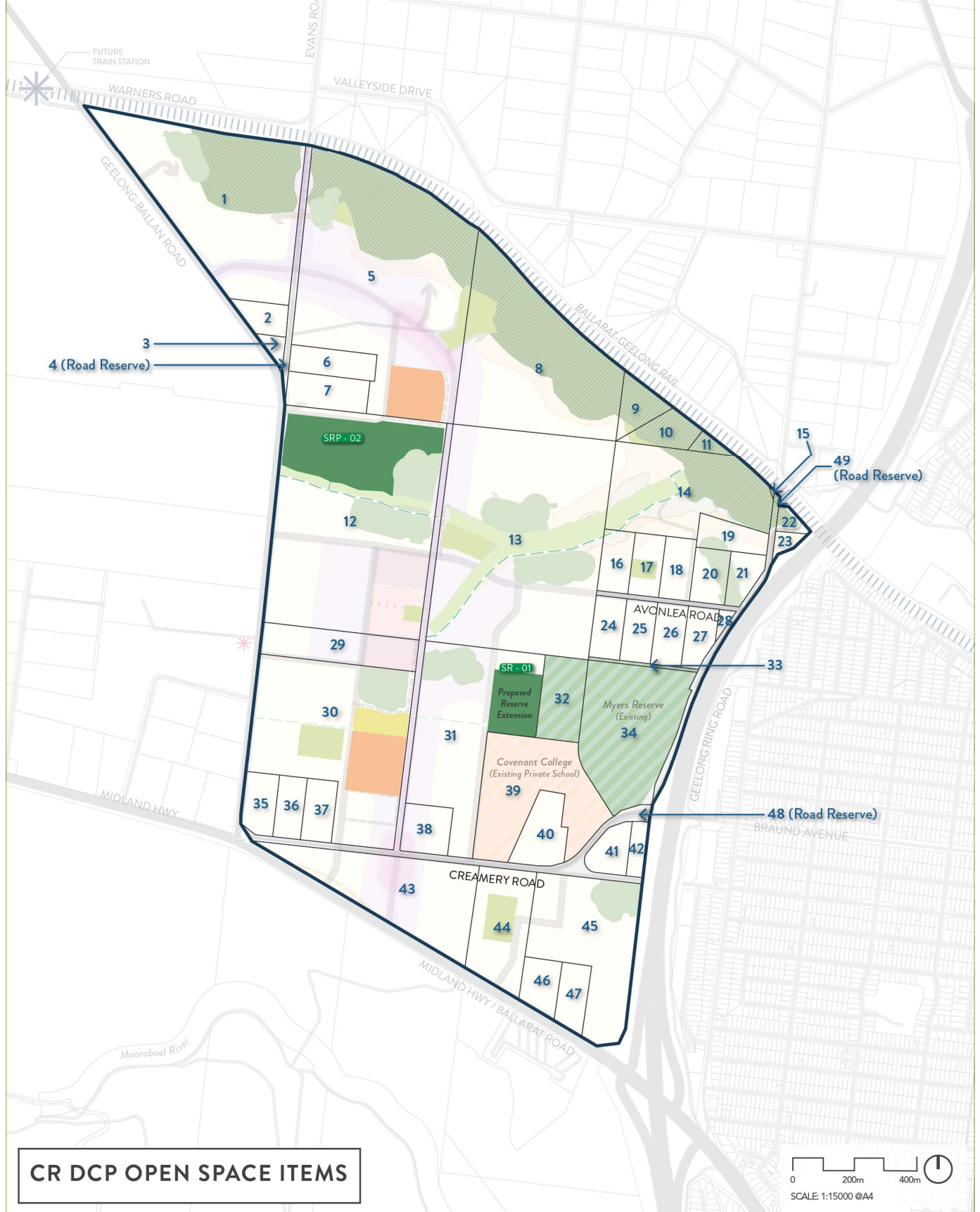
DCP Project ID	Project Description	Indicative provision trigger
SR_01	Myers Reserve Extension - Works for Myers Reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_01_LA_P31	Land for Myers reserve Extension	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02	Northern Sports Reserve - Works for the Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding
SRP_01	Northern Sports Reserve Pavilion	At time of subdivision, as required according to demand levels and subject to DCP funding
SR_02_LA_P12	Land for Northern Sports Reserve	At time of subdivision, as required according to demand levels and subject to DCP funding

Plan 9 - Open Space



LEGEND

- Main Catchment Area
- 1 PSP Property ID
- Sports (Active) Reserve
- AA-00 Project Identification Number (Refer to Precinct Infrastructure List)



3.2.4 Community projects

The community projects are based on the Social Infrastructure and Open Space Peer review and costing report completed by HillPDA Pty Ltd dated 26 June 2024. The report provides justification for including social infrastructure and open space items in the DCP. It includes an analysis of the nexus and recommended apportionment, along with cost estimates for specific infrastructure components.

The community projects funded by the DCP are described in [Table 5](#) shown on [Plan 10](#).

