



THE CITY OF
GREATER GEELONG

CREAMERY ROAD DEVELOPMENT CONTRIBUTIONS PLAN

NOVEMBER 2025



ACKNOWLEDGMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of the land, waterways and skies of the North and Western Growth Areas. We pay our respects to their Elders, past and present.

We acknowledge all Aboriginal and Torres Strait Islander people who are part of our Greater Geelong communities today.

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SUMMARY OF CHARGES



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.

T1. SUMMARY OF CHARGES

SUMMARY - NET DEVELOPABLE AREA (NDA) BY CHARGE AREA

CHARGE AREA	TOTAL COST OF CONTRIBUTION	CONTRIBUTION PER NDA
Charge Area 1	\$173,106,480.74	\$823,453.91

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA
Transport	\$98,022,679.09	\$47,643,820.39	\$226,637.90
Open Space	\$46,317,335.31	\$44,268,635.31	\$210,582.42
Community	\$22,537,233.42	\$22,537,233.42	\$107,207.85
Drainage	\$56,321,751.62	\$56,321,751.62	\$267,918.14
Planning	\$2,335,040.00	\$2,335,040.00	\$11,107.60
TOTAL	\$225,534,039.44	\$173,106,480.74	\$823,453.91

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	CONTRIBUTION PER NDA
Land	\$49,010,000.00	\$47,971,502.30	\$228,196.66
Construction	\$176,524,039.44	\$125,134,978.44	\$595,257.25
TOTAL	\$225,534,039.44	\$173,106,480.74	\$823,453.91

SUMMARY - COMMUNITY INFRASTRUCTURE LEVY

PROJECTS	TOTAL COST OF PROJECTS	TOTAL COST OF PROJECTS ALLOCATED TO MCA	ESTIMATED TOTAL CONTRIBUTION
Total (Capped at \$1,530)	\$9,845,866.85	4,204	\$6,432,120.00

INTRODUCTION

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2.0 INTRODUCTION

The Creamery Road Development Contributions Plan (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 precinct can be provided with timely access to infrastructure and services;
- 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 ('the 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 technical documents.
- Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1: Creamery Road Precinct Structure Plan Report - Volume 1 (21 May 2025) and Volume 2 (20 June 2025).
- Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).

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. Further commentary on project rationale and justification for inclusion within the DCP is detailed in section 3.

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.

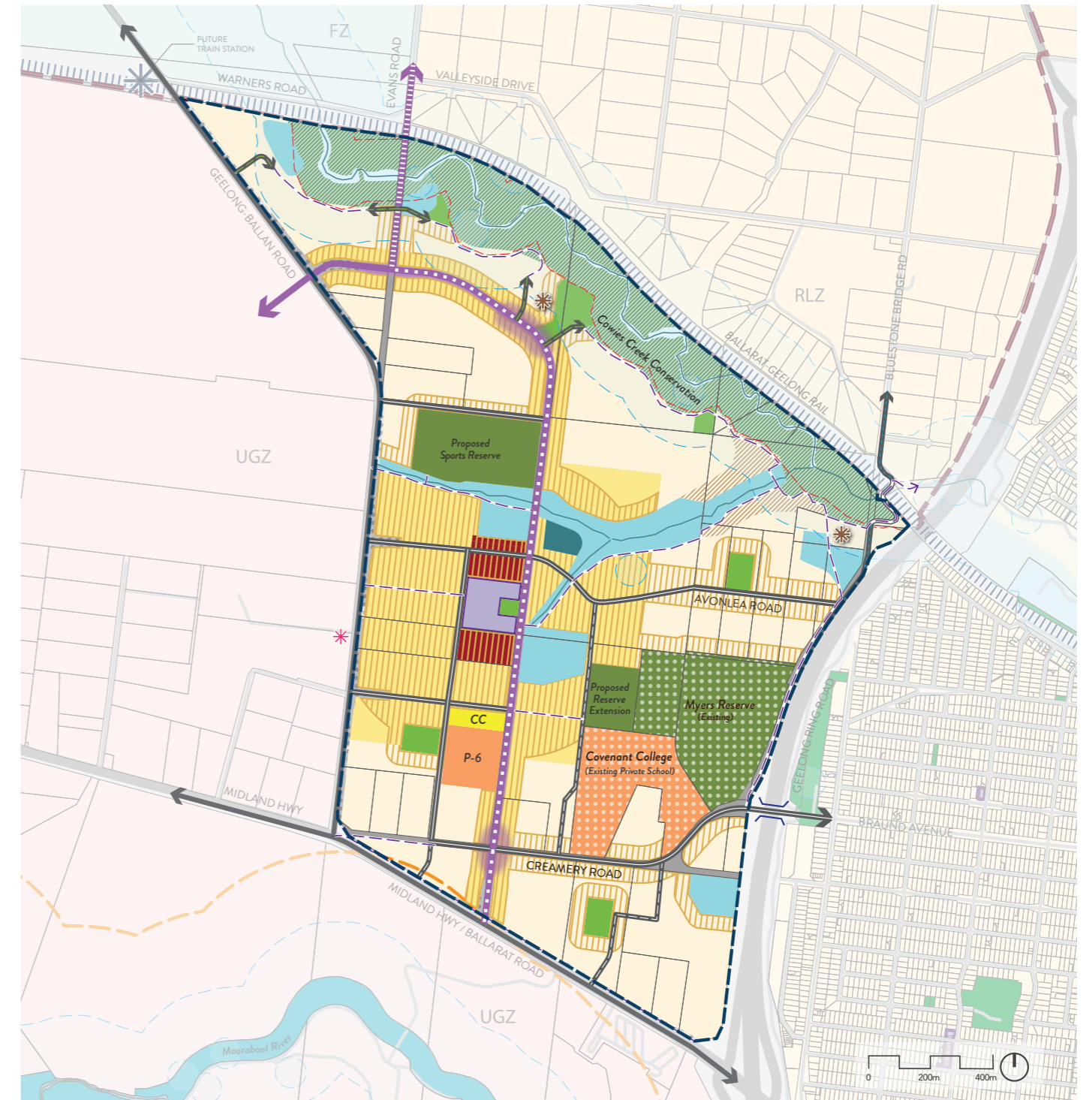
The DCP forms part of the Greater Geelong Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme.

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 is implemented through Schedule 11 to Clause 45.06 Development Contributions Plan Overlay (DCP11) of the Greater Geelong Planning Scheme which applies to the Main Catchment Area ('MCA') illustrated on [Plan 2](#).

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 ('CIL') pursuant to section 46J(b) of the Act as some infrastructure projects funded by the DCP are classified as community infrastructure.

P1. PLACE BASED PLAN FOR CREAMERY ROAD PRECINCT



LEGEND

<ul style="list-style-type: none"> Precinct Boundary Parcel Boundary Urban Growth Boundary NAC Precinct Boundary Railway Corridor Potential Future Railway Station Heritage Homestead Emergency Hub (Indicative) 100m buffer to Cowies Creek 500m Quarry Buffer Area of Cultural Sensitivity 	<p>Future Urban Structure</p> <ul style="list-style-type: none"> General Residential Zone (GRZ) Residential Growth Zone (RGZ) Mixed Use Zone (MUZ) Local Convenience Centre (RGZ) Neighbourhood Activity Centre (CIZ) Amenity Area Investigation area (subject to stormwater & geotechnical assessment) Barwon Water Facility Waterway and Drainage Asset Early Years and Community Hub 	<ul style="list-style-type: none"> P-6 Government Primary School Existing Private School Community Park Proposed Sports Reserve Existing Sports Reserve Cowies Creek Conservation <p>Movement Network</p> <ul style="list-style-type: none"> Clever and Creative Corridor Clever and Creative Corridor (Evans Road Variation) Clever and Creative Boulevard 	<ul style="list-style-type: none"> Key Pedestrian Street Recreational Transport Links Bridge Future Road Infrastructure Existing Road being retained Arterial Road Connector Road Indicative Local Access Street Conservation Interface Street Bluestone Bridge Road
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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 210.220 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.

