

**PSP2.0**

# Ballarat North

WADAWURRUNG COUNTRY

## Development Contributions Plan

SEPTEMBER 2025

**DRAFT**  
FOR PUBLIC CONSULTATION

## ACKNOWLEDGEMENT OF COUNTRY

The **Victorian Planning Authority proudly acknowledges** Victoria's Aboriginal community and their rich culture and pays respect to their Elders past and present.

**We acknowledge** Aboriginal people as Australia's first peoples and as the Traditional Owners and custodians of the land and water on which we rely.

**We recognise** and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us.

**We embrace** the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.

**We acknowledge** the Wadawurrung People as the Traditional Owners of the land to which this Precinct Structure plan applies.

The Ballarat North Precinct Structure Plan is located on the traditional lands of the Wadawurrung People. The Wadawurrung People are represented by the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC).

We acknowledge the Wadawurrung People as the Aboriginal Traditional Owners of their unceded Country. We acknowledge their ongoing connection to this land, and we pay our respects to their Elders past and present.

We thank Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) for their engagement throughout this project.



## CONTENTS

1. Summary of Charges.....	4
2. Introduction .....	6
3. Infrastructure Project Justification.....	11
4. Summary Land Use Budget .....	22
5. Calculation of Contributions .....	24
6. Administration .....	32
7. Implementation Strategy .....	37
8. Appendix A – Property specific land budget .....	40
9. Appendix B – Project cost estimates & concept designs .....	47

## PLANS

Plan 1 Main Catchment Area.....	5
Plan 2 Place Based Plan .....	7
Plan 3 Transport Projects .....	12
Plan 4 Community Projects.....	16
Plan 5 Drainage Projects .....	19
Plan 6 Land Use Budget .....	46

## TABLES

Table 1 Summary of charges .....	4
Table 2 Transport projects.....	13
Table 3 Community projects – Development infrastructure levy (DIL) .....	17
Table 4 Community projects - Community infrastructure levy (CIL).....	18
Table 5 Drainage projects .....	21
Table 6 Summary land use budget .....	23
Table 7 Calculation of costs – Development Infrastructure Levy (DIL) .....	27
Table 8 Calculation of costs – Community Infrastructure Levy (CIL).....	31

## 1. SUMMARY OF CHARGES

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

Table 1 Summary of charges

Summary - Net Developable Area (NDA) by charge area		
Charge area	Total Cost of Contribution	Contribution per Net Developable Hectare (NDHa)
Residential	\$ 184,186,616	\$ 672,901



Summary - Development infrastructure levy		
Projects	Total cost of projects	Contribution per Net Developable Hectare (NDHa)
Transport	\$ 56,568,791	\$ 206,666
Recreation	\$ 42,170,974	\$ 154,066
Community	\$ 19,336,319	\$ 70,643
Drainage	\$ 66,110,533	\$ 241,526
<b>Total</b>	<b>\$ 184,186,616</b>	<b>\$ 672,901</b>

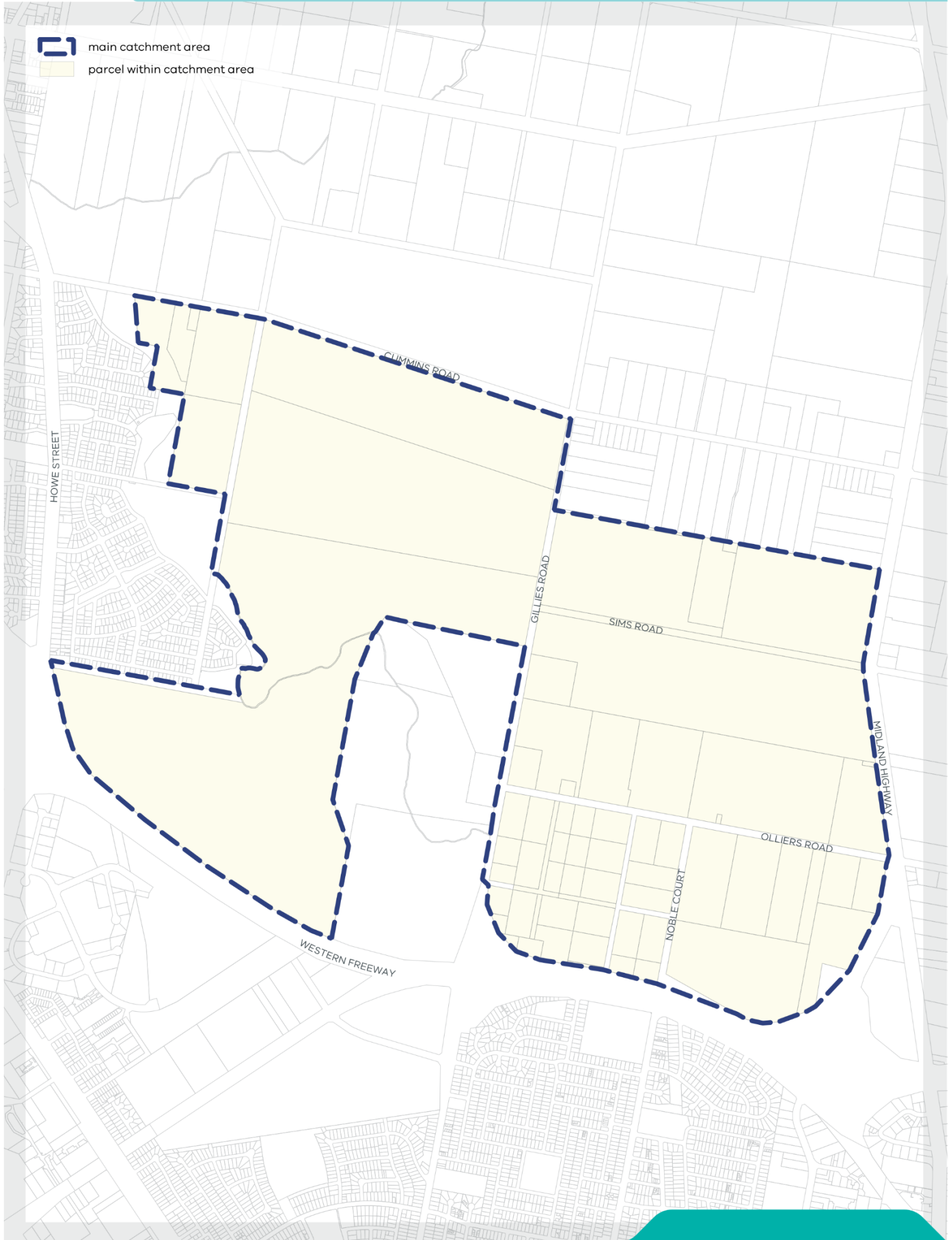
Summary - Breakdown of Development Infrastructure Levy		
Projects	Total cost of projects	Contribution per Net Developable Hectare (NDHa)
Land	\$ 38,193,774	\$ 139,536
Construction	\$ 145,992,841	\$ 533,365
<b>Total</b>	<b>\$ 184,186,616</b>	<b>\$ 672,901</b>

Summary - Community infrastructure levy		
	Estimated dwellings	Estimated total contribution
\$599.34 per dwelling	5,524	\$ 3,310,557

*Note: Figures are shown without decimal places. Calculations based on rounded values may not align with results derived from the underlying data which include additional decimal points.*



-  main catchment area
-  parcel within catchment area



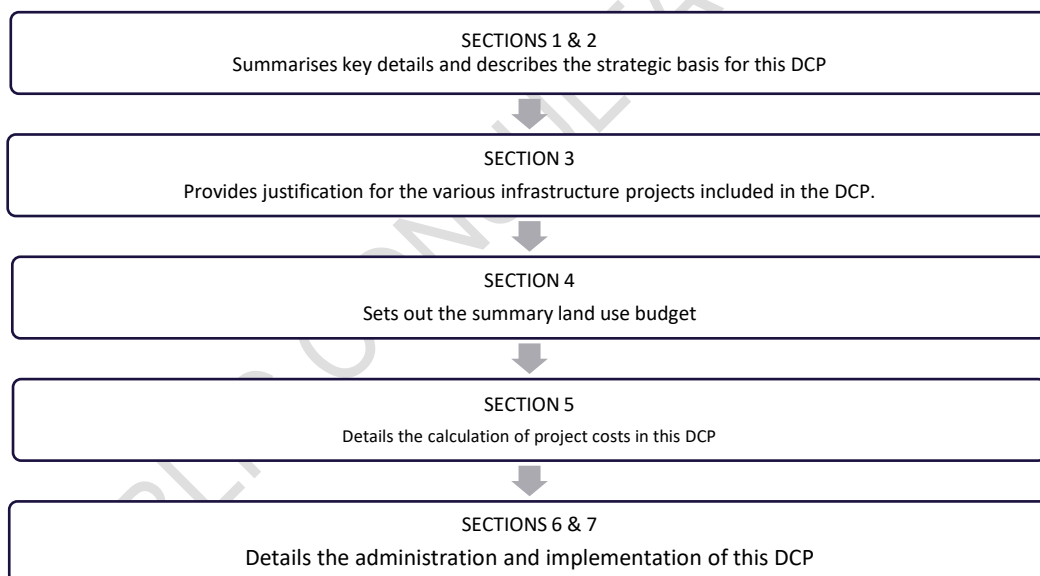
## 2. INTRODUCTION

The Ballarat North Development Contributions Plan (DCP) has been prepared by the Victorian Planning Authority (VPA) in partnership with City of Ballarat (Council) and with the assistance of government agencies, service authorities and 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 necessary to support a quality and affordable lifestyle;
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community;
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects;
- Provides developers, investors and the local community with certainty about development contribution requirements and how these will be administered.