Table 5 - Community Projects

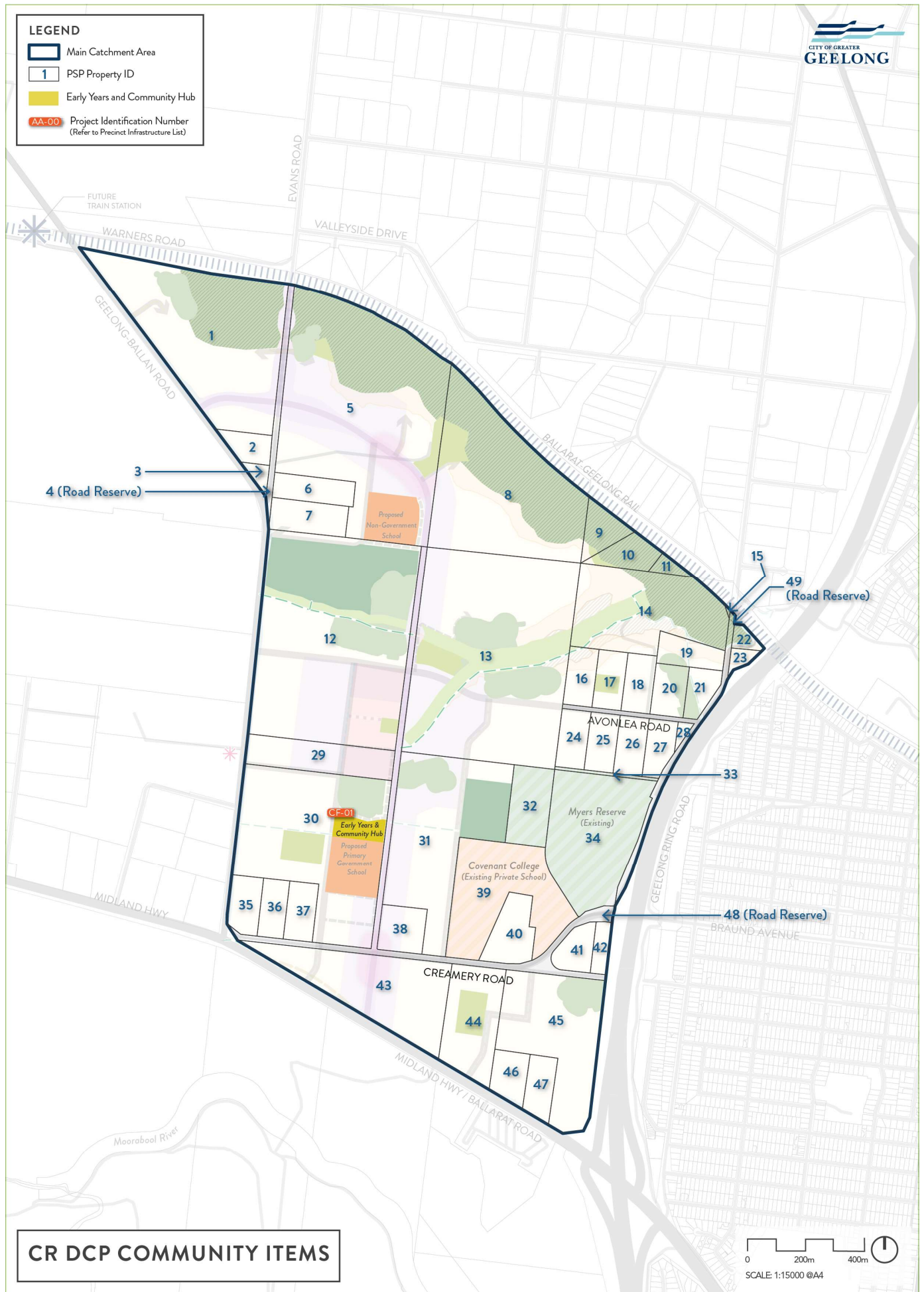
DCP Project ID	Project Description	Indicative provision trigger
CF-01	Early Years and Community Hub - Land and works for the Early Years & Community Hub (1.3 Ha) is formed by a consolidated Multipurpose Community Centre and Early Learning Centre	Prior to 30% of development build out within precinct, as required according to demand levels and subject to DCP funding
CF-ML-01	McCanns Lane Cultural Hub - Land and works for McCanns Lane Cultural Hub including library and museum	At time of subdivision, as required according to demand levels and subject to DCP funding
CF-BN-01a	Batesford North - Component of MPCC above Neighbourhood Centre Level	At time of subdivision, as required according to demand levels and subject to DCP funding

Plan 10 - Community Projects



LEGEND

- Main Catchment Area
- 1 PSP Property ID
- Early Years and Community Hub
- AA-00 Project Identification Number (Refer to Precinct Infrastructure List)



3.3 PROJECT TIMING

Each item in the DCP has an assumed indicative provision trigger specified in **Tables 2–5**. The timing of the provision and the items in the DCP are consistent with information available at the time the DCP was prepared.

The City of Greater Geelong is the development agency as well as the collecting agency and will monitor and assess the required timing for individual items and have regard to its capital works program.

The collecting agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the collecting agency;
- Network priorities require the delivery of works or land to facilitate broader road network connections; and
- Community needs determine the delivery of works or land for open space and associated facilities.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to Section 5.1).

4. Calculation of Contributions

4.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

The following section sets out how the net developable area (NDA) is calculated and outlines the development projections anticipated in the precinct.

4.1.1 Net developable area

In the DCP, all development infrastructure contributions are payable on the NDA of land on any given development site. Calculations of NDA for each individual property is outlined in the property-specific land budget included at [Appendix A](#).

For the purposes of the DCP the NDA is defined as the total amount of land within the precinct that is made available for development. It is the total precinct area minus community facilities, educational facilities, open space and encumbered land. NDA includes any land for lots, housing and employment buildings, all local streets (including some connector streets), and any small parks defined at subdivision stage that are in addition to those outlined in the PSP.

[Table 6](#) identifies a summary land budget of the Creamery Road Precinct, which identifies a total of 195.717 Hectares of NDA.

The contributions 'per net developable hectare' must not and will not be amended to responses to minor changes to the land budget that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of the NDA set out in [Appendix A](#).

The NDA may only change if the collecting agency agrees to a variation to the summary land use budget ([Table 6](#)) and the detailed property-specific land budget ([Appendix A](#)) and associated tables.