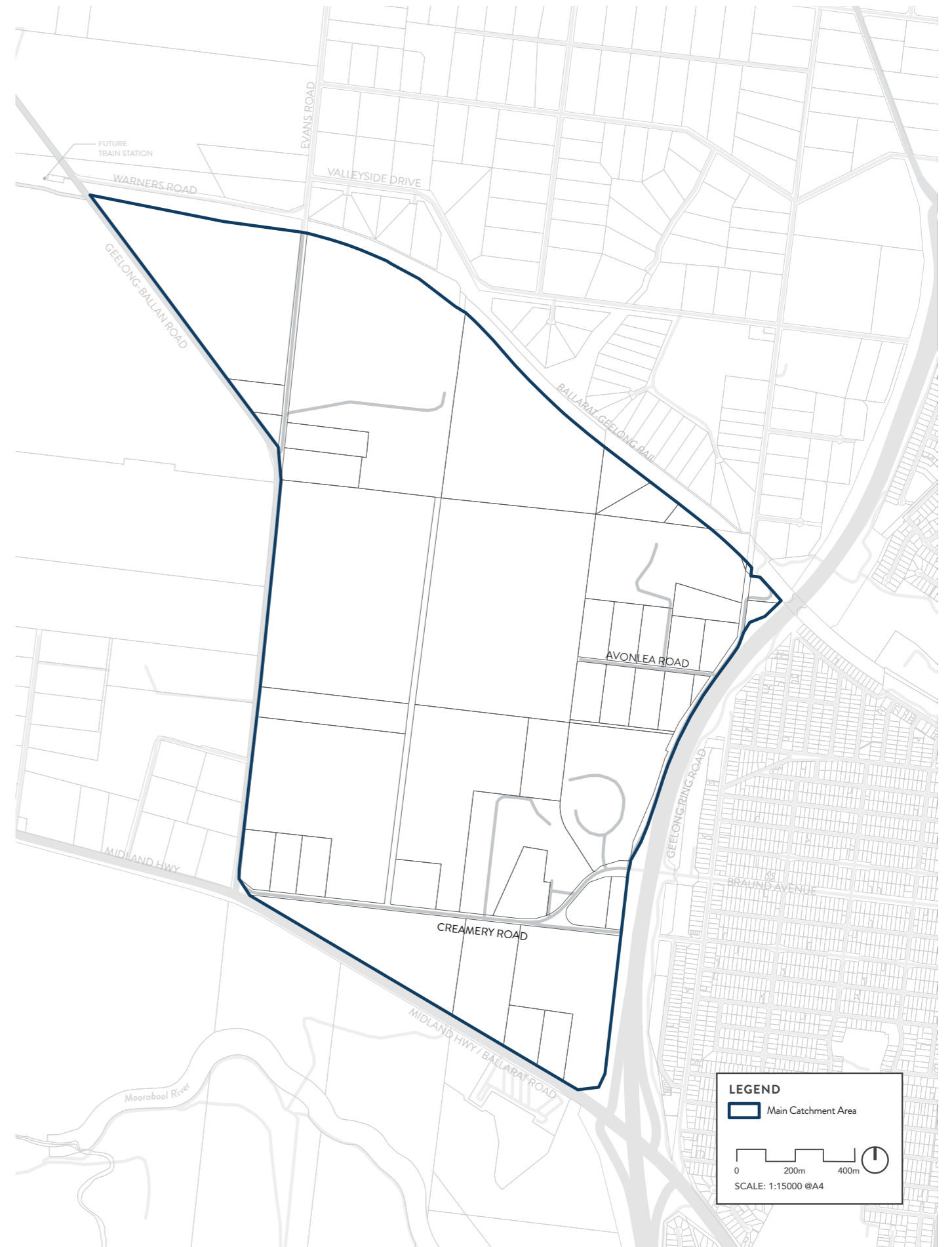
The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the precinct. 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 210.220 hectares net developable area of land.

P2. MAIN CATCHMENT AREA



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3.0 INFRASTRUCTURE PROJECT JUSTIFICATION

The Regional DCP Toolkit – *Development Contributions Information Manual (2020)* prepared by the Victorian Planning Authority defines the underlying principles of the DCP system as need, nexus, transparency and accountability. In practice, this means that:

1. 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, and furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.
2. Items are assessed to ensure they have a relationship or nexus to the 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.
3. Items (and their apportionment) included in the DCP have been determined on the basis of the development scenario as described in the PSP; the PSP supporting technical documents provide transparency on links to need, nexus and cost.

In addition, project justification for items in the DCP have been assessed against the following characteristics identified in the *Development Contributions Guidelines (2007)*:

- 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.
- Are the basis for the future development of an integrated network.

The Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1: Creamery Road Precinct Structure Plan Report - Volume 1 (May 2025) requires the DCP to outline explanation of how DCP items are assessed as “essential to the health, safety and wellbeing of the community.” Summary commentary is provided for each asset class in Sections 3.5, 3.6, 3.7 and 3.8.

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 where nominated in the DCP).
- 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.
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

The items listed above 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.

3.2 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 (April 2015)*, the DCP makes a distinction between 'development' and 'community' infrastructure. This distinction is imperative due to the type of levy applicable to the infrastructure item, which has relationship to the payment (time and responsibility) of the contribution.

The Community Infrastructure Levy ('CIL') is payable prior to the grant of a building approval (unless an alternative time is agreed between the City and a development proponent) and will be paid at a 'per-dwelling' rate.

The Act currently stipulates that the amount that may be contributed under a CIL is no more than \$1,530 per

dwelling for the 2025-2026 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 CIL.

If in the future the CIL 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, where contributions are collected under the Development Infrastructure Levy ('DIL') and payable by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works.

3.3 PROJECT IDENTIFICATION

The DCP uses a project identification system of project category and sequential number in its tables and plans.

The following types of project categories are included in the DCP:

INFRASTRUCTURE			
CATEGORY	TYPE	CODE	LEVY
Transport	Roads and culverts	RD	DIL
	Intersections	IN	DIL
	Shared user paths and trails	TR	DIL
	Bridges	BR	DIL
Open Space	Active open space – sports reserve	OS	DIL
	Sports reserve pavilion	OS	CIL
Community	Community facilities	CF	CIL
Drainage	Constructed waterway works	DR	DIL
	Ephemeral waterway works	DR	DIL
	Wetland and retarding basin	DR	DIL
	Gross pollutant traps	DR	DIL
Land	Land	L	DIL

3.4 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 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 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).

3.5 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 Stantec Select Link Analysis (March 2023) identifies Creamery Road use apportionment to the future Batesford South PSP Bridge project which is included in this DCP.

Shared user paths that serve the broader movement and access network in the Creamery Road precinct are included in the DCP where they are associated with other DCP infrastructure items (specifically, linear open spaces and drainage items). A pedestrian bridge is also included in the DCP to promote safe active travel over Geelong Ring Road.

The transport projects identified in the DCP also include:

- Signals only for primary intersections along the Clever and Creative Boulevard.
- Provision of land allocation to facilitate road widening projects on Midland Highway and Geelong-Ballan Road.

- Apportionment to the future Batesford South PSP bridge and Bluestone Bridge Road underpass projects.

These projects are described in *Table 2* and shown in [Plan 3](#). Projects are considered essential to the health, safety and wellbeing of the community as they:

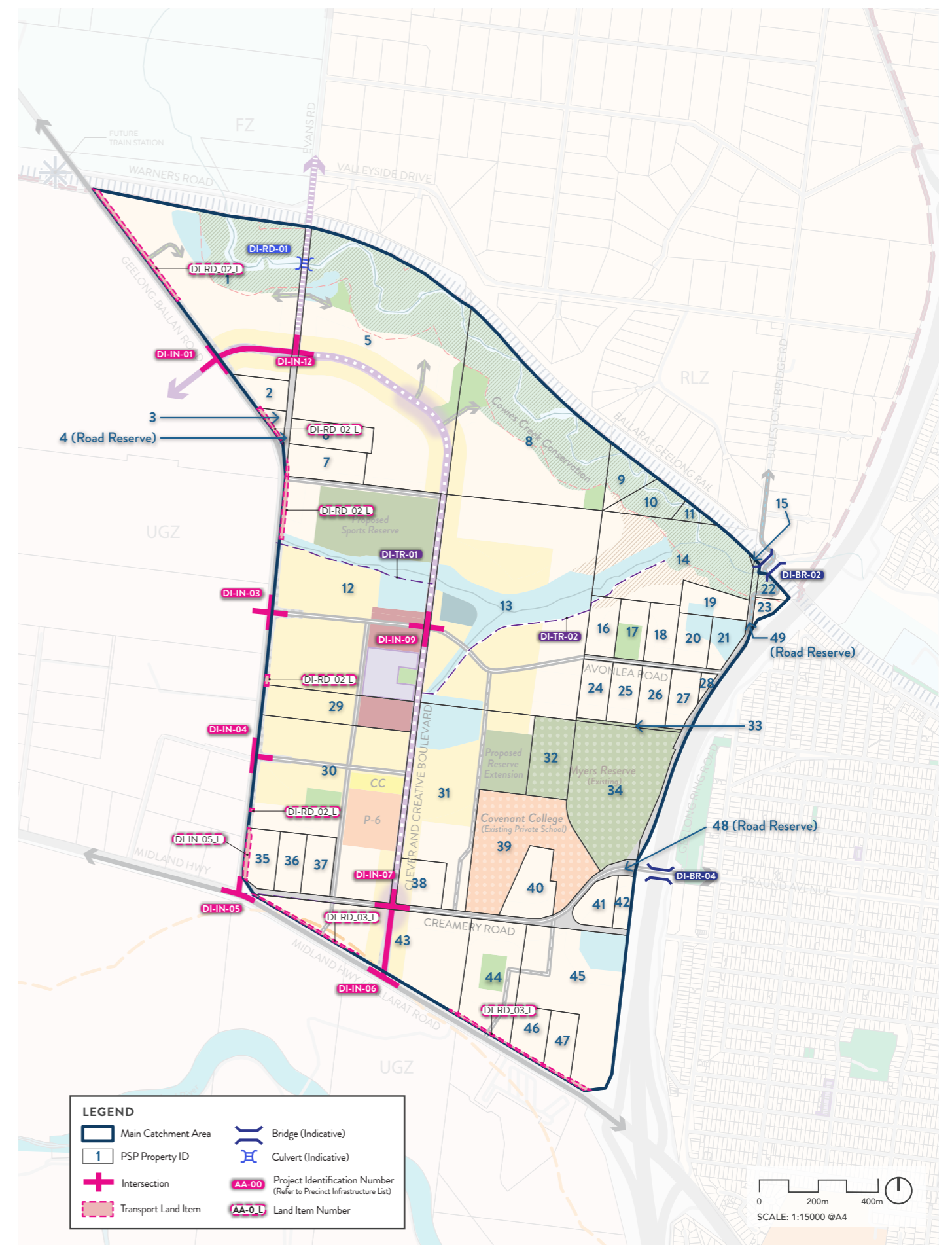
- Support safe transit on key corridors with increased traffic volumes; without appropriate intersection and road upgrades there is increased high risk of traffic incidents.
- Enable and encourage active transport movements which provides significant health and wellbeing opportunity for future residents.
- Enable and encourage use of public transport; reduces car dependence and volumes to improve safety on the road network, provides for future residents who do not have private car ownership.