The DCP document comprises the following sections:

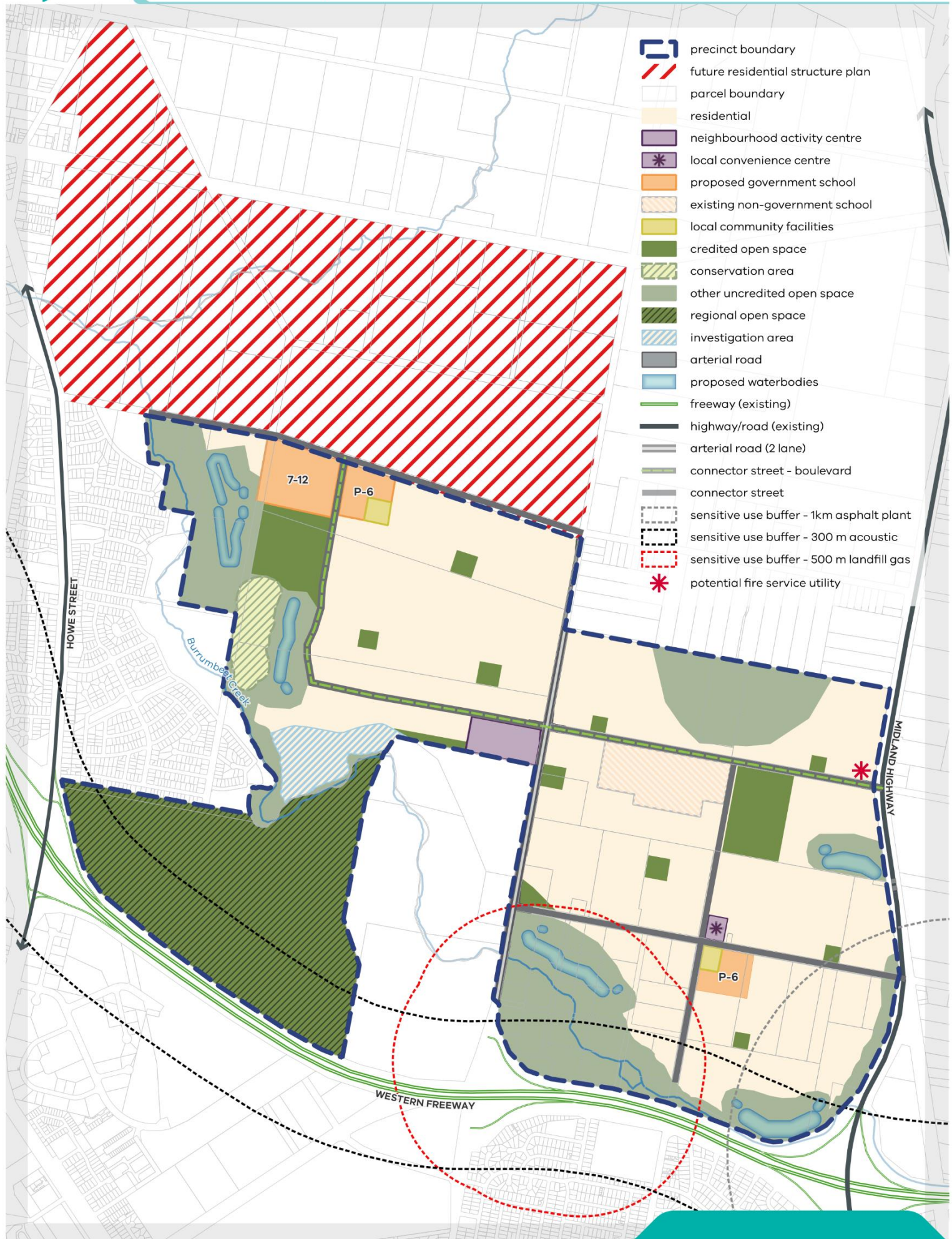


The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Ballarat Planning Scheme;
- Precinct Structure Planning Guidelines; New Communities in Victoria (Victorian Planning Authority, 2021);
- *Infrastructure Design Manual* (Local Government Infrastructure Design Association);
- Ballarat North Precinct Structure Plan and supporting documents.

These documents set out a broad, long term vision for the sustainable development of the precinct and its surrounds.







## 2.1 Planning and Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Ballarat Planning Scheme. It is consistent with the Ministerial Direction on the Preparation and Content of Development Contributions Plans made under section 46M(1) of the Act and has regard to the Victorian Government's Development Contributions Plan Guidelines.

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. The DCP also sets out the collection of funds under the Community Infrastructure Levy (CIL) for the construction of sporting facilities.

The DCP forms part of the Ballarat Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Ballarat Planning Scheme. The DCP is implemented into the Ballarat Planning Scheme through Schedule 2 to the Development Contributions Plan Overlay (DCPO2) that applies to the 'main catchment area' illustrated on Plan 1.

## 2.2 Ballarat North Precinct Structure Plan

The Ballarat North Precinct Structure Plan (PSP) is located approximately seven kilometres northwest of the Ballarat CBD and directly east of Miners Rest township and MacArthur Park estate.

The PSP identifies approximately 571 hectares of land for urban development as illustrated on Plan 2. The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

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

## 2.3 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 1 and Plan 2; this area is known as the main catchment area (MCA). The area is identified as DCPO2 in the Ballarat Planning Scheme.

In identifying infrastructure items for delivery, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement, an existing local DCP, an agreement under Section 173 of the Act, or as a condition on an existing planning permit.

## 2.4 Infrastructure items included in the Development Contributions Plan

The need for infrastructure included in the DCP has been determined based on the development scenario as described in the PSP and its supporting documents.

Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

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

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

- 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;
- Provide for infrastructure delivery due to heavy fragmentation of land.

## 2.5 Items not included in the Development Contributions Plan (developer works)

The following items are not included in the DCP. They must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the PSP:

- Connector streets and local streets;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets (except those included in the DCP);
- Local bus stop infrastructure;
- Landscaping (including irrigation) of all existing and future connector roads, including central medians, 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 included in the DCP);
- 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 Burrumbeet Creek and constructed waterways, unless included in the DCP;

- Local parks, which are different from sports reserves, and any agreed associated works required by the PSP for local parks. The schedule to clause 53.01 will be used by the collecting agency to manage the public open space contributions associated with local parks.
- Any landscaping in local parks;
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications;
- Interim works, such as fencing, unless included in the DCP or outlined as the responsibility of an agency in the PSP.

The items listed above are 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.

## 2.6 Related infrastructure agreements

A number of additional infrastructure agreements may relate to the precinct area. These include the Section 173 agreements of the Act that have been entered into and relevant capital works programs.



## 3. INFRASTRUCTURE PROJECT JUSTIFICATION

### 3.1 Project identification

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

The following types of projects are included in the DCP:

- Transport projects
  - RD – Road projects
  - IN – Intersection projects
  - BR – Bridge and culvert projects
- Community projects
  - CI – Community facility projects
  - SR – Sports reserve projects
  - SP – Sports pavilion
- Drainage projects
  - WL – Retarding basin projects
  - DR – Constructed waterway projects

### 3.2 Project timing

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

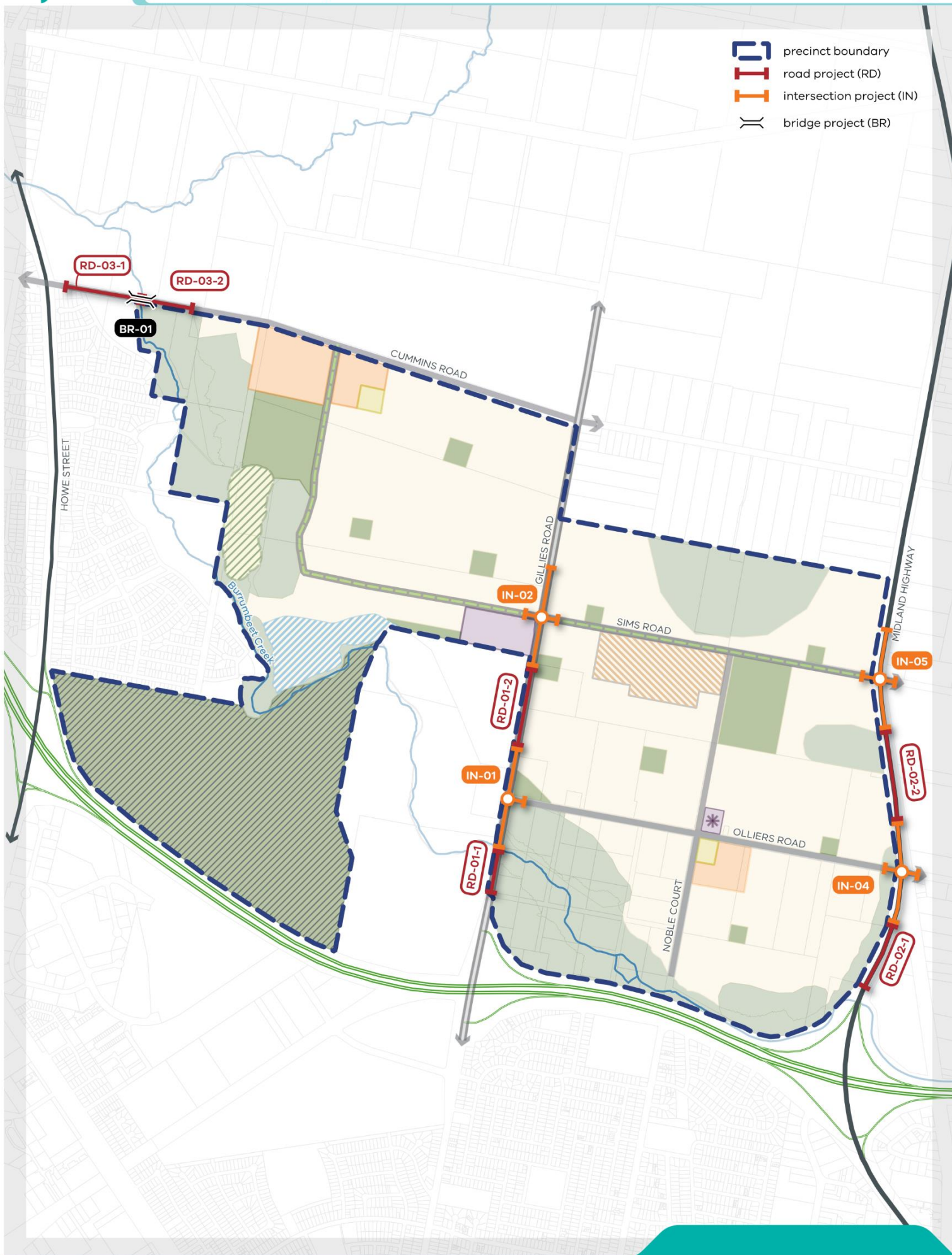
The City of Ballarat is the development agency as well as the collecting agency and will monitor and assess the required timing for individual items and have regard to its capital works program.