Table 6 - Summary land use budget

DESCRIPTION	HECTARES	% OF PRECINCT	% of NDA
TOTAL PRECINCT AREA (HA)	344.568	100%	
TRANSPORT			
Existing road being retained	11.145	3.23%	5.69%
Road widening *DCP land	3.822	1.11%	1.95%
Clever and Creative Corridor *DCP	8.586	2.49%	4.39%
SUB TOTAL TRANSPORT	23.553	6.84%	12.03%

DESCRIPTION	HECTARES	% OF PRECINCT	% of NDA
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	5.93%
Proposed Government Primary School	3.5	1.02%	1.79%
Proposed Non-Government Primary School	3	0.87%	1.53%
Proposed Early Years and Community Hub	1.3	0.38%	0.66%
SUB TOTAL COMMUNITY & EDUCATION	19.411	5.63%	9.92%

DESCRIPTION	HECTARES	% OF PRECINCT	% of NDA
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Cowies Creek Conservation Reserve	41.295	11.98%	21.10%
Drainage Assets (including Waterway Corridor Reserve)	27.705	8.04%	14.16%
Existing Sports (Active) Reserve - Myers Reserve	17.316	5.03%	8.85%
SUB TOTAL UNCREDITED OPEN SPACE	86.316	25.05%	44.10%
CREDITED OPEN SPACE			
Sports (Active) Reserve	8.923	2.59%	4.56%
Myers Reserve Extension - Sports (Active) Reserve	3.25	0.94%	1.66%
Community Parks (including Town Square)	7.398	2.15%	3.78%
SUB TOTAL CREDITED OPEN SPACE	19.571	5.68%	10.00%

TOTAL PRECINCT AREA	344.568
TRANSPORT	23.553
COMMUNITY & EDUCATION	19.411
UNCREDITED OPEN SPACE	86.316
CREDITD OPEN SPACE	19.571
TOTAL ENCUMBERED LAND	148.851

TOTAL NET DEVELOPABLE AREA (NDA)	195.717
Residential - Standard	149.657
Residential - IDA (including MUIDA)	36.683
Residential - NAC IDA	3.875
Residential - High Landslide Susceptibility Zone / Untreated for Drainage	2.358
Residential - Moderate Landslide Susceptibility Zone / Untreated for Drainage	0.46
Commercial - NAC	2.684

NOTE: The summary land budget included in this table clearly sets out the NDA for the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by the collecting agency.

4.1.2 Land budget and demand units

The 'net developable area' is the demand unit for the DCP. Development is defined to include all forms of development, including residential subdivision, development within centres and employment areas. Development includes any non-residential uses within the charge area 1 such as place of worship, education centre, retirement village, nursing home, childcare centre, medical centre, convenience store or any other approved use. A Development Infrastructure Levy is not charged on exempt development.

The DCP contains a total of 195.717 net developable hectares. Based on the PSP, the estimated area for development is 55% including an estimated 3,645 dwellings to accommodate 10,206 new residents.

Table 7 - Demand Units and Charge Area

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (Hectares)	COMMUNITY INFRASTRUCTURE LEVY (Dwellings)
CHARGE AREA 1	195.717	3646
Total	195.717	3646

4.2 CALCULATION OF CONTRIBUTION CHANGES

4.2.1 Calculation of project costs

Each infrastructure project has been assigned a land and/or construction cost, as listed in [Table 8](#) and [Table 9](#). The costs are expressed in 2024 dollars and will be adjusted annually in accordance with the method specified in Section 5.2.

Road, intersection and bridge construction costs have been determined by:

- STANTEC - CRPSP Transport Design and Opinion of Probable Costs dated 07-May-2024 report;
- GHD - CRPSP Bluestone Bridge Road Preferred Option Report - FINAL 07-Jul-2023.pdf; and
- STANTEC - NWGGA Bridge Review - Final - July 2024

Community facility costs have been determined by the NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing - 26 June 2024.

Open space project costs have been determined by the NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing - 26 June 2024 report.

Drainage Basin 1 and piped drain costs have been determined by the Alluvium - Revised Concept Design Costings - FINAL 26-Jun-2024 report.

Active transport have been determined by the City of Greater Geelong.

Planning costs are based on consultant fees incurred.

4.2.2 Estimate of land value

Land internal to the DCP

The area of land to be acquired for each DCP project on each property was identified from the property specific land budget prepared for the PSP. A description of the land was provided to Urbis as a registered valuer to prepare an estimate of value.

A value for each infrastructure project comprising land is then included in the DCP. The estimates of value were prepared using the Public Land Equalisation Method (PLEM). The Public Land Equalisation Method calculates the average public land contribution required for the PSP (expressed as a percentage of NDA). The land required for each property is also calculated and compared against the average.

Public land contributions on a property that are less than or equal to the precinct average have an estimate of value using a per property broad hectare method. Any component of public land contributions that exceed the precinct average have an estimate of value using a site-specific method. For more information, refer to the Infrastructure Contributions Plan Guidelines October 2016 as published by the Department of Environment, Land, Water and Planning.

Per property broad hectare estimate of value

The per property broad hectare estimate of value prepared for each individual property assumes the unencumbered, highest and-best use as indicated by the PSP.

The estimates of value are prepared on a 'Before and After' basis where:

- The 'Before' assessment is based on the total developable area of each property and ignores the land and infrastructure items to be provided by the DCP. Any development that occurs subsequent to the approval of the DCP is ignored for the purpose of the valuation.
- The 'After' assessment comprises the remaining portion of each property after all land required by the DCP has been provided. Severance or enhancement, disturbance, special value etc. are ignored for the purpose of the 'after' valuation.

Site specific value estimate

The site-specific approach prepares an estimate of value for each separate infrastructure item. For example, if a landowner has land identified for a road widening, a community centre and a local sports reserve, a site-specific estimate of value would be prepared for all three items separately.

Site specific estimates of value generally assume that the land identified can be sold as serviced development lots, i.e. street frontages etc have already been constructed, therefore the land has a lower expected development cost.

Evans Road Land

The land required for the Evans Rd upgrades between the Northern and Western Growth Areas has been valued separately to the PLEM. This item is external to the Creamery Rd DCP and the valuation has been completed in accordance with the principles of the Land Acquisition and Compensation Act 1986 whereby the value of the land 'before' and 'after' is used to arrive at a compensation amount.

4.2.3 DCP and PSP preparation

In addition to the items described above, the costs incurred by council in preparing the DCP and PSP have also been included as a project. Costs incurred include fees for the preparation of background documents, concept designs and cost estimates.