T2. TRANSPORT DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_BR_01	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)	To be determined by the Batesford South PSP (when developed).	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
DI_BR_02	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection	Concurrent to the completion of conservation works in the Cowies Creek Worneenanyook Masterplan Area delineated by properties 14 and 22 in the Creamery Road Place Based Plan.	GHD Bluestone Bridge Road Options Assessment Report (April 2023)
DI_BR_04	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)	30% of dwellings in Creamery Road Precinct constructed.	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
DI_IN_01	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_03	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_04	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_05	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)	50% of dwellings in Creamery Road Precinct constructed.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_IN_05_L	LAND for intersection Geelong-Ballan Road and Midland Hwy	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_IN_06	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_07	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_09	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_IN_12	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)	The first subdivision requiring the intersection delivery.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_RD_01	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)	Concurrent with the construction of Evans Road.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
DI_RD_02_L	LAND for Geelong-Ballan Road widening (LA-02)	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_RD_03_L	LAND for Midland Road widening (LA-03)	The first subdivision requiring the associated road section.	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025).
DI_TR_01	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)	Concurrent with construction of DI_DR_10.	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
DI_TR_02	DELIVERY of shared path along boundary of DI_DR_01 (WW-02-SP)	Concurrent with construction of DI_DR_01.	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)

P3. TRANSPORT DCP PROJECTS AND LAND



3.6 DRAINAGE PROJECTS

The DCP includes funding for the construction and land of drainage infrastructure deemed necessary to appropriately retard and treat stormwater flows from new urban development, in accordance with the best practice principles to the satisfaction of the Responsible Authority and the Corangamite Catchment Management Authority.

In summary the drainage projects include:

- Land for and construction of wetlands, sediment basins and waterways (does not include land that is already encumbered).
- Channel works.
- Piped drains and gross pollutant traps.

These projects are described in [Table 3](#) and shown in [Plan 4](#). Projects are considered essential to the health, safety and wellbeing of the community as they:

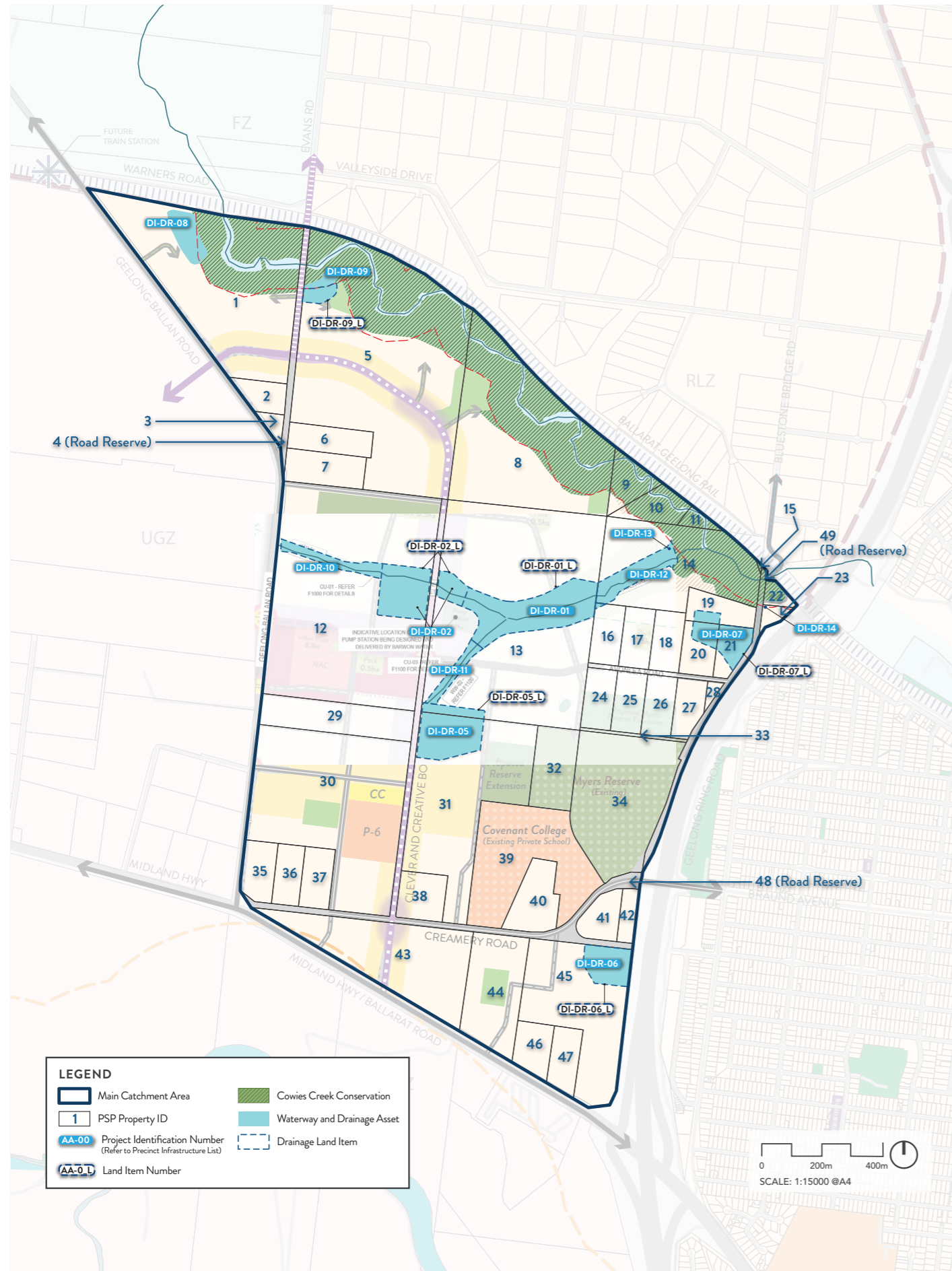
- Play a fundamental role in reducing future flood opportunity and impact to the new residents of the Precinct.
- Provide amenity to the urban development to support use of the shared path network and local open spaces, encouraging physical activity to improve wellbeing.

T3. DRAINAGE DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_01	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)	Short term. Outfall into DI_DR_12 and Conservation are which must be completed first.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_01_L	LAND for Wetland Retarding Basin No.1	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_02	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)	Short term. Must be functioning before contributing sub-catchments and upstream catchment can develop and after DI_DR_01 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_02_L	LAND for Wetland Retarding Basin No.2	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_05	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)	Short term. Must be functioning before contributing sub-catchments can develop and after DI_DR_01 and DI_DR_11 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_DR_05_L	LAND for Wetland Retarding Basin No.5	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_06	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)	Short term. Must be functioning before contributing sub-catchments can develop and after outfall is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_06_L	LAND for Wetland Retarding Basin No.6	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_07	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)	Short term. Must be functioning before contributing sub-catchments can develop and after outfall to Cowies Creek through conservation area is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_07_L	LAND for Wetland Retarding Basin No.7	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_08	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)	Short term. Must be provided before the contributing sub-catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_09	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growing Grass Frog Pond (WLRB-09/SRB-09)	Short term. Must be provided before the contributing sub-catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_09_L	LAND for Wetland Retarding Basin No.9	Short term. Can be provided with first sub-division.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_10	DELIVERY of Waterway No.1 (WW-01)	Short term. Must be provided with DI_DR_02 sub-catchments and before upstream catchment can develop.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_11	DELIVERY of Waterway No.2 (WW-02)	Short term. Must be provided before DI_DR_05 sub-catchment can develop and after DI_DR_01 is functioning.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_12	DELIVERY of Ephemeral Waterway (EW-01)	Short term. Must be provided before upstream catchment can develop and after conservation zone works and outfall to Cowies Creek is established.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_13	DELIVERY of Gross Pollutant Trap 1 (GPT-01)	Long term. Water quality objectives meet through delivery of all other WLRBs in precinct.	Water Technology Drainage Strategy Peer Review Report (October 2025)
DI_DR_14	DELIVERY of Gross Pollutant Trap 2 (GPT-02)	Long term. Water quality objectives meet through delivery of all other WLRBs in precinct.	Water Technology Drainage Strategy Peer Review Report (October 2025)

P4. DRAINAGE DCP PROJECTS AND LAND



3.7 OPEN SPACE PROJECTS

The works and land associated with two active open space reserves are included in the DCP, as determined by provision analysis.

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 Road PSP.

The open space projects funded by the DCP described in Table 4 and are shown on Plan 5. Projects are considered essential to the health, safety and wellbeing of the community as they enable and encourage participation in physical activity and volunteerism in community clubs, both which have significant positive impact on health and wellbeing.

T4. OPEN SPACE DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_OS_01	DELIVERY of Myers Reserve Extension (SR-01)	Prior to 30 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_01_L	LAND for Myers Reserve Extension (SR-01-LA-P31)	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_02	DELIVERY of Northern Sports Reserve (SR-02)	Prior to 60 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
DI_OS_02_L	LAND for Northern Sports Reserve (SR-02-LA-P12)	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)

P5. OPEN SPACE DCP PROJECTS AND LAND



3.8 COMMUNITY PROJECTS

The works and land associated with one Early Years and Community Hub is included in the DCP, as determined by provision analysis.

The DCP also includes CIL contributions towards delivery of a sports pavilion to service future users of the Northern Active Open Space Reserve and the McCanns Lane Cultural Hub.