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.
- Community needs determine the delivery of works or land for community facilities, sports reserves and open space.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 6.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works (refer to Section 6.1).



### 3.3 Transport projects

Transport projects are based on the transport network illustrated in Plan 3 and include a combination of:

- Construction of controlled intersections with the existing road network and associated works
- Upgrades to the existing crossing over Burrumbeet Creek at Cummins Road
- Upgrades to Gillies Road and Cummins Road
- Duplication of Midland Highway
- Land (if required) for the above.

The above projects are shown on Plan 3 and described in

Table 2.

Based on the assessed transport volumes and capacity required as part of the Strategic Transport Modelling Assessment, costs of the following items have been apportioned to the Ballarat North DCP and will be shared with external areas:

- Upgrades to Cummins Road (item RD-03-1 and RD-03-2) at 50% each
- Bridge crossing over Burrumbeet Creek at Cummins Road (item BR-01) at 50%.

Table 2 Transport projects

DCP Project ID	Project Title Project Description	Indicative Provision Timing
	<b>Road projects</b>	
RD-01-1	Gillies Road over Burrumbeet Creek Purchase of land for Gillies Road over Burrumbeet Creek	S
RD-01-1c	Gillies Road over Burrumbeet Creek Construction of Gillies Road over Burrumbeet Creek	S
RD-01-2	Gillies Road (Urbanisation) Purchase of land for Gillies Road (Urbanisation - between Olliers Road and Sims Road)	S
RD-01-2c	Gillies Road (Urbanisation) Construction of Gillies Road (Urbanisation - between Olliers Road and Sims Road)	S
RD-02-1	Midland Highway (Duplication - southern section) Purchase of land for Midland Highway (Duplication - southern section)	S
RD-02-1c	Midland Highway (Duplication - southern section) Construction of Midland Highway (Duplication - southern section)	S
RD-02-2	Midland Highway (Duplication - northern section) Purchase of land for Midland Highway (Duplication - northern section)	M

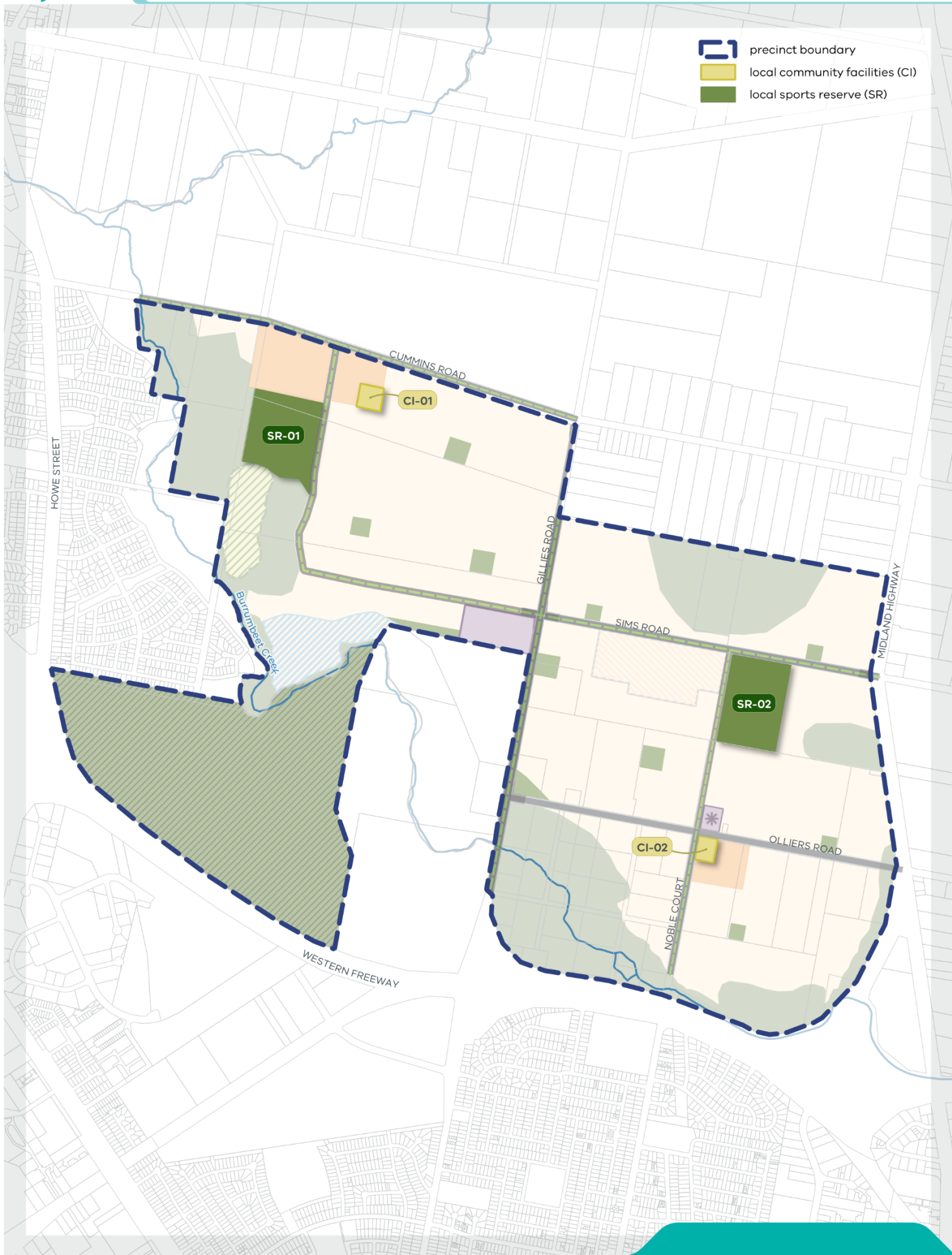


DCP Project ID	Project Title Project Description	Indicative Provision Timing
RD-02-2c	Midland Highway (Duplication - northern section) Construction of Midland Highway (Duplication - northern section)	M
RD-03-1	Cummins Road (West of Burrumbeet Creek) Purchase of land for Cummins Road (West of Burrumbeet Creek)	L
RD-03-1c	Cummins Road (West of Burrumbeet Creek) Construction of Cummins Road (West of Burrumbeet Creek)	L
RD-03-2	Cummins Road (East of Burrumbeet Creek) Purchase of land for Cummins Road (East of Burrumbeet Creek)	L
RD-03-2c	Cummins Road (East of Burrumbeet Creek) Construction of Cummins Road (East of Burrumbeet Creek)	L
	<b>Intersection projects</b>	
IN-01	Gillies Road and Olliers Road Intersection Purchase of land for Gillies Road and Olliers Road Intersection	S
IN-01c	Gillies Road and Olliers Road Intersection Construction of Gillies Road and Olliers Road Intersection	S
IN-02	Gillies Road and Sims Road Intersection Purchase of land for Gillies Road and Sims Road Intersection	M
IN-02c	Gillies Road and Sims Road Intersection Construction of Gillies Road and Sims Road Intersection	M
IN-04	Midland Highway and Olliers Road Intersection Purchase of land for Midland Highway and Olliers Road Intersection	S
IN-04c	Midland Highway and Olliers Road Intersection Construction of Midland Highway and Olliers Road Intersection	S
IN-05	Midland Highway and Sims Road Intersection Purchase of land for Midland Highway and Sims Road Intersection	M
IN-05c	Midland Highway and Sims Road Intersection Construction of Midland Highway and Sims Road Intersection	M
	<b>Bridge projects</b>	
BR-01	Cummins Road over Burrumbeet Creek Bridge Purchase of land for Cummins Road over Burrumbeet Creek Bridge	L

DCP Project ID	Project Title Project Description	Indicative Provision Timing
BR-01c	Cummins Road over Burrumbeet Creek Bridge Purchase of land for Cummins Road over Burrumbeet Creek Bridge	L

**Note:** S = Short, M = Medium, L = Long

PUBLIC CONSULTATION DRAFT





### 3.4 Community and recreation projects

Community projects include a contribution towards land required for and construction of community facilities and active recreational reserves.

Community projects have been identified based upon recommendations of the *Ballarat North Community Infrastructure Needs Assessment* (VPA, 2025).

In determining the final scope of DCP funded recreation projects within each sporting reserve, Council in its capacity as Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters. The community projects funded by the DCP are shown on Plan 4 and described in Table 3 and Table 4.

Apportionment has been applied to the following costs based on the assessed demand generated by the precinct the *Ballarat North Community Infrastructure Needs Assessment* (VPA, 2025) and to be shared with the expanded area:

- Level 2 community facility located north-west of the precinct (item CI-02) at 50%
- Sports reserve located north-west of the precinct (item SR-01) and sports pavilion (item SP-01) at 50% each.