4.2.4 Main catchment area

The main catchment area is the geographic area from which a given item of infrastructure will draw most of its use. The DCP includes one main catchment area, which is the same as the precinct area and illustrated in [Plan 2](#). It is important to note that the number of net developable hectares (that is the demand units) in the main catchment area is based on the land budgets in [Table 6](#) and [Appendix A](#).

Table 8 - Calculation of costs – Development infrastructure levy (DIL)

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
Transport Projects								
CCC_RD_01_01	CCC Section 1	CONSTRUCTION		\$6,749,000.00		\$6,749,000.00	195.717	\$34,483.46
CCC_RD_01_02	CCC Section 2	CONSTRUCTION		\$15,590,000.00		\$15,590,000.00	195.717	\$79,655.83
CCC_RD_02_01	CCC Section 3	CONSTRUCTION		\$2,442,000.00		\$2,442,000.00	195.717	\$12,477.20
CCC_RD_02_02	CCC Section 4	CONSTRUCTION		\$2,936,000.00		\$2,936,000.00	195.717	\$15,001.25
CCC_IN_07	CCC Intersection - Works	CONSTRUCTION		\$8,510,000.00		\$8,510,000.00	195.717	\$43,481.15
CCC_IN_09	CCC Intersection - Works	CONSTRUCTION		\$7,639,000.00		\$7,639,000.00	195.717	\$39,030.85
CCC_IN_12	CCC Intersection - Works including Culvert C1	CONSTRUCTION		\$20,984,000.00		\$20,984,000.00	195.717	\$107,216.03
ER_RD_02_03	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-03 (between ER-IN-16 and ER-IN17)	CONSTRUCTION		\$7,355,000.00	86%	\$1,029,700.00	195.717	\$5,261.17
ER_RD_02_04	Upgrade Evans Road to Secondary Arterial Road - Works for Evans Road Upgrade: RD 02-04 (between ER 17 and connection to future Anakie Road intersection)	CONSTRUCTION		\$6,740,000.00	86%	\$943,600.00	195.717	\$4,821.25
ER_IN_14	Evans Road/Valleyside Drive Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	CONSTRUCTION		\$7,753,000.00	86%	\$1,085,420.00	195.717	\$5,545.86
ER_IN_15	Evans Road/Asher Road Intersection - Works - Land and works for intersection upgrade - 3 leg intersection (unsignalised 'T' intersection)	CONSTRUCTION		\$6,334,000.00	86%	\$886,760.00	195.717	\$4,530.83
ER_IN_16	Evans Road/ Lovely Banks Road Intersection - Works - Land and works for signalised through intersection - 4 leg intersection	CONSTRUCTION		\$13,905,000.00	86%	\$1,946,700.00	195.717	\$9,946.50
ER_IN_17	Evans Road/Edgerton Road Intersection - Works - Land works for intersection upgrade - 3 leg intersection (unsignalised T intersection)	CONSTRUCTION		\$7,619,000.00	86%	\$1,066,660.00	195.717	\$5,450.01
CU_01	Culvert - Ephemeral waters to flow under CCC	CONSTRUCTION		\$783,000.00		\$783,000.00	195.717	\$4,000.67
CU_02	Culvert - Evans Road Crossing over Cowies Creek - Works - CCC	CONSTRUCTION		\$656,000.00		\$656,000.00	195.717	\$3,351.78
CU_03	Culvert - Avonlea Road Crossing over WW-02 - Works	CONSTRUCTION		\$723,000.00		\$723,000.00	195.717	\$3,694.11
POS_01	Pedestrian Operated Signalised crossing on Evans Road - Works for POS_01 located between CCC-IN-12 and CU-02	CONSTRUCTION		\$139,000.00		\$139,000.00	195.717	\$710.21
IN_01	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	CONSTRUCTION		\$17,113,000.00	50%	\$8,556,500.00	195.717	\$43,718.74

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
IN_02	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	CONSTRUCTION		\$9,390,000.00	50%	\$4,695,000.00	195.717	\$23,988.72
IN_03	External Intersection - Works (interim) - Works for signalised through intersection - 4 leg intersection - Geelong Ballan Road - Connector	CONSTRUCTION		\$10,983,000.00	50%	\$5,491,500.00	195.717	\$28,058.37
IN_05	External Intersection - Works (interim) - Works for signalised 'T' intersection - Geelong Ballan Road - Connector	CONSTRUCTION		\$25,710,000.00	50%	\$12,855,000.00	195.717	\$65,681.57
IN_06	External Intersection - Works (interim) - Works for signalised intersection - Midland Highway - CCC	CONSTRUCTION		\$27,912,000.00	50%	\$13,956,000.00	195.717	\$71,307.04
BR_01	Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - Works for interim bridge for arterial road extension of Lynnburn Road over Moorabool River	CONSTRUCTION		\$26,309,300.00	89%	\$2,894,023.00	195.717	\$14,786.77
BR_02	Bluestone Bridge underpass upgrade	CONSTRUCTION		\$1,999,720.00	70%	\$599,916.00	195.717	\$3,065.22
BR_04	Creamery Road Pedestrian Bridge over Geelong Ring Road - Works for active travel upgrade to existing Bridge on Creamery Road over the Geelong Ring Road.	CONSTRUCTION		\$2,029,300.00		\$2,029,300.00	195.717	\$10,368.54
WW-02_SP	Works for recreational transport link along WW-02 and EW-01 reserve	CONSTRUCTION		\$186,163.15		\$186,163.15	195.717	\$951.19
WW-01_SP	Works for recreational transport link along WW-01 reserve	CONSTRUCTION		\$102,385.70		\$102,385.70	195.717	\$523.13
LA_01	Land Required by CCC	LAND	8.586	\$14,622,235.69		\$14,622,235.69	195.717	\$74,711.12
LA_02	Land Required for Ballan Road	LAND	2.948	\$5,838,448.25		\$5,838,448.25	195.717	\$29,831.07
LA_03	Land Required for Midland Hwy	LAND	0.874	\$1,819,085.20		\$1,819,085.20	195.717	\$9,294.47
LA_99	Evans Rd Land Acquisition	LAND	2.236	\$1,068,150.00	86%	\$149,541.00	195.717	\$764.07
Totals				\$261,939,787.99		\$147,904,937.99		\$755,708.18
Open Space Projects								
SR_02	Northern Sports Reserve	CONSTRUCTION		\$16,971,602.34		\$16,971,602.34	195.717	\$86,715.01
SR_02_LA_P12	Land for Northern Sports Reserve	LAND	8.923	\$14,844,349.11		\$14,844,349.11	195.717	\$75,845.99
SR_01	Myers reserve Extension	CONSTRUCTION		\$6,632,340.85		\$6,632,340.85	195.717	\$33,887.40
SR_01_LA_P31	Land for Myers reserve Extension	LAND	3.250	\$5,905,700.09		\$5,905,700.09	195.717	\$30,174.69
IRC_01	Indoor Recreation Centre	CONSTRUCTION		\$63,550,500.00	89.3%	\$6,820,089.53	195.717	\$34,846.69
Totals				\$107,904,492.39		\$51,174,081.92		\$261,469.79
Drainage Projects								
BIO_01	Bioretention - Works	CONSTRUCTION		\$331,937.94		\$331,937.94	195.717	\$1,696.01