The community projects funded by the DCP are described in [Table 5](#) shown on [Plan 6](#). Projects are considered

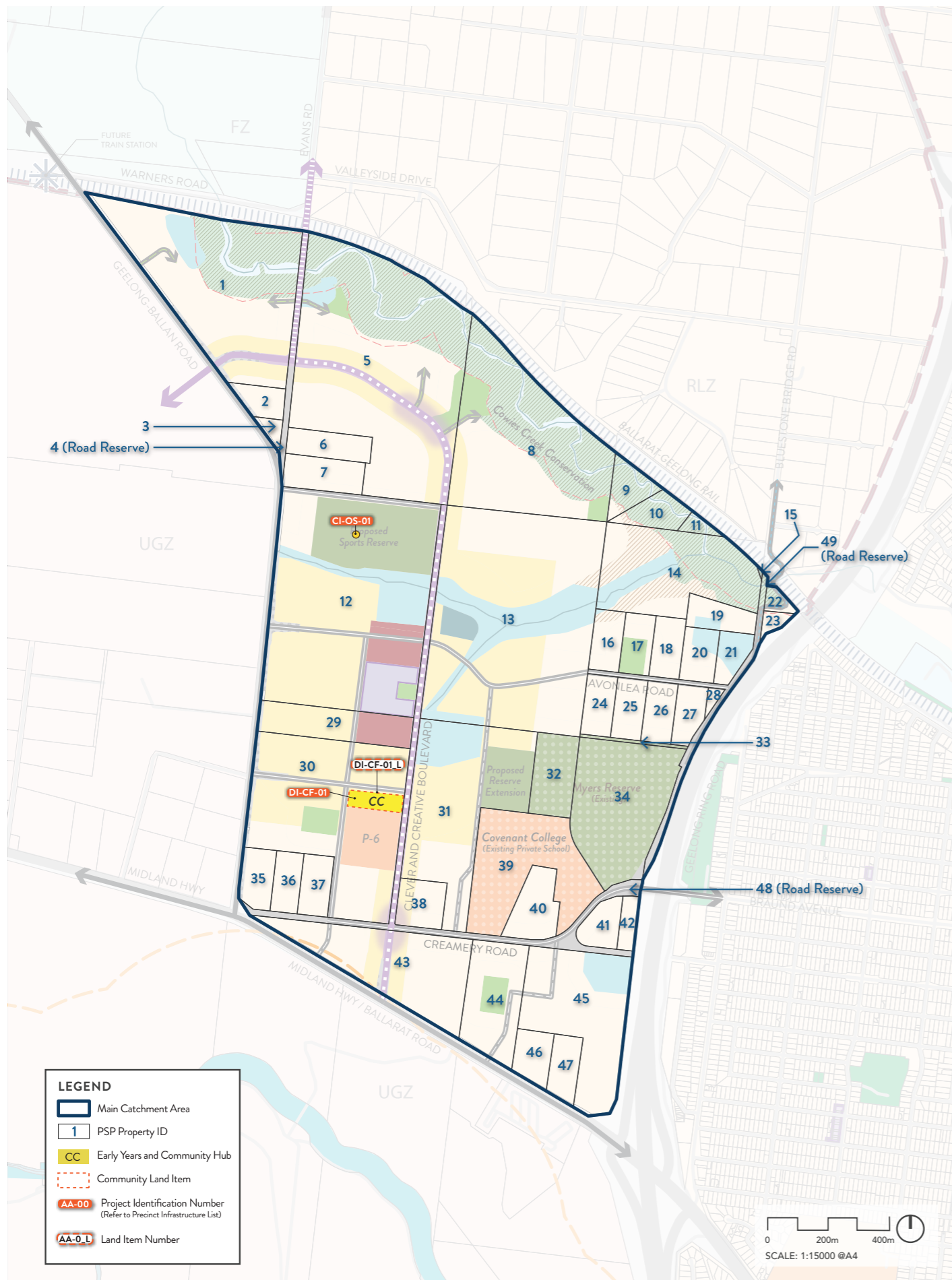
essential to the health, safety and wellbeing of the community as they:

- Provide services such as maternal and child health, early years education and library, whereby local access for future young families is considered essential to promote healthy growth and development.
- Provide access to supporting amenities required when participating in structured physical activity; assists to enable and encourage participation.

T5. COMMUNITY DCP PROJECTS AND LAND

DCP PROJECT ID	PROJECT DESCRIPTION	INDICATIVE PROVISION TRIGGER	STRATEGIC JUSTIFICATION
DI_CF_01	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)	Prior to 3 per cent of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
DI_CF_01_L	LAND for Creamery Road Early Years and Community Hub	At time of subdivision, as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
CI_CF_ML_01	DELIVERY of McCanns Lane Cultural Hub incl Library and Museum (CF-ML-01)	Prior to 80 per cent of dwellings delivered in Western Geelong Growth Area, or as required according to demand levels and subject to DCP funding.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
CI_OS_01	DELIVERY of Northern Sports Reserve Pavilion	Concurrent with construction of DI_OS_02.	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)

P6. COMMUNITY DCP PROJECTS AND LAND



CALCULATION OF CONTRIBUTIONS

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4

4.1 CALCULATION OF NET DEVELOPABLE AREA, CHARGE AREAS 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 (NDA)

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 210.220 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.

T6. SUMMARY LAND USE BUDGET

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA	344.566	100%	
TRANSPORT			
Existing Road Being Retained	11.244	3.26%	5.35%
Intersection Extent	3.713	1.08%	1.77%
Intersection Extent (DCP Land)	0.346	0.10%	0.16%
Road Widening (DCP Land)	1.741	0.51%	0.83%
SUBTOTAL TRANSPORT	17.044	4.95%	8.11%
COMMUNITY & EDUCATION			
Existing Non-Government School	11.611	3.37%	5.52%
Proposed Early Years and Community Hub (DCP Land)	1.000	0.29%	0.48%
Proposed Government School	3.500	1.02%	1.66%
SUB TOTAL COMMUNITY & EDUCATION	16.111	4.68%	7.66%
OPEN SPACE			
UNCREDITED (ENCUMBERED) OPEN SPACE			
Barwon Water Facilities	1.000	0.29%	0.48%
Cowies Creek Conservation Reserve	42.045	12.20%	20.00%
Drainage	5.282	1.53%	2.51%
Drainage (DCP Land)	13.380	3.88%	6.36%
Existing AOS (Myers Reserve)	17.316	5.03%	8.24%
Waterway	3.997	1.16%	1.90%
SUB TOTAL UNCREDITED OPEN SPACE	83.020	24.09%	39.49%
CREDITED OPEN SPACE			
Active Open Space (DCP Land)	11.891	3.45%	5.66%
Local Open Space	6.280	1.82%	2.99%
SUB TOTAL CREDITED OPEN SPACE	18.171	5.27%	8.64%
NET DEVELOPABLE AREA (NDA)			
NAC	2.700		
Mixed Use Zone	4.272		
Residential Growth Zone	4.102		
Residential Growth Zone and Amenity area	61.835		
General Residential Zone	104.472		
General Residential Zone and Amenity area	28.102		
Independent Drainage Solution to be Investigated - Indicative	4.737		
TOTAL NET DEVELOPABLE AREA (NDA)	210.220		

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 DIL is not charged on exempt development as determined by the *Ministerial Direction on the Preparation and Content of Development Contribution Plans and*

Ministerial Reporting Requirements for Development Contributions Plans (April 2025) which specifies that a DCP must not impose a DIL or a CIL in respect of the development of land for:

- A non-government school; or
- Housing provided by or on behalf of the Chief Executive Officer of Homes Victoria; or
- A small second dwelling.

The DCP contains a total of 210.220 net developable hectares.

T7. DEMAND UNITS AND CHARGE AREA

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (HA)	COMMUNITY INFRASTRUCTURE LEVY (DWELLINGS)
Charge Area 1	210.220	4204
TOTAL	210.220	4204

4.2 CALCULATION OF CONTRIBUTIONS

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. Project costs have been determined by the list below. The costs are expressed in 2025 dollars and will be adjusted annually in accordance with the method specified in Section 5.2.

CHARGE AREA	DEVELOPMENT INFRASTRUCTURE LEVY (HA)
Transport	<ul style="list-style-type: none"> Stantec NWGGA Bridge Review Final (July 2024) Stantec Concept Design and Opinion of Probable Costs Report (May 2024) GHD Bluestone Bridge Road Preferred Option Report Final (July 2023) City of Greater Geelong Intersection Costings (October 2025) – in conjunction with Creo Consulting City of Greater Geelong Active Transport Costings (July 2024)
Open Space	<ul style="list-style-type: none"> Zinc Cost Management Myers Reserve Extension and Northern Sports Reserve Cost Plan (September 2025) Zinc Cost Management Northern Sports Reserve Cost Plan (October 2025)
Community	<ul style="list-style-type: none"> Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing (June 2024) City of Greater Geelong Revised Community Infrastructure Costings (September 2025)
Drainage	<ul style="list-style-type: none"> Water Technology Drainage Strategy Peer Review Report: Creamery Road PSP Revised Drainage Strategy Review (October 2025)
Planning	<ul style="list-style-type: none"> 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 BROADHECTARE 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.

4.2.3 DCP AND PSP PREPARATION

In addition to the items described above, the costs incurred by the City 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](#).