Table 3 Community projects – Development infrastructure levy (DIL)

DCP Project number	Project Title Project Description	Indicative Provision Timing
<b>Community facility projects</b>		
CI-01	Level 2 Community Facility Purchase of land for level 2 community facility	L
CI-01c	Level 2 Community Facility Construction of level 2 community facility	L
CI-02	Level 1 Community Facility Purchase of land for level 1 community facility	S
CI-02c	Level 1 Community Facility Construction of level 1 community facility	S
<b>Sports reserve projects</b>		
SR-01	Sports Reserve (9.59 ha) Purchase of land for sports reserve	L
SR-01c	Sports Reserve (9.59 ha) Construction of sports reserve	L
SR-02	Sports Reserve (9.26 ha) Purchase of land for sports reserve	S

DCP Project number	Project Title Project Description	Indicative Provision Timing
SR-02c	Sports Reserve (9.26 ha) Construction of sports reserve	S

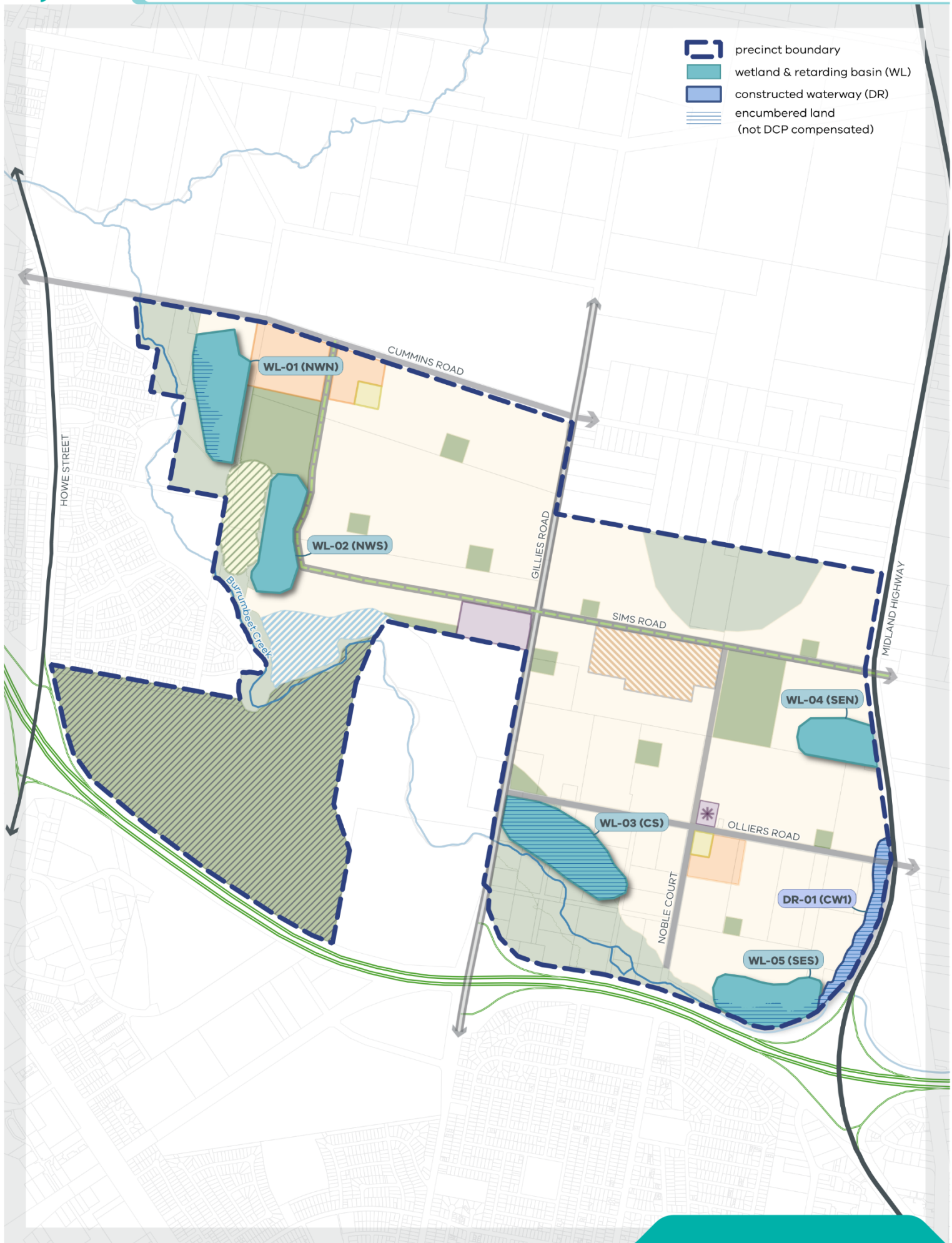
**Note:** S = Short, M = Medium, L = Long

Table 4 Community projects - Community infrastructure levy (CIL)

DCP Project number	Project Title Project Description	Indicative Provision Timing
	<b>Sports reserve projects</b>	
SP-01	Construction of pavilion within sports reserve SR-01	L
SP-02	Construction of pavilion within sports reserve SR-02	S

**Note:** S = Short, M = Medium, L = Long

PUBLIC CONSULTATION



### 3.5 Drainage projects

The DCP makes funding available for the construction of all necessary drainage infrastructure. The DCP only makes an allowance for the acquisition of land for stormwater drainage infrastructure where the land required would be otherwise unencumbered. Land subject to 1-in-100 year (1 per cent Annual Exceedance Probability) flooding or land required for flood mitigation as identified in the DCP is encumbered land.

The drainage infrastructure has been identified through modelling undertaken as part of the report: *Ballarat North Precinct Structure Plan Stormwater Drainage* (SMEC, 2025).

The stormwater drainage infrastructure is required to appropriately retard and treat stormwater flows from new urban development to pre-development levels prior to discharge into the Burrumbeet Creek in accordance with best practice principles. Discharge to the Burrumbeet Creek must be to the satisfaction of Glenelg Hopkins Catchment Management Authority (GHCMA).

The drainage projects include:

- Land and construction of stormwater drainage projects
- Construction of the constructed waterway project
- The drainage infrastructure projects funded by the DCP are shown on Plan 5 and described in Table 5.

Temporary and interim drainage works are not infrastructure projects in the DCP.

All drainage infrastructure in the DCP is completely apportioned to the Ballarat North PSP. There is no external apportionment.



Table 5 Drainage projects

DCP Project number	Project Title Project Description	Indicative Provision Timing
WL-01	Wetland & Retarding Basin (NWN) Purchase of land for Wetland & Retarding Basin (NWN)	M
WL-01c	Wetland & Retarding Basin (NWN) Construction of Wetland & Retarding Basin (NWN)	M
WL-02	Wetland & Retarding Basin (NWS) Purchase of land for Wetland & Retarding Basin (NWS)	M
WL-02c	Wetland & Retarding Basin (NWS) Construction of Wetland & Retarding Basin (NWS)	M
WL-03c	Wetland & Retarding Basin (CS) Construction of Wetland & Retarding Basin (CS)	S
WL-04	Wetland & Retarding Basin (SEN) Purchase of land for Wetland & Retarding Basin (SEN)	M
WL-04c	Wetland & Retarding Basin (SEN) Construction of Wetland & Retarding Basin (SEN)	M
WL-05	Wetland & Retarding Basin (SES) Purchase of land for Wetland & Retarding Basin (SES)	S
WL-05c	Wetland & Retarding Basin (SES) Construction of Wetland & Retarding Basin (SES)	S
DR-01c	Constructed waterway (CW1) Construction of Constructed waterway (CW1)	S

## 4. SUMMARY LAND USE BUDGET

---

The land use budget in

PUBLIC CONSULTATION DRAFT

Table 6 provides a summary of the land required for transport, community facilities, education facilities, and open space and identifies the total amount of land available for development in the PSP.

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA).

The GDA for Ballarat North PSP is 571 hectares while the NDA is 274 hectares. This equates to approximately 48% of the land within the Ballarat North PSP area being available for development.

**NOTE ON TABLE 6:** 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 responsible authority.

The land budget has been prepared to reflect current advice from City of Ballarat regarding land required for drainage assets as part of the preparation of the drainage scheme for the PSP area. The land required for drainage assets may be subject to minor refinement through the subdivision process.

Table 6 Summary land use budget

Description	Ballarat North		
	HECTARES	% OF TOTAL	% OF NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>570.61</b>		
<b>Transport</b>			
Arterial Road - Existing Road Reserve	6.28	1.10%	2.29%
Arterial Road - Widening and Intersection Flaring (DCP land)	0.30	0.05%	0.11%
Non-Arterial Road - Existing Road Reserve	10.24	1.79%	3.74%
<b>Sub-total Transport</b>	<b>16.82</b>	<b>2.9%</b>	<b>6.14%</b>
<b>Community &amp; Education</b>			
Potential Government School	15.40	2.70%	5.63%
Existing Non-Government School	11.78	2.06%	4.30%
Local Community Facility (DCP land)	1.80	0.32%	0.66%
<b>Sub-total Education</b>	<b>28.98</b>	<b>5.1%</b>	<b>10.59%</b>
<b>Open Space</b>			
<b>Service Open Space</b>			
Conservation Reserve	7.31	1.28%	2.67%
Waterway and Drainage Reserve (DCP land)	24.73	4.33%	9.04%
Other uncredited Open Space	68.17	11.95%	24.91%
Redundant Road Reserve	1.02	0.18%	0.37%
Landscape Values	22.25	3.90%	8.13%
<b>Sub-total Service Open Space</b>	<b>123.47</b>	<b>21.6%</b>	<b>45.11%</b>
<b>Credited Open Space</b>			
Local Sports Reserve (DCP land)	18.85	3.30%	6.89%
Local Network Park (via CI 52.01)	8.78	1.54%	3.21%
<b>Sub-total Credited Open Space</b>	<b>27.63</b>	<b>4.8%</b>	<b>10.09%</b>
<b>Regional Open Space</b>			
Municipal Open Space (council funded)	90.35	15.83%	33.01%
<b>Sub-total Regional Open Space</b>	<b>90.35</b>	<b>15.8%</b>	<b>33.01%</b>
<b>Total All Open Space</b>	<b>241.45</b>	<b>42.3%</b>	<b>88.21%</b>
<b>Other</b>			
Investigation Area	9.64	1.69%	3.52%
<b>Sub-total</b>	<b>9.64</b>	<b>1.7%</b>	<b>3.52%</b>
<b>TOTAL NET DEVELOPABLE AREA - (NDA) Ha</b>	<b>273.72</b>	<b>47.97%</b>	
<b>NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha</b>	<b>273.72</b>	<b>47.97%</b>	



## 5. CALCULATION OF CONTRIBUTIONS

---

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

### 5.1 Net developable area

In the DCP, all development infrastructure contributions are payable on the net developable area of land on any given development site. Calculations of NDA for each individual property are 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.