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
BIO_01_LA_P13	Land for Bioretention	LAND	0.037	\$55,478.54		\$55,478.54	195.717	\$283.46
EW_01	Ephemeral Waterway - Works	CONSTRUCTION		\$250,606.25		\$250,606.25	195.717	\$1,280.45
EW_01_LA_P16	Land for Ephemeral Waterway	LAND	0.047	\$130,000.00		\$130,000.00	195.717	\$664.22
EW_01_LA_P13	Land for Ephemeral Waterway	LAND	2.645	\$3,965,965.77		\$3,965,965.77	195.717	\$20,263.78
EW_01_LA_P14	Land for Ephemeral Waterway	LAND	1.954	\$3,910,000.00		\$3,910,000.00	195.717	\$19,977.83
WLRB_01	Wetland and Retarding Basin - Works	CONSTRUCTION		\$5,885,996.37		\$5,885,996.37	195.717	\$30,074.02
WLRB_01_LA_P13	Land for Wetland and Retarding Basin	LAND	2.454	\$3,679,576.56		\$3,679,576.56	195.717	\$18,800.50
WLRB_02	Wetland and Retarding Basin - Works	CONSTRUCTION		\$4,923,300.37		\$4,923,300.37	195.717	\$25,155.20
WLRB_02_LA_P12	Land for Wetland and Retarding Basin	LAND	2.706	\$4,501,715.64		\$4,501,715.64	195.717	\$23,001.15
WLRB_03a	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,859,746.98		\$3,859,746.98	195.717	\$19,721.06
WLRB_3A_LA_P12	Land for Wetland and Retarding Basin	LAND	2.076	\$3,453,644.37		\$3,453,644.37	195.717	\$17,646.11
WLRB_03b	Wetland and Retarding Basin - Works	CONSTRUCTION		\$5,335,025.20		\$5,335,025.20	195.717	\$27,258.87
WLRB_3b_LA_P13	Land for Wetland and Retarding Basin	LAND	2.238	\$3,355,701.85		\$3,355,701.85	195.717	\$17,145.68
WLRB_04	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,457,688.42		\$3,457,688.42	195.717	\$17,666.78
WLRB_04_LA_P30	Land for Wetland and Retarding Basin	LAND	1.954	\$3,322,611.63		\$3,322,611.63	195.717	\$16,976.61
WLRB_05	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,764,730.72		\$3,764,730.72	195.717	\$19,235.58
WLRB_05_LA_P31	Land for Wetland and Retarding Basin	LAND	1.871	\$3,399,866.11		\$3,399,866.11	195.717	\$17,371.34
WLRB_06	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,144,130.25		\$3,144,130.25	195.717	\$16,064.68
WLRB_06_LA_P45	Land for Wetland and Retarding Basin	LAND	1.703	\$3,061,682.95		\$3,061,682.95	195.717	\$15,643.42
WLRB_07	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,954,719.01		\$3,954,719.01	195.717	\$20,206.31
WLRB_07_LA_P19	Land for Wetland and Retarding Basin	LAND	0.318	\$890,000.00		\$890,000.00	195.717	\$4,547.38
WLRB_07_LA_P20	Land for Wetland and Retarding Basin	LAND	0.826	\$2,310,000.00		\$2,310,000.00	195.717	\$11,802.76
WLRB_07_LA_P21	Land for Wetland and Retarding Basin	LAND	0.556	\$1,620,000.00		\$1,620,000.00	195.717	\$8,277.26
WLRB_08	Wetland and Retarding Basin - Works	CONSTRUCTION		\$3,111,048.72		\$3,111,048.72	195.717	\$15,895.65
WLRB_08_LA_P01	Land for Wetland and Retarding Basin	LAND	1.435	\$2,512,447.16		\$2,512,447.16	195.717	\$12,837.14
SBRB9 + BIO_02	Sediment Basin and Bioretention System 2 (Bio2) -Works - Works for drainage asset	CONSTRUCTION		\$1,440,482.44		\$1,440,482.44	195.717	\$7,360.03