T8. CALCULATION OF COSTS – DEVELOPMENT INFRASTRUCTURE LEVY (DIL)

TRANSPORT PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_BR_01	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)	Development	Construction		\$27,066,269.00	92.20%	\$2,111,168.98	210.220	\$10,042.66
DI_BR_02	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection	Development	Construction		\$2,112,096.20	70.46%	\$623,913.22	210.220	\$2,967.91
DI_BR_04	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)	Development	Construction		\$2,087,687.00		\$2,087,687.00	210.220	\$9,930.96
DI_IN_01	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)	Development	Construction		\$10,138,209.00	50.00%	\$5,069,104.50	210.220	\$24,113.33
DI_IN_03	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)	Development	Construction		\$10,222,981.00	50.00%	\$5,111,490.50	210.220	\$24,314.96
DI_IN_04	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)	Development	Construction		\$10,630,423.00	50.00%	\$5,315,211.50	210.220	\$25,284.04
DI_IN_05	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)	Development	Construction		\$14,802,543.00	50.00%	\$7,401,271.50	210.220	\$35,207.27
DI_IN_05_L	LAND for intersection Geelong-Ballan Road and Midland Hwy	Development	Land	0.346	\$735,753.42		\$735,753.42	210.220	\$3,499.92
DI_IN_06	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)	Development	Construction		\$11,516,566.00		\$11,516,566.00	210.220	\$54,783.40
DI_IN_07	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)	Development	Construction		\$818,368.43		\$818,368.43	210.220	\$3,892.91
DI_IN_09	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)	Development	Construction		\$818,368.43		\$818,368.43	210.220	\$3,892.91
DI_IN_12	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)	Development	Construction		\$613,776.00		\$613,776.00	210.220	\$2,919.68
DI_RD_01	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)	Development	Construction		\$2,262,373.00		\$2,262,373.00	210.220	\$10,761.93
DI_RD_02_L	LAND for Geelong-Ballan Road widening (LA-02)	Development	Land	1.104	\$2,076,995.40	50.00%	\$1,038,497.70	210.220	\$4,940.05
DI_RD_03_L	LAND for Midland Road widening (LA-03)	Development	Land	0.637	\$1,205,397.88		\$1,205,397.88	210.220	\$5,733.98
DI_TR_01	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)	Development	Construction		\$324,623.85		\$324,623.85	210.220	\$1,544.21
DI_TR_02	DELIVERY of shared path along northern boundary of DI_DR_01 (WW-02-SP)	Development	Construction		\$590,248.48		\$590,248.48	210.220	\$2,807.77
SUB-TOTAL TRANSPORT					\$98,022,679.09		\$47,643,820.39		\$226,637.90

OPEN SPACE PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_OS_01	DELIVERY of Myers Reserve Extension (SR-01)	Development	Construction		\$6,829,000.00	30.00%	\$4,780,300.00	210.220	\$22,739.51
DI_OS_01_L	LAND for Myers Reserve Extension (SR-01-LA-P31)	Development	Land	3.250	\$5,930,461.94		\$5,930,461.94	210.220	\$28,210.74
DI_OS_02	DELIVERY of Northern Sports Reserve (SR-02)	Development	Construction		\$19,285,000.00		\$19,285,000.00	210.220	\$91,737.23
DI_OS_02_L	LAND for Northern Sports Reserve (SR-02-LA-P12)	Development	Land	8.641	\$14,272,873.37		\$14,272,873.37	210.220	\$67,894.94
SUB-TOTAL OPEN SPACE					\$46,317,335.31		\$44,268,635.31		\$210,582.42

DRAINAGE PROJECTS

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_DR_01	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)	Development	Construction		\$7,433,015.63		\$7,433,015.63	210.220	\$35,358.27
DI_DR_01_L	LAND for Wetland Retarding Basin No.1	Development	Land	3.133	\$4,391,168.38		\$4,391,168.38	210.220	\$20,888.44
DI_DR_02	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)	Development	Construction		\$4,486,529.25		\$4,486,529.25	210.220	\$21,342.07
DI_DR_02_L	LAND for Wetland Retarding Basin No.2	Development	Land	2.840	\$4,536,644.84		\$4,536,644.84	210.220	\$21,580.46
DI_DR_05	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)	Development	Construction		\$6,076,453.95		\$6,076,453.95	210.220	\$28,905.21
DI_DR_05_L	LAND for Wetland Retarding Basin No.5	Development	Land	3.371	\$5,923,591.23		\$5,923,591.23	210.220	\$28,178.06
DI_DR_06	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)	Development	Construction		\$3,797,930.71		\$3,797,930.71	210.220	\$18,066.46
DI_DR_06_L	LAND for Wetland Retarding Basin No.6	Development	Land	1.426	\$2,354,602.12		\$2,354,602.12	210.220	\$11,200.66
DI_DR_07	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)	Development	Construction		\$3,370,113.34		\$3,370,113.34	210.220	\$16,031.36
DI_DR_07_L	LAND for Wetland Retarding Basin No.7	Development	Land	2.139	\$5,320,000.00		\$5,320,000.00	210.220	\$25,306.82
DI_DR_08	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)	Development	Construction		\$2,641,550.23		\$2,641,550.23	210.220	\$12,565.65
DI_DR_09	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growling Grass Frog Pond (WLRB-09/SRB-09)	Development	Construction		\$2,597,044.28		\$2,597,044.28	210.220	\$12,353.94
DI_DR_09_L	LAND for Wetland Retarding Basin No.9	Development	Land	0.471	\$710,000.00		\$710,000.00	210.220	\$3,377.41
DI_DR_10	DELIVERY of Waterway No.1 (WW-01)	Development	Construction		\$1,180,253.03		\$1,180,253.03	210.220	\$5,614.37
DI_DR_11	DELIVERY of Waterway No.2 (WW-02)	Development	Construction		\$773,742.38		\$773,742.38	210.220	\$3,680.63
DI_DR_12	DELIVERY of Ephemeral Waterway (EW-01)	Development	Construction		\$250,606.25		\$250,606.25	210.220	\$1,192.11
DI_DR_13	DELIVERY of Gross Pollutant Trap 1 (GPT-01)	Development	Construction		\$253,569.00		\$253,569.00	210.220	\$1,206.21
DI_DR_14	DELIVERY of Gross Pollutant Trap 2 (GPT-02)	Development	Construction		\$224,937.00		\$224,937.00	210.220	\$1,070.01
SUB-TOTAL DRAINAGE					\$56,321,751.62		\$56,321,751.62		\$267,918.14

COMMUNITY FACILITIES

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_CF_01	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)	Development	Construction		\$20,984,722.00		\$20,984,722.00	210.220	\$99,822.67
DI_CF_01_L	LAND for Creamery Road Early Years and Community Hub	Development	Land	1.000	\$1,552,511.42		\$1,552,511.42	210.220	\$7,385.17
SUB-TOTAL COMMUNITY FACILITIES					\$22,537,233.42		\$22,537,233.42		\$107,207.85

PLANNING

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	LAND AREA	PROJECT COST	EXTERNAL APPORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER HA
DI_P_01	Planning Costs	Development	Construction		\$2,335,040.00		\$2,335,040.00	210.220	\$11,107.60
SUB-TOTAL PLANNING					\$2,335,040.00		\$2,335,040.00		\$11,107.60
GRAND TOTAL					28.358	\$225,534,039.44	\$173,106,480.74		\$823,453.91

T9. CALCULATION OF COSTS – COMMUNITY INFRASTRUCTURE LEVY (CIL)

DCP PROJECT ID	PROJECT DESCRIPTION	INFRASTRUCTURE TYPE	DELIVERY TYPE	PROJECT COST	EXTERNAL AP-PORTIONMENT	PROJECT COST TO MCA	DEMAND UNITS	LEVY PER DWELLING	25/26 CAPPED LEVY/DWELLING
CI_CF_ML_01	DELIVERY of McCanns Lane Cultural Hub (incl library and museum)	Community	Construction	\$31,148,602.00	89.26%	\$3,345,359.85	4,204	\$795.76	\$519.85
CI_OS_01	DELIVERY of Northern Sports Reserve Pavilion	Community	Construction	\$6,500,507.00	0.00%	\$6,500,507.00	4,204	\$1,546.27	\$1,010.15
GRAND TOTAL				\$37,649,109.00		\$9,845,866.85		\$2,342.02	\$1,530.00

ADMINISTRATION

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5.0 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, 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 DIL 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 at such other time as agreed with the collecting agency 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 unless otherwise agreed by the collecting agency.

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 DIL 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.
- 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 DIL 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 in that class. 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.
- 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 utilized 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 & LAND VALUE COSTS INDEXATION

Capital costs of all infrastructure items, including land, are in 2025 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 \$1,530 per dwelling for the 2025-26 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. The City 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 City, 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)

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)

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.