The NDA for the DCP is outlined in

Table 6. The contributions 'per net developable hectare' must not and will not be amended to respond 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 (

PUBLIC CONSULTATION DRAFT

Table 6) and the detailed property-specific land budget (Appendix A) and associated tables.

If the NDA for any specific parcel ID as set out in Appendix A is increased as a result of changes to the PSP design and/or land use variation, the responsible authority may require the land owner to enter into an agreement under section 173 of the *Planning and Environment Act 1987* for payment for the additional net developable area at the 'per net developable hectare' contributions rate applicable at the time of any permit application.

## 5.2 Demand units and residential land budget

There are two types of demand units enforced in this DCP:

- Net developable hectare (NDHa) is the demand unit used for the Development Infrastructure Levy (DIL).
- Number of dwellings is the demand unit used for the Community Infrastructure Levy (CIL).

'Residential' development is defined broadly to include forms of development that support a residential land use, including residential subdivision and development within the local activity centre.

'Residential' development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, childcare centre, medical centre, convenience store or any other approved use.

The DCP contains a total of 274 net developable hectares and 5,524 dwellings.

## 5.3 Calculation of contributions charges

### 5.3.1 Calculation of costs

Each infrastructure project has been assigned a land or construction cost, as listed in Table 7 and Table 8. The costs are expressed in 2025/26 dollars and will be adjusted annually in accordance with the method specified in Section 6.2.

Drainage and community infrastructure costings have been determined through detailed design while transport costs utilise high benchmarks based on *Benchmark Infrastructure Report (Cardno) April 2019* and will be refined at a later date with detailed design and costing work to be completed before finalisation of the PSP and DCP package.

### 5.3.2 Temporary Works

Temporary works are not factored in as a cost in this DCP unless expressly listed.

### 5.3.3 Estimate of land value

The area of land to be acquired for each DCP project on each property will be identified from the property specific land budget prepared for the PSP. A description of the precinct land area has been provided to a registered valuer who prepared a valuation to determine a 'broad-hectare' value for the entire precinct for that use. To ensure a fair compensation for each affected landowner, this value will then be used to calculate the cost of the land component for all relevant projects included in the DCP.

#### Per property broad hectare estimate of value

The per property broad hectare estimate of value prepared for each individual property will assume 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 assessment

A site-specific assessment was also undertaken for parcels which are to be acquired by Council for the provision of 'Community Facilities' and 'Local Sports Reserve(s)'. These parcels can be marketed to the wider market as individually titled development sites and therefore have been individually valued.

#### 5.3.4 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 1 and 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.

### 5.3.5 Cost apportionment

The DCP apportions a charge in respect to each infrastructure project to new development according to its projected share of use of identified infrastructure items.

The cost apportionment is expressed as a percentage in Table 7 and Table 8. Projects that are 100% apportioned to the DCP area are wholly required for the future development of the DCP area. Projects that are less than 100% apportioned to the DCP area are shared with other areas outside the precinct and other funding sources.

PUBLIC CONSULTATION DRAFT

### 5.3.6 Calculations of Costs - DIL

Table 7 Calculation of costs – Development Infrastructure Levy (DIL)

DCP Project No.	Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Residential - Contribution per NDHa
	<b>Road Projects</b>							
RD-01-1	Purchase of land for Gillies Road over Burrumbeet Creek	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
RD-01-1c	Construction of Gillies Road over Burrumbeet Creek	Development	0.00	\$ -	\$ 1,945,612.02	100%	\$ 1,945,612.02	\$ 7,108.03
RD-01-2	Purchase of land for Gillies Road (Urbanisation - between Olliers Road and Sims Road)	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
RD-01-2c	Construction of Gillies Road (Urbanisation - between Olliers Road and Sims Road)	Development	0.00	\$ -	\$ 4,358,170.93	100%	\$ 4,358,170.93	\$ 15,921.98
RD-02-1	Purchase of land for Midland Highway (Duplication - southern section)	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
RD-02-1c	Construction of Midland Highway (Duplication - southern section)	Development	0.00	\$ -	\$ 5,912,684.05	100%	\$ 5,912,684.05	\$ 21,601.19
RD-02-2	Purchase of land for Midland Highway (Duplication - northern section)	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
RD-02-2c	Construction of Midland Highway (Duplication - northern section)	Development	0.00	\$ -	\$ 8,474,847.14	100%	\$ 8,474,847.14	\$ 30,961.70
RD-03-1	Purchase of land for Cummins Road (West of Burrumbeet Creek)	Development	0.00	\$ -	\$ -	50%	\$ -	\$ -
RD-03-1c	Construction of Cummins Road (West of Burrumbeet Creek)	Development	0.00	\$ -	\$ 2,945,767.78	50%	\$ 1,472,883.89	\$ 5,380.98
RD-03-2	Purchase of land for Cummins Road (East of Burrumbeet Creek)	Development	0.00	\$ -	\$ -	50%	\$ -	\$ -
RD-03-2c	Construction of Cummins Road (East of Burrumbeet Creek)	Development	0.00	\$ -	\$ 2,301,381.08	50%	\$ 1,150,690.54	\$ 4,203.89

DCP Project No.	Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Residential - Contribution per NDHa
	<b>Sub-total road projects</b>		<b>0.00</b>	\$ -	\$ 25,938,462.98		\$ 23,314,888.56	\$ 85,177.77
	<b>Intersection Projects</b>							
IN-01	Purchase of land for Gillies Road and Olliers Road Intersection	Development	0.03	\$ 40,625.00	\$ -	100%	\$ 40,625.00	\$ 148.42
IN-01c	Construction of Gillies Road and Olliers Road Intersection	Development	0.00	\$ -	\$ 6,313,121.88	100%	\$ 6,313,121.88	\$ 23,064.13
IN-02	Purchase of land for Gillies Road and Sims Road Intersection	Development	0.24	\$ 208,581.75	\$ -	100%	\$ 208,581.75	\$ 762.03
IN-02c	Construction of Gillies Road and Sims Road Intersection	Development	0.00	\$ -	\$ 7,666,823.14	100%	\$ 7,666,823.14	\$ 28,009.69
IN-04	Purchase of land for Midland Highway and Olliers Road Intersection	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
IN-04c	Construction of Midland Highway and Olliers Road Intersection	Development	0.00	\$ -	\$ 6,235,742.12	100%	\$ 6,235,742.12	\$ 22,781.43
IN-05	Purchase of land for Midland Highway and Sims Road Intersection	Development	0.00	\$ -	\$ -	100%	\$ -	\$ -
IN-05c	Construction of Midland Highway and Sims Road Intersection	Development	0.00	\$ -	\$ 6,235,742.12	100%	\$ 6,235,742.12	\$ 22,781.43
	<b>Sub-total intersection projects</b>		<b>0.27</b>	\$ 249,206.75	\$ 26,451,429.26		\$ 26,700,636.01	\$ 97,547.14
	<b>Bridge Projects</b>							
BR-01	Purchase of land for Cummins Road over Burrumbeet Creek Bridge	Development	0.00	\$ -	\$ -	50%	\$ -	\$ -
BR-01c	Construction of Cummins Road over Burrumbeet Creek Bridge	Development	0.00	\$ -	\$ 13,106,531.99	50%	\$ 6,553,266.00	\$ 23,941.46
	<b>Sub-total bridge projects</b>		<b>0.00</b>	\$ -	\$ 13,106,531.99		\$ 6,553,266.00	\$ 23,941.46