DCP PROJECT NO.	PROJECT NAME	DELIVERY TYPE	LAND AREA	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DIL AMOUNT
WLRB_09_LA_P05	Land for Sediment Basin and Bioretention	LAND	0.838	\$1,382,251.83		\$1,382,251.83	195.717	\$7,062.50
CR_01	Waterway crossing works - Bridge works for the recreational transport link over EW-01	CONSTRUCTION		\$750,000.00		\$750,000.00	195.717	\$3,832.06
CR_02	Waterway crossing works - Bridge works for the recreational transport link over WW-01	CONSTRUCTION		\$750,000.00		\$750,000.00	195.717	\$3,832.06
GPT_01	Gross Pollutant Trap 1 - Works - Works for drainage asset	CONSTRUCTION		\$246,823.44		\$246,823.44	195.717	\$1,261.12
GPT_02	Gross Pollutant Trap 2 - Works - Works for drainage asset	CONSTRUCTION		\$218,953.13		\$218,953.13	195.717	\$1,118.72
WW_01	Waterway 1 - Works	CONSTRUCTION		\$1,461,688.92		\$1,461,688.92	195.717	\$7,468.38
WW_01_LA_P12	Land for Waterway 1	LAND	1.526	\$2,538,661.52		\$2,538,661.52	195.717	\$12,971.08
WW_01_LA_P13	Land for Waterway 1	LAND	0.950	\$1,424,448.95		\$1,424,448.95	195.717	\$7,278.11
WW_02	Waterway 2 - Works	CONSTRUCTION		\$454,103.85		\$454,103.85	195.717	\$2,320.21
WW_02_LA_P13	Land for Waterway 2	LAND	1.571	\$2,355,588.74		\$2,355,588.74	195.717	\$12,035.69
Totals				\$91,210,623.64		\$91,210,623.64		\$466,033.22
Community Facilities								
CF-BN-01a	Batesford North DCP - Components of MPCC above Neighbourhood Centre	CONSTRUCTION		\$2,407,000.00	50.00%	\$1,203,500.00	195.717	\$6,149.18
CF_01	Creamery Road Early Years and Community Hub - Works	CONSTRUCTION		\$13,412,636.00		\$13,412,636.00	195.717	\$68,530.77
CF_01a	Component of ICC above Early Years and Community Hub - Family support	CONSTRUCTION		\$7,664,364.00	50.00%	\$3,832,182.00	195.717	\$19,580.22
CF_01_LA_P30	Land for Creamery Road Early Years and Community Hub	LAND	1.300	\$2,210,539.98		\$2,210,539.98	195.717	\$11,294.57
Totals				\$25,694,539.98		\$20,658,857.98		\$105,554.74
Planning								
P_01	Planning Costs	CONSTRUCTION		\$2,167,396.07		\$2,167,396.07	195.717	\$11,074.13
Totals				\$2,167,396.07		\$2,167,396.07		\$11,074.13
Total			55.822	\$488,916,840.07		\$313,115,897.60		\$1,599,840.06

Table 9 - Calculation of costs – Community infrastructure levy (CIL)

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	DELIVERY TYPE	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	CIL AMOUNT
CF_CB_01	Cultural Hub	COMMUNITY	CONSTRUCTION	\$28,613,750.00	89.3%	\$3,070,760.05	3,646.46	\$842.12
SRP_01	Northern Sports Reserve Pavilion	RECREATION	CONSTRUCTION	\$5,971,500.00		\$5,971,500.00	3,646.46	\$1,637.62
Total				\$34,585,250.00		\$9,042,260.05		\$2,479.74

* CIL is currently capped at \$1,450

5. Administration

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by the DCP will be managed in terms of reporting, indexation and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

The City of Greater Geelong will be both the *collecting agency* and the *development agency* for the purposes of the DCP.

5.1 PAYMENT OF CONTRIBUTIONS AND PAYMENT TIMING

5.1.1 Community Infrastructure Levy (CIL)

The Community Infrastructure Levy must be paid in accordance with section 460 of the Planning & Environment Act (1987). Nevertheless, developers/landowners are strongly encouraged to settle the CIL prior to receiving a Statement of Compliance. This proactive approach simplifies the collection of development contributions, reduces administrative complexities for The City of Greater Geelong, and expedites the provision of community infrastructure.

5.1.2 Development Infrastructure Levy (DIL)

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.

For subdivision of land

A development infrastructure levy must be paid to the collecting agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan or included in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision.

This Schedule of Development Contributions must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the collecting agency or at such other time as agreed with the collecting agency in an implementation agreement under section 173 of the Act.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to set out the specific arrangements agreed with the collecting agency.

For development of land where no subdivision is proposed

Provided the DIL has not already been paid on the land to be developed, the development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any buildings and works for the development i.e. development includes (but is not limited to) buildings, car park, access ways, landscaping and ancillary components). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or land to be provided in kind to set out the specific arrangements agreed with the collecting agency.

Where no planning permit is required

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

Unless some other arrangement has been agreed to by the collecting agency in an agreement under Section 173 of the Act, prior to the commencement of any development, a development infrastructure levy for the land must be paid to the collecting agency in accordance with the provisions of the DCP.

If the collecting agency agrees to works and/ or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which is proposed to be provided in kind to set out the specific arrangements agreed with the collecting agency.

5.1.3 Land and Works-in-kind

The collecting agency may permit development proponents to undertake works and/or land in lieu of cash payments, providing that:

- The works or land constitute projects funded by the DCP;
- The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority;
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency;
- Detailed design must be approved by the collecting agency and the development agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency;
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency;
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency. In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind and any sacrificial works will not be credited.

Where the collecting agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided shall equal the final cost of the works as identified in the DCP, taking into account the impact of indexation;
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent;
- No further financial contributions will be required until the agreed value of any credits are used; and
- Where a developer is in credit against their contribution liability, this credit should be indexed annually in accordance with the DCP Levy movement.

5.1.4 Credit for over-provision

Where the collecting agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP (the Over-Contribution).

In such a case the developer may be entitled to a credits equal to the value of the Over-Contribution to be applied against the obligation to pay the development infrastructure levy for future stages of development or for the development of other properties within the DCP.

Where, a developer does not own or control any other properties within the DCP, or in such other circumstances as agreed by the collecting agency in writing, the developer may seek an agreement for the collecting agency to provide cash reimbursement where an over-contribution has been made. The application of credit and/or cash reimbursement (including the time for payment of any cash reimbursement) will be set out in the relevant agreement under Section 173 of the Act.