IMPLEMENTATION STRATEGY

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6.0 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).
- 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 7 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
- any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

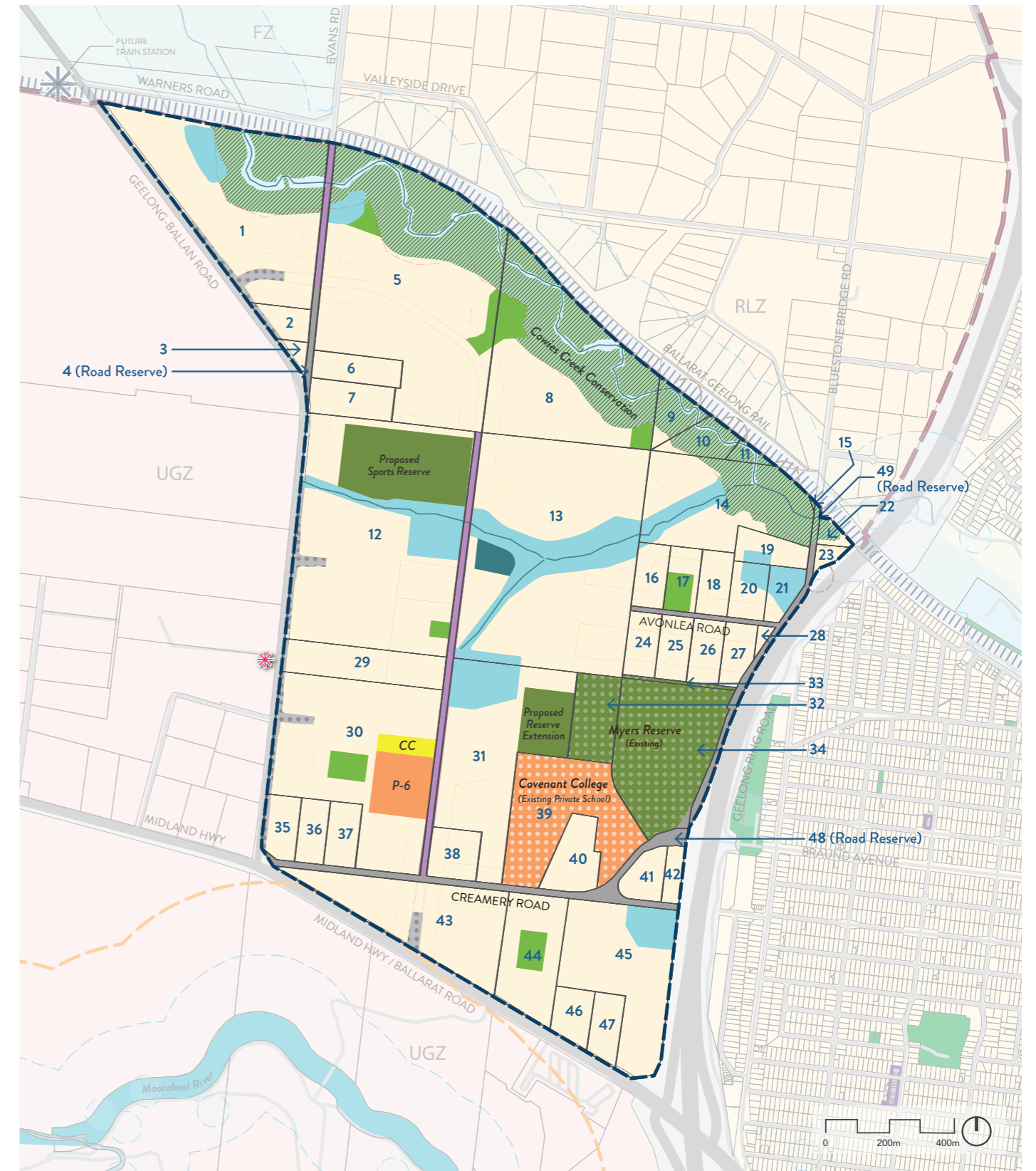
Through the approval of these agreements, the City (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting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



APPENDICES

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7.1 APPENDIX A – PROPERTY PLAN AND PROPERTY SPECIFIC LAND BUDGET



LEGEND

Precinct Boundary	Existing Road	CC Proposed Early Years and Community Hub	Community Park
NDA	Future Road Infrastructure	P-6 Proposed Government Primary School	Cowies Creek Conservation
Waterway and Drainage Asset	Existing road being retained (Clever and Creative Network)	Existing Private School	Proposed Sports Reserve
Barwon Water Facility			Existing Sports Reserve



7.1 APPENDIX A - PROPERTY PLAN AND PROPERTY SPECIFIC LAND BUDGET

T10. PROPERTY SPECIFIC LAND USE BUDGET

PROPERTY DETAILS		TOTAL AREA	TRANSPORT				COMMUNITY & EDUCATION			UNCREDITED OPEN SPACE					CREDITED OPEN SPACE		NDA							TOTAL NDA	PUBLIC LAND EQUALISATION METHOD UNDERS & OVER CALCULATION					
Address	Prop No	Total Area	Existing Road Being Retained*	Intersection Extent	Intersection Extent (DCP Land)*	Road Widening (DCP Land)	Existing Non-Government School	Proposed Early Years Hub (DCP Land)	Proposed Government School	Barwon Water Facilities	Cowies Creek Conservation Reserve	Drainage* (DCP Land)*	Drainage (DCP Land)*	Existing AOS (Myers Reserve)	Waterway	Active Open Space (DCP Land)	Local Open Space	NAC	Mixed Use Zone	Residential Growth Zone	Residential Growth Zone & Amenity Area	General Residential Zone*	General Residential Zone & Amenity Area	Investigation Area (Subject to Stormwater & Geotechnical Assessment)	Total NDA	Values Before Area*	DCP Residential Contribution (All)	Average Under Area	Under Provision	Over Provision
200 Ballan Road, MOORABOOL VIC 3213	1	24.481		0.990		0.583					7.919	1.406									2.368	10.504	0.711		13.583	14.166	0.583	1.832	0.583	-
35 Evans Road, MOORABOOL VIC 3213	2	1.535		0.215		0.004																1.316			1.316	1.320	0.004	0.178	0.004	-
35 Evans Road, MOORABOOL VIC 3213	3	0.543		0.001		0.140																0.402			0.402	0.542	0.140	0.054	0.054	0.086
Existing Road Reserve	4	1.702	1.702																						0.000	-	-	-	-	-
20 Evans Road, BELL POST HILL VIC 3215	5	37.626									11.796	0.400	0.471				1.290				6.521	14.474	2.674		23.669	24.140	0.471	3.193	0.471	-
10 Evans Road, BELL POST HILL VIC 3215	6	2.435																				2.435			2.435	2.435	-	0.328	-	-
2 Evans Road, BELL POST HILL VIC 3215	7	2.892				0.038																2.344	0.510		2.854	2.892	0.038	0.385	0.038	-
20 Evans Road, BELL POST HILL VIC 3215	8	22.670									12.167					1.690					1.116	7.237	0.460		8.813	8.813	-	1.189	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	9	2.039									1.798											0.189	0.052	0.052	0.241	0.241	-	0.033	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	10	2.061									1.825											0.092	0.144	0.144	0.236	0.236	-	0.032	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	11	0.594									0.594														0	-	-	-	-	-
100 Ballan Road, BELL POST HILL VIC 3215	12	36.968		0.966		0.318						0.554	2.223		1.172	8.641	0.300	2.700	2.426		14.529	1.066	2.073		22.794	33.976	11.182	3.075	3.075	8.107
60 Avonlea Road, BELL POST HILL VIC 3215	13	37.989								1.000		2.522	4.288		0.908					2.243	13.312	10.741	2.694	0.281	29.271	33.559	4.288	3.949	3.949	0.339
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	14	13.088									5.293				1.880							1.922	3.993	3.993	5.915	5.915	-	0.798	-	-
165 Bluestone Bridge Road, BELL POST HILL VIC 3215	15	0.040									0.040														0	-	-	-	-	-
50 Avonlea Road, BELL POST HILL VIC 3215	16	2.027													0.037							0.665	1.058	0.267	1.990	1.990	-	0.268	-	-
40 Avonlea Road, BELL POST HILL VIC 3215	17	2.025														1.000						0.337	0.688		1.025	1.025	-	0.138	-	-
PARENT - 30 Avonlea Road, BELL POST HILL VIC 3215	18	2.025																				1.164	0.861		2.025	2.025	-	0.273	-	-
85-105 Bluestone Bridge Road, BELL POST HILL VIC 3215	19	2.098									0.011		0.328									1.759			1.759	2.087	0.328	0.237	0.237	0.091
20 Avonlea Road, BELL POST HILL VIC 3215	20	2.035											0.600									0.815	0.620		1.435	2.035	0.600	0.194	0.194	0.406
65-75 Bluestone Bridge Road, BELL POST HILL VIC 3215	21	1.606											1.211									0.098	0.297		0.395	1.606	1.211	0.053	0.053	1.158
	22	0.657									0.368													0.289	0.289	-	0.039	-	-	
90-140 Bluestone Bridge Road, BELL POST HILL VIC 3215	23	0.541																				0.541			0.541	0.541	-	0.073	-	-
45 Avonlea Road, BELL POST HILL VIC 3215	24	2.025																				0.956	1.069		2.025	2.025	-	0.273	-	-
35 Avonlea Road, BELL POST HILL VIC 3215	25	2.025																				0.957	1.068		2.025	2.025	-	0.273	-	-
25 Avonlea Road, BELL POST HILL VIC 3215	26	2.025																				0.958	1.067		2.025	2.025	-	0.273	-	-
15 Avonlea Road, BELL POST HILL VIC 3215	27	1.810																				0.910	0.900		1.810	1.810	-	0.244	-	-
5 Avonlea Road, BELL POST HILL VIC 3215	28	0.300																				0.070	0.230		0.300	0.300	-	0.040	-	-
60 Ballan Road, BELL POST HILL VIC 3215	29	5.281		0.137		0.007												1.846			3.269	0.022			5.137	5.144	0.007	0.693	0.007	-
445 Ross Road, BATESFORD VIC 3213	30	23.719		0.775	0.081	0.014		1.000	3.500							1.000				1.155	10.705	4.468	1.021		17.349	18.444	1.095	2.340	1.095	-
65 Creamery Road, BELL POST HILL VIC 3215	31	18.048											2.833			3.250				0.704	7.214	3.541	0.506		11.965	18.048	6.083	1.614	1.614	4.469
125 Creamery Road, BELL POST HILL VIC 3215	32	3.790																							0	-	-	-	-	-
125 Creamery Road, BELL POST HILL VIC 3215	33	0.366												3.790											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	2.127			0.265																	1.862			1.862	2.127	0.265	0.251	0.251	0.014
15 Creamery Road, BELL POST HILL VIC 3215	36	1.825																				1.825			1.825	1.825	-	0.246	-	-
25 Creamery Road, BELL POST HILL VIC 3215	37	2.025																				2.025			2.025	2.025	-	0.273	-	-
55 Creamery Road, BELL POST HILL VIC 3215	38	2.429																			0.781	1.120	0.528		2.429	2.429	-	0.328	-	-
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																				2.255	0.942		3.197	3.197	-	0.431	-	-
110 Creamery Road, BELL POST HILL VIC 3215	41	1.864																				0.874	0.990		1.864	1.864	-	0.251	-	-
120 Creamery Road, BELL POST HILL VIC 3215	42	1.000																				0.801	0.199		1.000	1.000	-	0.135	-	-
375 Ballarat Road, BATESFORD VIC 3213	43	12.337		0.629		0.254															2.020	8.295	1.139		11.454	11.708	0.254	1.545	0.254	-
375 Ballarat Road, BATESFORD VIC 3213	44	7.023				0.140										1.000						2.069	3.814		5.883	6.023	0.140	0.794	0.140	-
305 Ballarat Road, BATESFORD VIC 3213	45	13.078				0.082						0.400	1.426									9.187	1.983		11.170	12.678	1.508	1.507	1.507	0.001
341-345 Ballarat Road, BATESFORD VIC 3213	46	2.024				0.083																1.941			1.941	2.024	0.083	0.262	0.083	-
335-339 Ballarat Road, BATESFORD VIC 3213	47	2.024				0.078																1.946			1.946	2.024	0.078	0.263	0.078	-
Existing Road Reserve	48	6.791	6.791																						0	-	-	-	-	-
Existing Road Reserve	49	2.840	2.606								0.234														0	-	-	-	-	-
PRECINCT TOTAL		344.566	11.244	3.713	0.346	1.741	11.611	1.000	3.500	1.000	42.045	5.282	13.380	17.316	3.997	11.891	6.280	2.700	4.272	4.102	61.835	104.472	28.102	4.737	210.220	238.578	28.358	28.359	13.687	14.671