DCP Project No.	Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Residential - Contribution per NDHa
	<b>Community Facility Projects</b>							
CI-01	Purchase of land for Level 1 Community Facility	Development	1.00	\$ 2,250,000.00	\$ -	100%	\$ 2,250,000.00	\$ 8,220.07
CI-01c	Construction of Level 1 Community Facility	Development	0.00	\$ -	\$ 10,136,913.00	100%	\$ 10,136,913.00	\$ 37,033.83
CI-02	Purchase of land for Level 2 Community Facility	Development	0.80	\$ 2,000,000.00	\$ -	50%	\$ 1,000,000.00	\$ 3,653.36
CI-02c	Construction of Level 2 Community Facility	Development	0.00	\$ -	\$ 11,898,811.00	50%	\$ 5,949,405.50	\$ 21,735.34
	<b>Sub-total community facility projects</b>		<b>1.80</b>	<b>\$ 4,250,000.00</b>	<b>\$ 22,035,724.00</b>		<b>\$ 19,336,318.50</b>	<b>\$ 70,642.60</b>
	<b>Community Facility Projects</b>							
SR-01	Purchase of land for Sports Reserve (Northwest)	Development	9.59	\$ 15,160,000.00	\$ -	50%	\$ 7,580,000.00	\$ 27,692.50
SR-01c	Construction of Sports Reserve (Northwest)	Development	0.00	\$ -	\$ 13,800,649.00	50%	\$ 6,900,324.50	\$ 25,209.40
SR-02	Purchase of land for Sports Reserve (Southeast)	Development	9.26	\$ 13,890,000.00	\$ -	100%	\$ 13,890,000.00	\$ 50,745.22
SR-02c	Construction of Sports Reserve (Southeast)	Development	0.00	\$ -	\$ 13,800,649.00	100%	\$ 13,800,649.00	\$ 50,418.79
	<b>Sub-total community facility projects</b>		<b>18.85</b>	<b>\$ 29,050,000.00</b>	<b>\$ 27,601,298.00</b>		<b>\$ 42,170,973.50</b>	<b>\$ 154,065.91</b>
	<b>Drainage Infrastructure Projects</b>							
WL-01	Purchase of land for Wetland & Retarding Basin (NWN)	Development	7.17	\$ 1,837,486.29	\$ -	100%	\$ 1,837,486.29	\$ 6,713.01



DCP Project No.	Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Residential - Contribution per NDHa
WL-01c	Construction of Wetland & Retarding Basin (NWN)	Development	0.00	\$ -	\$ 8,377,553.89	100%	\$ 8,377,553.89	\$ 30,606.25
WL-02	Purchase of land for Wetland & Retarding Basin (NWS)	Development	7.36	\$ 5,549,352.66	\$ -	100%	\$ 5,549,352.66	\$ 20,273.80
WL-02c	Construction of Wetland & Retarding Basin (NWS)	Development	0.00	\$ -	\$ 10,474,924.63	100%	\$ 10,474,924.63	\$ 38,268.71
WL-03c	Construction of Wetland & Retarding Basin (CS)	Development	0.00	\$ -	\$ 10,226,486.72	100%	\$ 10,226,486.72	\$ 37,361.08
WL-04	Purchase of land for Wetland & Retarding Basin (SEN)	Development	5.36	\$ 2,573,946.51	\$ -	100%	\$ 2,573,946.51	\$ 9,403.56
WL-04c	Construction of Wetland & Retarding Basin (SEN)	Development	0.00	\$ -	\$ 6,379,893.83	100%	\$ 6,379,893.83	\$ 23,308.07
WL-05	Purchase of land for Wetland & Retarding Basin (SES)	Development	4.84	\$ 3,263,782.29	\$ -	100%	\$ 3,263,782.29	\$ 11,923.78
WL-05c	Construction of Wetland & Retarding Basin (SES)	Development	0.00	\$ -	\$ 10,588,151.94	100%	\$ 10,588,151.94	\$ 38,682.37
DR-01c	Construction of Constructed waterway (CW1)	Development	0.00	\$ -	\$ 6,838,954.61	100%	\$ 6,838,954.61	\$ 24,985.19
	<b>Sub-total drainage infrastructure projects</b>		<b>24.73</b>	<b>\$ 13,224,567.74</b>	<b>\$ 66,110,533.35</b>		<b>\$ 66,110,533.35</b>	<b>\$ 241,525.83</b>
	<b>Summary</b>							
	<b>Total cost all projects</b>						<b>\$ 184,186,615.92</b>	
	<b>Total Development Infrastructure Levy per NDA</b>							<b>\$ 672,900.70</b>

### 5.3.7 Calculation of Costs – CIL

Table 8 Calculation of costs – Community Infrastructure Levy (CIL)

DCP Project No.	Project	Infrastructure Category	Estimated Project Cost: Construction	% Apportioned to DCP (Internal Use)	Total cost attributed to DCP
SP-01	Construction of pavilion within sports reserve SR-01	Community	\$ 2,207,038.00	50%	\$ 1,103,519.00
SP-02	Construction of pavilion within sports reserve SR-02	Community	\$ 2,207,038.00	100%	\$ 2,207,038.00
	<b>Sub-total active recreation (community infrastructure levy)</b>		<b>\$ 4,414,076.00</b>		<b>\$ 3,310,557.00</b>
	<b>Summary</b>				
	<b>Total Community Infrastructure Levy per Dwelling</b>				<b>\$ 599.34</b>
	<b>Total Community Infrastructure Levy Estimated Raised Ballarat North DCP</b>				<b>\$ 3,310,557</b>

## 6. ADMINISTRATION

This section sets out how the DCP will be administered and covers:

- The timing of payment
- Provision of works in kind and land in lieu
- 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 community infrastructure levy applies to the construction of dwellings.

City of Ballarat is both the collecting agency and the development agency for the purposes of this DCP.

### 6.1 Payment of contributions and payment timing

#### 6.1.1 Development infrastructure levy (DIL)

##### **For subdivision of land**

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

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

##### **For development of land where no subdivision is proposed**

Provided an infrastructure levy has not already been paid on subject land, a 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 development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act or

other arrangement acceptable to the collecting agency proposed in respect of the proposed works and/or land to be provided in kind.

#### **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 collecting agency in a Section 173 agreement, prior to the commencement of any development, a development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the DCP for the land.

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.

### **6.1.2 Works-in-kind**

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

- The works 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 layout and standards outlined in the PSP and 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.

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 total cost of the works as identified in the DCP, considering 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 DCP financial contributions will be required until the agreed value of any credits are used.

### 6.1.3 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 details of credits and reimbursements for construction shall equal the final cost of the works identified in the DCP, considering the impact of indexation. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, subject to revaluation and indexation of the land as per Section 6.2.

### 6.1.4 Non-government schools

The development of land for a non-government school is exempt from the requirement to pay a DIL and a CIL under the DCP.

Where land is subdivided or developed for the purpose of a non-government school and the use of that land is subsequently for a purpose other than a non-government school, the owner of that land must pay to the collecting agency development contributions in accordance with the provision of the DCP. The development infrastructure levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

### 6.1.5 Social and affordable housing

The collecting agency may on an individual basis consider any request for an exemption or discount of the Development Infrastructure Levy for the development of social and affordable housing.

### 6.1.6 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 2020* 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;
- Account balances for individual project classes;
- Details of works in kind arrangements for project provision;
- Pooling or quarantining of funds to deliver specific projects, where applicable.



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

The collecting agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in the DCP, as required under section 46QA of the Act.

## 6.2 Construction and land value costs indexation

Capital costs of all infrastructure items, including land, are in 2024/2025 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:

- **Intersection projects** – 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 a broad hectare methodology; this exercise may be required for each respective land use category within the DCP. Revisions may occur more frequently if market conditions warrant.

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

## 6.3 Review period

This DCP adopts a long term outlook for development. This DCP commenced on the date when it was first incorporated into the Ballarat Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 25 years after gazettal, or when this DCP is removed from the Ballarat Planning Scheme.

The DCP is expected to be revised and updated every five years (or more frequently if required). This review may result in minor changes or have no changes at all. Alternatively, this may require an amendment to the Ballarat Planning Scheme to replace this document with a revised document.

## 6.4 Adjustment to the scope of projects

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

As part of detailed design, Council or a development proponent with the consent of Council 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.

A development proponent may also propose material changes to the use and development of land from that contemplated in the PSP, leading to an increased requirement for infrastructure. In these cases, there should be no negative impact on the DCP by requirement for the developer

to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

## **6.5** Collecting agency (agency responsible for collecting infrastructure levy)

Council 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 its enforcement pursuant to section 46QC of the Act.

## **6.6** Development agency (agency responsible for works)

Council 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.

## 7. IMPLEMENTATION STRATEGY

This section provides further details regarding how the collecting agency intends to implement the DCP. 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.

### 7.1 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.

### 7.2 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 3 to the Urban Growth Zone in the Ballarat 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 infrastructure plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the PSP or reasonably required because 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
- The effects of the provision of infrastructure on the land or any other land

- Any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

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

PUBLIC CONSULTATION DRAFT

## APPENDICES

---

PUBLIC CONSULTATION DRAFT



## 8. APPENDIX A – PROPERTY SPECIFIC LAND BUDGET

Detailed information on the developable area for each property is included in the property-specific land budget with each PSP.

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI 52.01)	Municipal Open Space (council funded)	Investigation Area		
37	4.77	-	-	-	-	-	-	-	-	4.77	-	-	-	-	-	-	0.00	0.00%
38	2.50	-	-	-	-	-	-	-	-	2.50	-	-	-	-	-	-	0.00	0.00%
39	0.41	-	-	-	-	-	-	-	-	0.41	-	-	-	-	-	-	0.00	0.00%
40	9.11	-	-	-	-	-	-	-	5.12	1.57	-	-	-	-	-	-	2.41	26.50%
41	9.45	-	-	-	-	-	-	0.06	2.05	7.34	-	-	-	-	-	-	0.00	0.00%
42	41.00	-	0.02	-	11.00	-	1.00	-	-	-	0.00	-	1.38	1.00	-	-	26.60	64.88%
43	63.03	-	-	-	-	-	-	3.78	3.56	0.01	0.00	0.40	8.21	1.70	-	-	45.37	71.97%
44	52.59	-	0.22	-	-	-	-	2.40	3.81	5.50	-	0.41	-	1.11	-	9.61	29.54	56.16%
45	87.90	-	-	-	-	-	-	-	-	-	-	-	-	-	87.90	-	0.00	0.00%
46	25.68	-	0.03	-	-	-	-	-	-	-	-	6.15	-	0.50	-	-	19.00	74.00%
47	5.49	-	-	-	-	-	-	-	-	-	-	5.49	-	-	-	-	0.00	0.00%
48	0.25	-	-	-	-	-	-	-	-	-	-	0.25	-	-	-	-	0.00	0.00%
49	24.61	-	-	-	-	-	-	-	-	-	-	9.54	-	0.50	-	-	14.58	59.22%