The details of credits and reimbursements for construction shall equal the cost of the works identified in the DCP, as indexed in accordance with Section 5.2. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, as revalued and indexed in accordance within Section 5.2.

5.1.5 Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 1989 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

- Amount and timing of funds collected;
- Source of the funds collected;
- Amount and timing of expenditure on specific projects;
- Project on which the expenditure was made; and
- Details of works in kind arrangements for project provision.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

Development contributions funds will be held into a dedicated reserve account, in compliance with the regulations and the Minister's Direction under the Act. The entirety of these funds, held within the account, will be exclusively utilised for the provision of infrastructure as specified in this DCP.

Should the Council make a decision to not pursue any of the infrastructure projects outlined in this DCP, or any funds not be expended prior to the end of this DCP, the City of Greater Geelong will adhere to the requirements outlined in section 46(Q)(4) of the Act.

5.2 CONSTRUCTION AND LAND VALUE COSTS INDEXATION

Capital costs of all infrastructure items, including land, are in 2024 dollars and will be adjusted by the collecting agency annually for inflation.

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

- Drainage items, Roads, intersections and bridges – indexed in line with the Australian Bureau of Statistics' Producer Prices Indexes, Road and Bridge Construction Index, Victoria.
- All other infrastructure items – indexed in line with the Australian Bureau of Statistics' Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Estimates of land value will be revised annually by a registered valuer based on the same valuation principles. Revisions may occur more frequently if market conditions warrant.

The revised infrastructure costs must be calculated as at 1 July in each year.

The collecting agency will publish the amended contributions on the collecting agency's website within 14 days of the adjustments being made.

The CIL cap (currently \$1,450 per dwelling for the 2024- 25 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with the indexation method in this DCP up to any new CIL cap. The higher levy will be collected from the date the new CIL cap is introduced.

5.3 REVIEW PERIOD

The DCP commenced on the date when it was first incorporated into the Greater Geelong Planning Scheme. The DCP adopts a long-term outlook for future development in Creamery Road.

The DCP should be reviewed and if necessary updated every 5 years (or more frequently if required). The 5 yearly review is anticipated to include:

- Updates to any aspect of the plan as required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;
- Review of estimated net developable area (this will also be required if the PSP is subject to a substantive amendment);
and
- Review of land values for land to be purchased through the plan.

Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP.

5.4 ADJUSTMENT TO THE SCOPE OF PROJECTS

The infrastructure projects in the DCP have been costed to a sufficient level of detail, however all of the projects will require a detailed design process prior to construction.

As part of detailed design, the Council, or a development proponent with the consent of the Development Agency may amend or modify some aspects of projects, so long as they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

In these cases there must be no negative impact on the DCP. The developer must pay the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

5.5 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

The City of Greater Geelong is the collecting agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to which all levies are payable. As the collecting agency, council is responsible for the administration of the DCP and also its enforcement pursuant to section 46QC of the Act.

5.6 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

The City of Greater Geelong is the development agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works.

6. Implementation Strategy

This section provides further details regarding how the collecting agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

6.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This implementation strategy has been included to provide certainty to both the collecting agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the collecting agency, development agency, development proponent and future community.

This implementation strategy has been formulated by:

- Assessing the PSP;
- Having regard to the development context;
- Assessing the need for finance requirements including upfront financing and pooling of funds;
- Agreeing the land value and indexing it appropriately (where possible); and
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.

6.2 IMPLEMENTATION MECHANISM

Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be by agreement with the collecting agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 8 to the Urban Growth Zone in the Greater Geelong Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsible authority.

The public infrastructure plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the PSP or reasonably required as a result of the subdivision of the land and address the following:

- Stormwater drainage works;
- Road works internal or external to the land consistent with any relevant traffic report or assessment;
- The reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space;
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the DCP;
- Land Budget breakdown with staging sequencing; and
- Any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

Through the approval of these agreements, council (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