7.2 APPENDIX B – PROJECT SHEETS

Each DCP item to have an individual Project Sheet following finalisation of DCP.

DCP PROJECT ID	DI_BR_01
PROJECT DESCRIPTION	DELIVERY of Batesford South PSP bridge (arterial road - Lynnburn Road over Moorabool River) - interim bridge for arterial road extension of Lynnburn Road over Moorabool River (BR-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$27,066,269.00
Indicative Provision Trigger	To be determined by the Batesford South PSP (when developed).
Strategic Justification	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
External Apportionment	92.20%
Project Cost to MCA	\$2,111,168.98
Demand Units	210.220
Levy Amount	\$10,042.66
Costing Source	Stantec Review of NWGGA Bridges, July 2024 (Indexed from December 2023 to June 2025 based on PPI).

DCP PROJECT ID	DI_BR_02
PROJECT DESCRIPTION	DELIVERY of Bluestone Bridge Road underpass upgrade and shared path connection -install traffic signals to allow one way movements and shared path (recreational transport link) connection
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,112,096.20
Indicative Provision Trigger	Concurrent to the completion of conservation works in the Cowies Creek Worneenanyook Masterplan Area delineated by properties 14 and 22 in the Creamery Road Place Based Plan.
Strategic Justification	GHD Bluestone Bridge Road Options Assessment Report (April 2023)
External Apportionment	70.46%
Project Cost to MCA	\$623,913.22
Demand Units	210.220
Levy Amount	\$2,967.91
Costing Source	GHD Bluestone Bridge Road Preferred Option Report, July 2023 (Indexed from June 2023 to June 2025 based on PPI).

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_BR_04
PROJECT DESCRIPTION	DELIVERY of Creamery Road Pedestrian Bridge over Geelong Ring Road - active travel upgrade to existing bridge on Creamery Road over the Geelong Ring Road (BR-04)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,087,687.00
Indicative Provision Trigger	30% of dwellings in Creamery Road Precinct constructed.
Strategic Justification	Stantec CRPSP Review of NWGGA Bridges Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$2,087,687.00
Demand Units	210.220
Levy Amount	\$9,930.96
Costing Source	Stantec Review of NWGGA Bridges, July 2024 (Indexed from December 2023 to June 2025 based on PPI).

DCP PROJECT ID	DI_IN_01
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and North-South CCC (IN-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,138,209.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,069,104.50
Demand Units	210.220
Levy Amount	\$24,113.33
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_03
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-03)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,222,981.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,111,490.50
Demand Units	210.220
Levy Amount	\$24,314.96
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_04
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and East-West Connector Road (IN-04)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$10,630,423.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	50.00%
Project Cost to MCA	\$5,315,211.50
Demand Units	210.220
Levy Amount	\$25,284.04
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_05
PROJECT DESCRIPTION	DELIVERY of intersection Geelong - Ballan Road and Midland Hwy (IN-05)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$14,802,543.00
Indicative Provision Trigger	50% of dwellings in Creamery Road Precinct constructed.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	50.00%
Project Cost to MCA	\$7,401,271.50
Demand Units	210.220
Levy Amount	\$35,207.27
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_05_L
PROJECT DESCRIPTION	LAND for intersection Geelong-Ballan Road and Midland Hwy
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$735,753.42
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	0.00%
Project Cost to MCA	\$735,753.42
Demand Units	210.220
Levy Amount	\$3,499.92
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_06
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Midland Hwy (IN-06)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$11,516,566.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$11,516,566.00
Demand Units	210.220
Levy Amount	\$54,783.40
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_07
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Key Local Road - SIGNALS ONLY (IN-07)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$818,368.43
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$818,368.43
Demand Units	210.220
Levy Amount	\$3,892.91
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_IN_09
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCB and Connector Road - SIGNALS ONLY (IN-09)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$818,368.43
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$818,368.43
Demand Units	210.220
Levy Amount	\$3,892.91
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

DCP PROJECT ID	DI_IN_12
PROJECT DESCRIPTION	DELIVERY of intersection North-South CCC and Evans Road - SIGNALS ONLY (IN-12)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$613,776.00
Indicative Provision Trigger	The first subdivision requiring the intersection delivery.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$613,776.00
Demand Units	210.220
Levy Amount	\$2,919.68
Costing Source	City of Greater Geelong Intersection Costings, October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_RD_01
PROJECT DESCRIPTION	DELIVERY of culvert and roadworks - Cowies Creek under Evans Road (CU-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$2,262,373.00
Indicative Provision Trigger	Concurrent with the construction of Evans Road.
Strategic Justification	Stantec CRPSP Transport Concept Designs and OPC Report (May 2024) and CRPSP SIDRA Modelling Report (April 2024)
External Apportionment	0.00%
Project Cost to MCA	\$2,262,373.00
Demand Units	210.220
Levy Amount	\$10,761.93
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

DCP PROJECT ID	DI_RD_02_L
PROJECT DESCRIPTION	LAND for Geelong-Ballan Road widening (LA-02)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$2,076,995.40
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025)."
External Apportionment	50.00%
Project Cost to MCA	\$1,038,497.70
Demand Units	210.220
Levy Amount	\$4,940.05
Costing Source	Urbis Land Valuations, November 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_RD_03_L
PROJECT DESCRIPTION	LAND for Midland Road widening (LA-03)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Transport
Project Cost	\$1,205,397.88
Indicative Provision Trigger	The first subdivision requiring the associated road section.
Strategic Justification	"Stantec CRPSP Transport Concept Designs and OPC Report (May 2024), CRPSP SIDRA Modelling Report (April 2024), Northern & Western Geelong Growth Areas SAC Referral 1 - Volume 2 Report (June 2025), – Minister for Planning – Direction to Council re: Northern and Western Geelong Growth Areas Standing Advisory Committee Referral 1 Report Volume 2 (November 2025). "
External Apportionment	0.00%
Project Cost to MCA	\$1,205,397.88
Demand Units	210.220
Levy Amount	\$5,733.98
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_TR_01
PROJECT DESCRIPTION	DELIVERY of shared path along DI_DR_10 reserve (WW-01-SP)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$324,623.85
Indicative Provision Trigger	Concurrent with construction of DI_DR_10.
Strategic Justification	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$324,623.85
Demand Units	210.220
Levy Amount	\$1,544.21
Costing Source	City of Greater Geelong Active Transport Costings, July 2024.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_TR_02
PROJECT DESCRIPTION	DELIVERY of shared path along northern boundary of DI_DR_01 (WW-02-SP)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Transport
Project Cost	\$590,248.48
Indicative Provision Trigger	Concurrent with construction of DI_DR_01.
Strategic Justification	PMP Urbanists Creamery Road Movement and Place Classification Final Report (July 2024)
External Apportionment	0.00%
Project Cost to MCA	\$590,248.48
Demand Units	210.220
Levy Amount	\$2,807.77
Costing Source	City of Greater Geelong Active Transport Costings, July 2024.