7. Appendices

7.1 APPENDIX A - PROPERTY PLAN & PROPERTY SPECIFIC LAND BUDGET



Creamery Rd Parcel Specific Land Use Budget Table		Total Area	TRANSPORT			COMMUNITY & EDUCATION				UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		NDA					Total NDA			
Address	Property Number		CCC (DCP Land)	Road Widening (DCP Land)	Existing Road Being Retained	Proposed Early Years Hub (DCP Land)	Existing Non-Government School	Proposed Non-Government School	Proposed Government School	Cowies Creek Conservation Reserve	Drainage (DCP Land)	Waterway (DCP Land)	Existing AOS (Myers Reserve)	Active Open Space (DCP Land)	Local Open Space (53.01)	High Landslide Susceptibility Zone	IDA Residential	Moderate Landslide Susceptibility Zone	NAC	NAC IDA Residential	Standard Residential		
200 Ballan Road, MOORABOOL VIC 3213	1	24.479	2.122	0.938						7.431	1.435											12.553	12.553
35 Evans Road, MOORABOOL VIC 3213	2	1.536		0.179																		1.357	1.357
35 Evans Road, MOORABOOL VIC 3213	3	0.543		0.137																		0.406	0.406
20 Evans Road, BELL POST HILL VIC 3215	5	37.627	4.491					3		11.686	0.838				1.131		9.376					7.105	16.481
10 Evans Road, BELL POST HILL VIC 3215	6	2.435																				2.435	2.435
2 Evans Road, BELL POST HILL VIC 3215	7	2.892		0.072																		2.82	2.82
20 Evans Road, BELL POST HILL VIC 3215	8	22.671	0.014							12.065					1.187		1.995					7.41	9.405
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	9	2.04								1.797					0.078							0.165	0.165
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	10	2.061								1.825					0.168							0.068	0.068
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	11	0.594								0.594													0
100 Ballan Road, BELL POST HILL VIC 3215	12	36.966	0.328	0.773							4.782	1.526		8.923	0.296		5.022		2.684	2.053		10.579	20.338
60 Avonlea Road, BELL POST HILL VIC 3215	13	37.987	0.449								4.728	5.167			1.122	0.259	8.129					18.133	26.521
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	14	13.086								5.244		1.954				1.808		0.423				3.657	5.888
165 Bluestone Bridge Road, BELL POST HILL VIC 3215	15	0.04								0.04													0
50 Avonlea Road, BELL POST HILL VIC 3215	16	2.028										0.047										1.697	1.981
40 Avonlea Road, BELL POST HILL VIC 3215	17	2.024													0.5							1.524	1.524
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	18	2.025																				2.025	2.025
85-105 Bluestone Bridge Road, BELL POST HILL VIC 3215	19	2.098								0.011	0.318					0.03		0.014				1.725	1.769
20 Avonlea Road, BELL POST HILL VIC 3215	20	2.035									0.826											1.209	1.209
65-75 Bluestone Bridge Road, BELL POST HILL VIC 3215	21	1.606									0.556											1.05	1.05
AVONLEA ROAD BELL POST HILL VIC 3215	22	0.656								0.368												0.288	0.288
90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	23	0.541																				0.541	0.541
45 Avonlea Road, BELL POST HILL VIC 3215	24	2.025																				2.025	2.025
35 Avonlea Road, BELL POST HILL VIC 3215	25	2.025																				2.025	2.025
25 Avonlea Road, BELL POST HILL VIC 3215	26	2.025																				2.025	2.025
15 Avonlea Road, BELL POST HILL VIC 3215	27	1.81																				1.81	1.81
5 Avonlea Road, BELL POST HILL VIC 3215	28	0.3																				0.3	0.3
60 Ballan Road, BELL POST HILL VIC 3215	29	5.28	0.023	0.119													1.811			1.822		1.505	5.138
35-55 Ballan Road, BATESFORD VIC 3213	30	23.719	0.092	0.506		1.3			3.5		1.954				1.516		1.417					13.434	14.851
65 Creamery Road, BELL POST HILL VIC 3215	31	18.048	0.107								1.871						4.731					8.089	12.82
125 Creamery Road, BELL POST HILL VIC 3215	32	3.79												3.25									0
125 Creamery Road, BELL POST HILL VIC 3215	33	0.366											3.79										0
125 Creamery Road, BELL POST HILL VIC 3215	34	13.305			0.145								0.366										0
5 Creamery Road, BELL POST HILL VIC 3215	35	2.128		0.224																		1.904	1.904
15 Creamery Road, BELL POST HILL VIC 3215	36	1.825																				1.825	1.825
25 Creamery Road, BELL POST HILL VIC 3215	37	2.025																				2.025	2.025
55 Creamery Road, BELL POST HILL VIC 3215	38	2.429	0.106														1.151					1.172	2.323
105 Creamery Road, BELL POST HILL VIC 3215	39	11.611						11.611															0
85 Creamery Road, BELL POST HILL VIC 3215	40	3.197																				3.197	3.197
110 Creamery Road, BELL POST HILL VIC 3215	41	1.864																				1.864	1.864
120 Creamery Road, BELL POST HILL VIC 3215	42	1																				1	1
375 Ballarat Road, BATESFORD VIC 3213	43	12.338	0.854	0.552													3.051					7.881	10.932
375 Ballarat Road, BATESFORD VIC 3213	44	7.023		0.075											1.4							5.548	5.548
305 Ballarat Road, BATESFORD VIC 3213	45	13.078		0.038							1.703											11.337	11.337
341-345 Ballarat Road, BATESFORD VIC 3213	46	2.025		0.143																		1.882	1.882
335-339 Ballarat Road, BATESFORD VIC 3213	47	2.025		0.066																		1.959	1.959
subtotal		333.231	8.586	3.822	0.145	1.3	11.611	3	3.5	41.061	19.011	8.694	17.316	12.173	7.398	2.358	36.683	0.46	2.684	3.875	149.554	195.614	
Existing Road reserve	4	1.703	0.993		0.607																	0.103	0.103
Existing Road reserve	48	6.793	2.967		3.826																		0
Existing Road reserve	49	2.841			2.607					0.234													0
Grand Total		344.568	12.546	3.822	7.185	1.3	11.611	3	3.5	41.295	19.011	8.694	17.316	12.173	7.398	2.358	36.683	0.46	2.684	3.875	149.657	195.717	

Public Land Equalisation Method Unders and Over Calculation				
Valuers 'Before Area'	DCP Residential Contribution (All)	Valuers 'Before Area'	Under Provision	Over Provision
17.048	4.495		4.495	-
1.536	0.179		0.179	-
0.543	0.137		0.137	-
21.810	5.329		5.329	-
2.435	0.000		-	-
2.892	0.072		0.072	-
9.419	0.014		0.014	-
0.165	0.000		-	-
0.068	0.000		-	-
0.000	0.000		-	-
36.670	16.332		10.048	6.284
36.865	10.344		10.101	0.243
7.842	1.954		1.954	-
0.000	0.000		-	-
2.028	0.047		0.047	-
1.524	0.000		-	-
2.025	0.000		-	-
2.087	0.318		0.318	-
2.035	0.826		0.558	0.268
1.606	0.556		0.440	0.116
0.288	0.000		-	-
0.541	0.000		-	-
2.025	0.000		-	-
2.025	0.000		-	-
1.810	0.000		-	-
0.300	0.000		-	-
5.280	0.142		0.142	-
18.703	3.852		3.852	-
18.048	5.228		4.945	0.283
0.000	0.000		-	-
0.000	0.000		-	-
0.000	0.000		-	-
2.128	0.224		0.224	-
1.825	0.000		-	-
2.025	0.000		-	-
2.429	0.106		0.106	-
0.000	0.000		-	-
3.197	0.000		-	-
1.864	0.000		-	-
1.000	0.000		-	-
12.338	1.406		1.406	-
5.623	0.075		0.075	-
13.078	1.741		1.741	-
2.025	0.143		0.143	-
2.025	0.066		0.066	-
249.200	53.586		46.391	7.195

27.400% Public land use percentage