DCP PROJECT ID	DI_OS_01
PROJECT DESCRIPTION	DELIVERY of Myers Reserve Extension (SR-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Open Space
Project Cost	\$6,829,000.00
Indicative Provision Trigger	Prior to 40% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	30.00%
Project Cost to MCA	\$4,780,300.00
Demand Units	210.220
Levy Amount	\$22,739.51
Costing Source	Zinc Cost Management Creamery Road PSP Myers Reserve Extension and Northern Sports Reserve Cost Plan No. 1B, September 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_OS_01_L
PROJECT DESCRIPTION	LAND for Myers Reserve Extension (SR-01-LA-P31)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Open Space
Project Cost	\$5,930,461.94
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding.
Strategic Justification	City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,930,461.94
Demand Units	210.220
Levy Amount	\$28,210.74
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_OS_02
PROJECT DESCRIPTION	DELIVERY of Northern Sports Reserve (SR-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Open Space
Project Cost	\$19,285,000.00
Indicative Provision Trigger	Prior to 60% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024), City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$19,285,000.00
Demand Units	210.220
Levy Amount	\$91,737.23
Costing Source	Zinc Cost Management Creamery Road PSP Myers Reserve Extension and Northern Sports Reserve Cost Plan No. 1, October 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_OS_02_L
PROJECT DESCRIPTION	LAND for Northern Sports Reserve (SR-02-LA-P12)
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Open Space
Project Cost	\$14,272,873.37
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding.
Strategic Justification	City of Greater Geelong Creamery Road PSP Open Space Network Report (October 2025) and SGS Peer Review: CRPSP Open Space Network (September 2025)
External Apportionment	0.00%
Project Cost to MCA	\$14,272,873.37
Demand Units	210.220
Levy Amount	\$67,894.94
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_01
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.1 (WLRB-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$7,433,015.63
Indicative Provision Trigger	Short term. Outfall into DI_DR_12 and Conservation are which must be completed first.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$7,433,015.63
Demand Units	210.220
Levy Amount	\$35,358.27
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_01_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.1
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$4,391,168.38
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,391,168.38
Demand Units	210.220
Levy Amount	\$20,888.44
Costing Source	PLEM

DCP PROJECT ID	DI_DR_02
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.2 (WLRB-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$4,486,529.25
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments and upstream catchment can develop and after DI_DR_01 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,486,529.25
Demand Units	210.220
Levy Amount	\$21,342.07
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_02_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.2
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$4,536,644.84
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$4,536,644.84
Demand Units	210.220
Levy Amount	\$21,580.46
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_05
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.5 (WLRB-05)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$6,076,453.95
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after DI_DR_01 and DI_DR_11 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$6,076,453.95
Demand Units	210.220
Levy Amount	\$28,905.21
Costing Source	Urbis Land Valuations, November 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_05_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.5
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$5,923,591.23
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,923,591.23
Demand Units	210.220
Levy Amount	\$28,178.06
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_06
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.6 (WLRB-06)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$3,797,930.71
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after outfall is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$3,797,930.71
Demand Units	210.220
Levy Amount	\$18,066.46
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_06_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.6
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$2,354,602.12
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,354,602.12
Demand Units	210.220
Levy Amount	\$11,200.66
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_07
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.7 (WLRB-07)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$3,370,113.34
Indicative Provision Trigger	Short term. Must be functioning before contributing sub-catchments can develop and after outfall to Cowies Creek through Conservation area is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$3,370,113.34
Demand Units	210.220
Levy Amount	\$16,031.36
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_07_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.7
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$5,320,000.00
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$5,320,000.00
Demand Units	210.220
Levy Amount	\$25,306.82
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_08
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.8 (WLRB-08)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$2,641,550.23
Indicative Provision Trigger	Short term. Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,641,550.23
Demand Units	210.220
Levy Amount	\$12,565.65
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	DI_DR_09
PROJECT DESCRIPTION	DELIVERY of Wetland Retarding Basin No.9, Sediment Basin, Bioretention Basin and Growling Grass Frog Pond (WLRB-09/SRB-09)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$2,597,044.28
Indicative Provision Trigger	Short term. Must be provided before the contributing sub-catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$2,597,044.28
Demand Units	210.220
Levy Amount	\$12,353.94
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_09_L
PROJECT DESCRIPTION	LAND for Wetland Retarding Basin No.9
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Drainage
Project Cost	\$710,000.00
Indicative Provision Trigger	Short term. Can be provided with first sub-division.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$710,000.00
Demand Units	210.220
Levy Amount	\$3,377.41
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

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DCP PROJECT ID	DI_DR_10
PROJECT DESCRIPTION	DELIVERY of Waterway No.1 (WW-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$1,180,253.03
Indicative Provision Trigger	Short term. Must be provided with DI_DR_02 sub-catchments and before upstream catchment can develop.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$1,180,253.03
Demand Units	210.220
Levy Amount	\$5,614.37
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_11
PROJECT DESCRIPTION	DELIVERY of Waterway No.2 (WW-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$773,742.38
Indicative Provision Trigger	Short term. Must be provided before DI_DR_05 sub-catchment can develop and after DI_DR_01 is functioning.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$773,742.38
Demand Units	210.220
Levy Amount	\$3,680.63
Costing Source	Water Technology Drainage Strategy Peer Review Report (Creamery Road PSP Revised Drainage Strategy Review), October 2025.

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DCP PROJECT ID	DI_DR_12
PROJECT DESCRIPTION	DELIVERY of Ephemeral Waterway (EW-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$250,606.25
Indicative Provision Trigger	Short term. Must be provided before upstream catchment can develop and after Conservation zone works and outfall to Cowies Creek is established.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$250,606.25
Demand Units	210.220
Levy Amount	\$1,192.11
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_DR_13
PROJECT DESCRIPTION	DELIVERY of Gross Pollutant Trap 1 (GPT-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$253,569.00
Indicative Provision Trigger	Long term. Water quality objectives meet through delivery of all other WLRBs in Precinct.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$253,569.00
Demand Units	210.220
Levy Amount	\$1,206.21
Costing Source	Alluvium CRPSP Development Services Scheme Addendum to Functional Design Report: Revised Concept Designs, June 2024 (Indexed from June 2024 to June 2025 based on PPI).

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DCP PROJECT ID	DI_DR_14
PROJECT DESCRIPTION	DELIVERY of Gross Pollutant Trap 2 (GPT-02)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Drainage
Project Cost	\$224,937.00
Indicative Provision Trigger	Long term. Water quality objectives meet through delivery of all other WLRBs in Precinct.
Strategic Justification	Water Technology Drainage Strategy Peer Review Report (October 2025)
External Apportionment	0.00%
Project Cost to MCA	\$224,937.00
Demand Units	210.220
Levy Amount	\$1,070.01
Costing Source	Alluvium CRPSP Development Services Scheme Addendum to Functional Design Report: Revised Concept Designs, June 2024 (Indexed from June 2024 to June 2025 based on PPI).

DCP PROJECT ID	DI_CF_01
PROJECT DESCRIPTION	DELIVERY of Creamery Road Early Years and Community Hub (CF-01)
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$20,984,722.00
Indicative Provision Trigger	Prior to 30% of dwellings delivered in Creamery Road Precinct, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$20,984,722.00
Demand Units	210.220
Levy Amount	\$99,822.67
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024. Updated with City of Greater Geelong Revised Costings for Creamery Road Early Years and Community Hub, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

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DCP PROJECT ID	DI_CF_01_L
PROJECT DESCRIPTION	LAND for Creamery Road Early Years and Community Hub
Infrastructure Type	Development
Delivery Type	Land
Infrastructure Category	Community
Project Cost	\$1,552,511.42
Indicative Provision Trigger	At time of subdivision, as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$1,552,511.42
Demand Units	210.220
Levy Amount	\$7,385.17
Costing Source	Urbis Land Valuations, November 2025.

DCP PROJECT ID	DI_P_01
PROJECT DESCRIPTION	Planning Costs
Infrastructure Type	Development
Delivery Type	Construction
Infrastructure Category	Planning
Project Cost	\$2,335,040.00
Indicative Provision Trigger	Complete
Strategic Justification	Complete
External Apportionment	0.00%
Project Cost to MCA	\$2,335,040.00
Demand Units	210.220
Levy Amount	\$11,107.60
Costing Source	City of Greater Geelong Creamery Road Planning Costs, September 2025

7.2 APPENDIX B – PROJECT SHEETS

DCP PROJECT ID	CI_CF_ML_01
PROJECT DESCRIPTION	DELIVERY of McCanns Lane Cultural Hub incl Library and Museum (CF-ML-01)
Infrastructure Type	Community
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$31,148,602.00
Indicative Provision Trigger	Prior to 80% of dwellings delivered in Western Geelong Growth Area, or as required according to demand levels and subject to DCP funding
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	89.26%
Project Cost to MCA	\$3,345,359.85
Demand Units	4,204
Levy Amount	\$795.76
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

DCP PROJECT ID	CI_OS_01
PROJECT DESCRIPTION	DELIVERY of Northern Sports Reserve Pavilion
Infrastructure Type	Community
Delivery Type	Construction
Infrastructure Category	Community
Project Cost	\$6,500,507.00
Indicative Provision Trigger	Concurrent with construction of DI_OS_02
Strategic Justification	TAP Consulting NWGGA Social Infrastructure Report (November 2018) and HillPDA NWGGA Social Infrastructure and Open Space DCP Costings and Peer Review (June 2024)
External Apportionment	0.00%
Project Cost to MCA	\$6,500,507.00
Demand Units	4,204
Levy Amount	\$1,546.27
Costing Source	Hill PDA NWGGA Social Infrastructure and Open Space Development Contributions Plan Peer Review and Costing, June 2024, September 2025 (Indexed from December 2022 to June 2025 based on PPI).

CITY OF GREATER GEELONG

Wadawurrung Country

PO Box 104

Geelong VIC 3220

P: 5272 5272

E: contactus@geelongcity.vic.gov.au

www.geelongaustralia.com.au

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