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI \$2.01)	Municipal Open Space (council funded)	Investigation Area		
50	4.28	0.36	-	3.92	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
51	50.70	-	-	-	-	11.78	-	-	5.36	-	-	-	9.26	0.44	-	-	23.86	47.06%
52	3.80	-	-	-	-	-	-	-	-	-	-	-	-	0.56	-	-	3.23	85.16%
53	2.03	-	0.03	-	-	-	-	-	-	-	-	-	-	0.88	-	-	1.12	55.16%
54	8.85	-	-	-	-	-	-	-	-	-	-	-	-	0.09	-	-	8.77	99.02%
55	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.41	100.00%
56	7.63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.63	100.00%
57	10.01	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	-	9.01	90.01%
58	22.57	-	-	0.00	-	-	-	-	0.00	-	-	-	-	0.50	-	-	22.07	97.77%
59	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%
60	7.32	-	-	0.00	-	-	-	-	-	0.44	-	-	-	-	-	-	6.88	93.97%
61	0.11	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	0.11	99.77%
62	2.01	-	-	-	-	-	-	-	-	2.01	-	-	-	-	-	-	0.00	0.00%
63	2.02	-	-	-	-	-	-	-	-	2.02	-	-	-	-	-	-	0.00	0.00%
64	1.18	-	-	-	-	-	-	-	-	1.18	-	-	-	-	-	-	0.00	0.00%
65	0.87	-	-	-	-	-	-	-	-	0.64	-	-	-	-	-	-	0.23	26.43%

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI \$2.01)	Municipal Open Space (council funded)	Investigation Area		
66	1.14	-	-	-	-	-	-	-	-	0.56	-	-	-	-	-	-	0.58	51.08%
67	1.99	-	-	-	-	-	-	-	-	0.07	-	-	-	-	-	-	1.92	96.36%
68	2.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.04	100.00%
69	2.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.03	100.00%
70	7.74	-	-	-	2.92	-	0.80	-	-	-	-	-	-	-	-	-	4.02	51.93%
71	7.74	-	-	-	0.58	-	-	-	-	-	-	-	-	0.50	-	-	6.67	86.07%
72	5.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.40	100.00%
73	2.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.33	100.00%
74	3.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.25	100.00%
75	2.50	-	-	-	-	-	-	-	-	1.25	-	-	-	-	-	-	1.25	49.95%
76	1.22	-	-	-	-	-	-	-	-	1.22	-	-	-	-	-	-	0.00	0.00%
77	0.81	-	-	-	-	-	-	-	-	0.81	-	-	-	-	-	-	0.00	0.00%
78	2.03	-	-	-	-	-	-	-	-	2.03	-	-	-	-	-	-	0.00	0.00%
79	0.87	-	-	-	-	-	-	-	-	0.87	-	-	-	-	-	-	0.00	0.00%
80	1.13	-	-	-	-	-	-	-	-	1.13	-	-	-	-	-	-	0.00	0.00%
81	2.00	-	-	-	-	-	-	-	-	1.32	-	-	-	-	-	-	0.68	34.00%

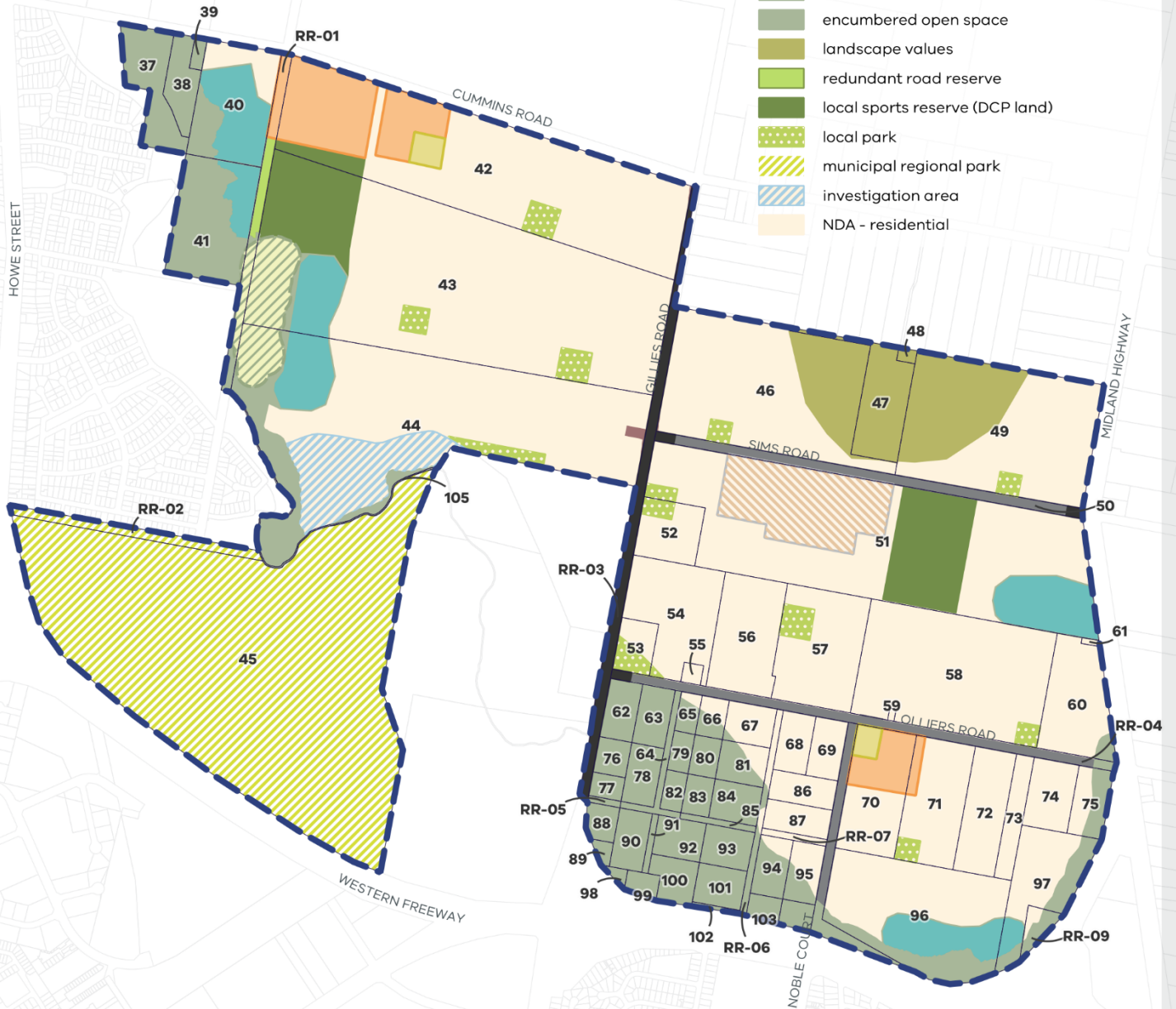
PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI 52.01)	Municipal Open Space (council funded)	Investigation Area		
82	0.88	-	-	-	-	-	-	-	-	0.88	-	-	-	-	-	-	0.00	0.00%
83	1.13	-	-	-	-	-	-	-	-	1.13	-	-	-	-	-	-	0.00	0.00%
84	1.97	-	-	-	-	-	-	-	-	1.97	-	-	-	-	-	-	0.00	0.00%
85	0.49	-	-	-	-	-	-	-	-	0.49	-	-	-	-	-	-	0.00	0.00%
86	2.02	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	2.02	99.97%
87	2.02	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	2.02	99.99%
88	1.11	-	-	-	-	-	-	-	-	1.11	-	-	-	-	-	-	0.00	0.00%
89	0.40	-	-	-	-	-	-	-	-	0.40	-	-	-	-	-	-	0.00	0.00%
90	2.03	-	-	-	-	-	-	-	-	2.03	-	-	-	-	-	-	0.00	0.00%
91	0.39	-	-	-	-	-	-	-	-	0.39	-	-	-	-	-	-	0.00	0.00%
92	1.97	-	-	-	-	-	-	-	-	1.97	-	-	-	-	-	-	0.00	0.00%
93	2.00	-	-	-	-	-	-	-	-	2.00	-	-	-	-	-	-	0.00	0.00%
94	2.02	-	-	-	-	-	-	-	-	1.52	-	-	-	-	-	-	0.50	24.92%
95	2.02	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	1.27	62.86%
96	18.06	-	-	-	-	-	-	-	4.12	3.02	-	-	-	-	-	-	10.92	60.48%
97	7.13	-	-	-	-	-	-	-	0.72	1.97	-	-	-	-	-	-	4.44	62.23%

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI 52.01)	Municipal Open Space (council funded)	Investigation Area		
98	0.28	-	-	-	-	-	-	-	-	0.28	-	-	-	-	-	-	0.00	0.00%
99	0.77	-	-	-	-	-	-	-	-	0.77	-	-	-	-	-	-	0.00	0.00%
100	1.92	-	-	-	-	-	-	-	-	1.92	-	-	-	-	-	-	0.00	0.00%
101	1.99	-	-	-	-	-	-	-	-	1.99	-	-	-	-	-	-	0.00	0.00%
102	0.19	-	-	-	-	-	-	-	-	0.19	-	-	-	-	-	-	0.00	0.00%
103	0.82	-	-	-	-	-	-	-	-	0.82	-	-	-	-	-	-	0.00	0.00%
104	0.90	-	-	-	-	-	-	-	-	0.90	-	-	-	-	-	-	0.00	0.00%
105	0.56	-	-	-	-	-	-	-	-	0.53	-	-	-	-	-	0.03	0.00	0.00%
<b>SUB-TOTAL</b>	547.94	0.36	0.30	3.92	14.50	11.78	1.80	6.25	24.73	64.66	0.00	22.25	18.85	8.78	87.90	9.64	272.22	49.68%
<b>Road Reserves</b>																		
RR-01	3.46	-	-	-	0.90	-	-	1.06	-	0.49	1.01	-	0.00	-	-	-	0.00	0.00%
RR-02	2.45	-	-	-	-	-	-	-	-	-	-	-	-	-	2.45	-	0.00	0.00%
RR-03	5.74	5.73	-	-	-	-	-	-	-	-	-	-	-	0.00	-	-	0.00	0.05%
RR-04	4.96	0.19	-	4.56	-	-	-	-	-	0.21	-	-	-	-	-	-	0.00	0.00%



PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY / EDUCATION			SERVICE OPEN SPACE					CREDITED OPEN SPACE		REGIONAL OPEN SPACE	OTHER	Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road - Existing Road Reserve	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Potential Government School	Existing Non-Government School	DCP Community Facilities	Conservation Reserve	Waterway and Drainage Reserve (DCP land)	Other uncredited Open Space	Redundant Road Reserve	Landscape Values	Local Sports Reserve (DCP land)	Local Network Park (via CI \$2.01)	Municipal Open Space (council funded)	Investigation Area		
RR-05	0.22	-	-	-	-	-	-	-	-	0.22	-	-	-	-	-	-	0.00	0.00%
RR-06	1.39	-	-	-	-	-	-	-	-	0.71	-	-	-	-	-	-	0.69	49.26%
RR-07	0.46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.46	100.00%
RR-08	2.91	-	-	1.76	-	-	-	-	-	1.15	-	-	-	-	-	-	0.00	0.00%
RR-09	1.08	-	-	-	-	-	-	-	-	0.73	-	-	-	-	-	-	0.35	32.50%
<b>SUB-TOTAL</b>	<b>22.67</b>	<b>5.92</b>	<b>-</b>	<b>6.32</b>	<b>0.90</b>	<b>-</b>	<b>-</b>	<b>1.06</b>	<b>-</b>	<b>3.51</b>	<b>1.01</b>	<b>-</b>	<b>0.00</b>	<b>0.00</b>	<b>2.45</b>	<b>-</b>	<b>1.50</b>	<b>6.61%</b>
<b>TOTAL</b>	<b>570.61</b>	<b>6.28</b>	<b>0.30</b>	<b>10.24</b>	<b>15.40</b>	<b>11.78</b>	<b>1.80</b>	<b>7.31</b>	<b>24.73</b>	<b>68.17</b>	<b>1.02</b>	<b>22.25</b>	<b>18.85</b>	<b>8.78</b>	<b>90.35</b>	<b>9.64</b>	<b>273.72</b>	<b>47.97%</b>

- precinct boundary
- 1 parcel within precinct
- arterial road - existing road reserve
- arterial road
- widening & intersection flaring (DCP land)
- non-arterial road
- retained existing road reserve
- proposed government school
- existing non-government school (with proposed expansion)
- community facility (DCP land)
- conservation reserve
- waterway & drainage (DCP land)
- encumbered open space
- landscape values
- redundant road reserve
- local sports reserve (DCP land)
- local park
- municipal regional park
- investigation area
- NDA - residential



## 9. APPENDIX B – PROJECT COST ESTIMATES & CONCEPT DESIGNS

**Community infrastructure** costs utilise high benchmarks based on *Benchmark Infrastructure and Costs Guide* (VPA, 2019). Typical designs of level 1 and 2 community facilities are also based on the VPA Benchmark Infrastructure Costs. Typical designs of sports reserves are based on City of Ballarat's typical District Level Sports Facilities shown in the *Recreation Infrastructure Plan 2024-2039*. These designs are included in the following sections of Appendix B.

**Transport infrastructure** costs also utilise a 'base cost' based on *Benchmark Infrastructure and Costs Guide* (VPA, 2019) plus additional allowances for specific projects, such as:

- Allowance – Existing road reserves
  - Widening the existing road pavement and relocating drainage.
- Allowance – Services adjustments/protection
  - Relocation/replacement or protection of existing utility infrastructure such as electricity, communication, and water supply pipelines.
- Allowance – Contingency (40% for Midland Highway road upgrade)
  - Complete removal of the existing road pavement and turning lanes.
  - Additional traffic management due to the function of this road (state highway) and need to maintain traffic flow during the works.
  - Additional road authority fees and charges for detailed design, approvals, and surveillance during the works.

Transport infrastructure costs will be refined at a later date with detailed design and costing work to be completed concurrent with Public Consultation of the PSP and DCP package.

See *Benchmark Infrastructure and Costs Guide* (VPA, 2019) here: [https://vpa.vic.gov.au/work\\_program/infrastructure-contributions-plans/benchmark-costings/](https://vpa.vic.gov.au/work_program/infrastructure-contributions-plans/benchmark-costings/)

**Drainage infrastructure** preliminary costings have been determined through concept designs, which are included in the following section of Appendix B. The preliminary costings:

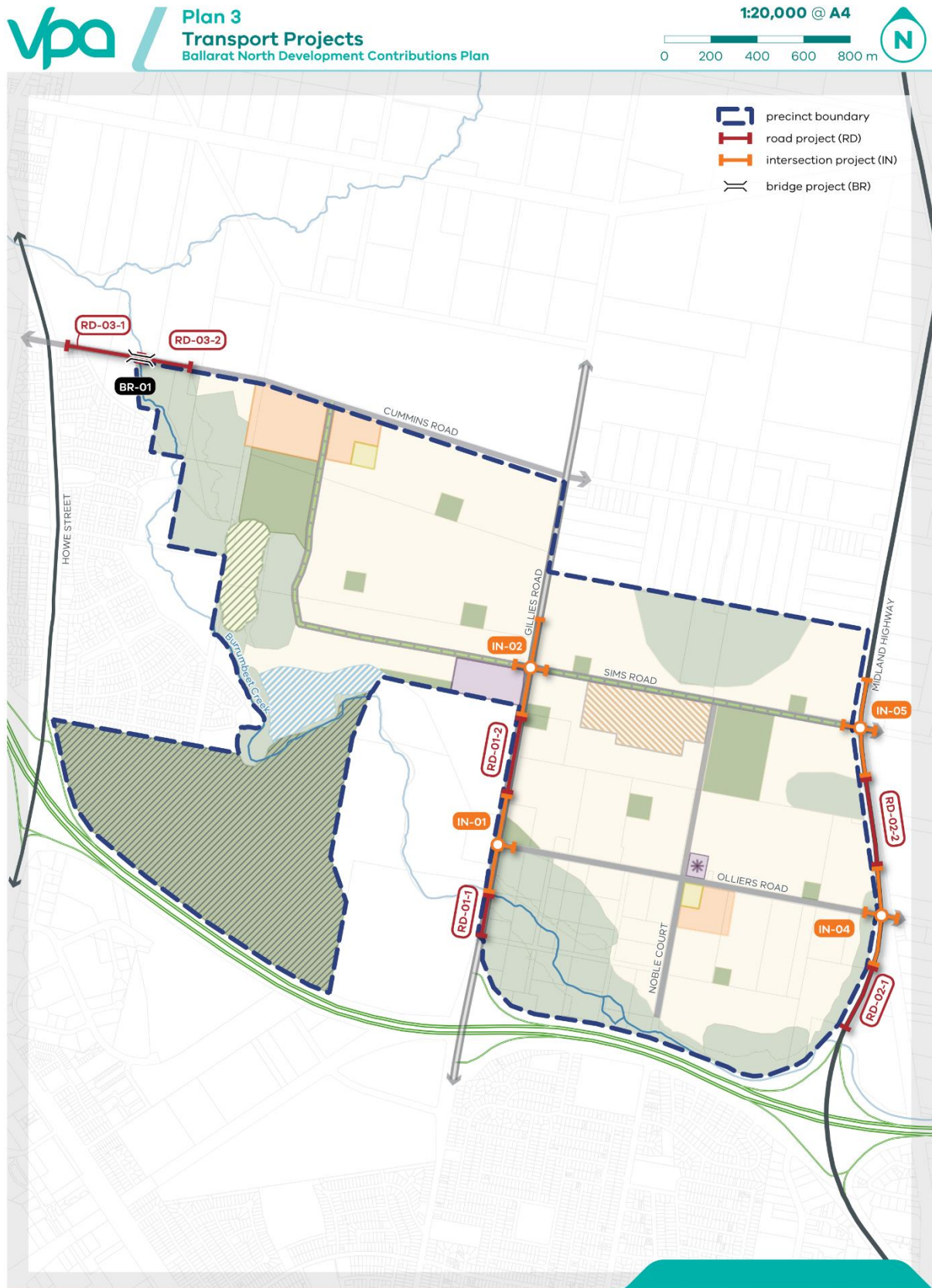
- Are based on rates for Victorian metro drainage projects
- Excludes costs associated with:
  - Land filling
  - Investigations fee
  - Rehabilitation works along main Burrumbeet Creek
  - Uncertainties such as contaminated soil disposal
- Include costs associated with:
  - Contingencies for asset variability and soil conditions of sites.

These will be further developed into functional designs before finalisation of the PSP and DCP.

All projects will be subject to detail design prior to delivery.



## 9.1 Transport projects



Copyright, Victorian Planning Authority, 2025. The state of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the state of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omission in the information.

Transport costs utilise high benchmarks based on *Benchmark Infrastructure and Costs Guide* (VPA, 2019) and will be refined at a later date with detailed design and costing work to be completed before the finalisation of the PSP and DCP package.

See here: [https://vpa.vic.gov.au/work\\_program/infrastructure-contributions-plans/benchmark-costings/](https://vpa.vic.gov.au/work_program/infrastructure-contributions-plans/benchmark-costings/)

The transport costs are:

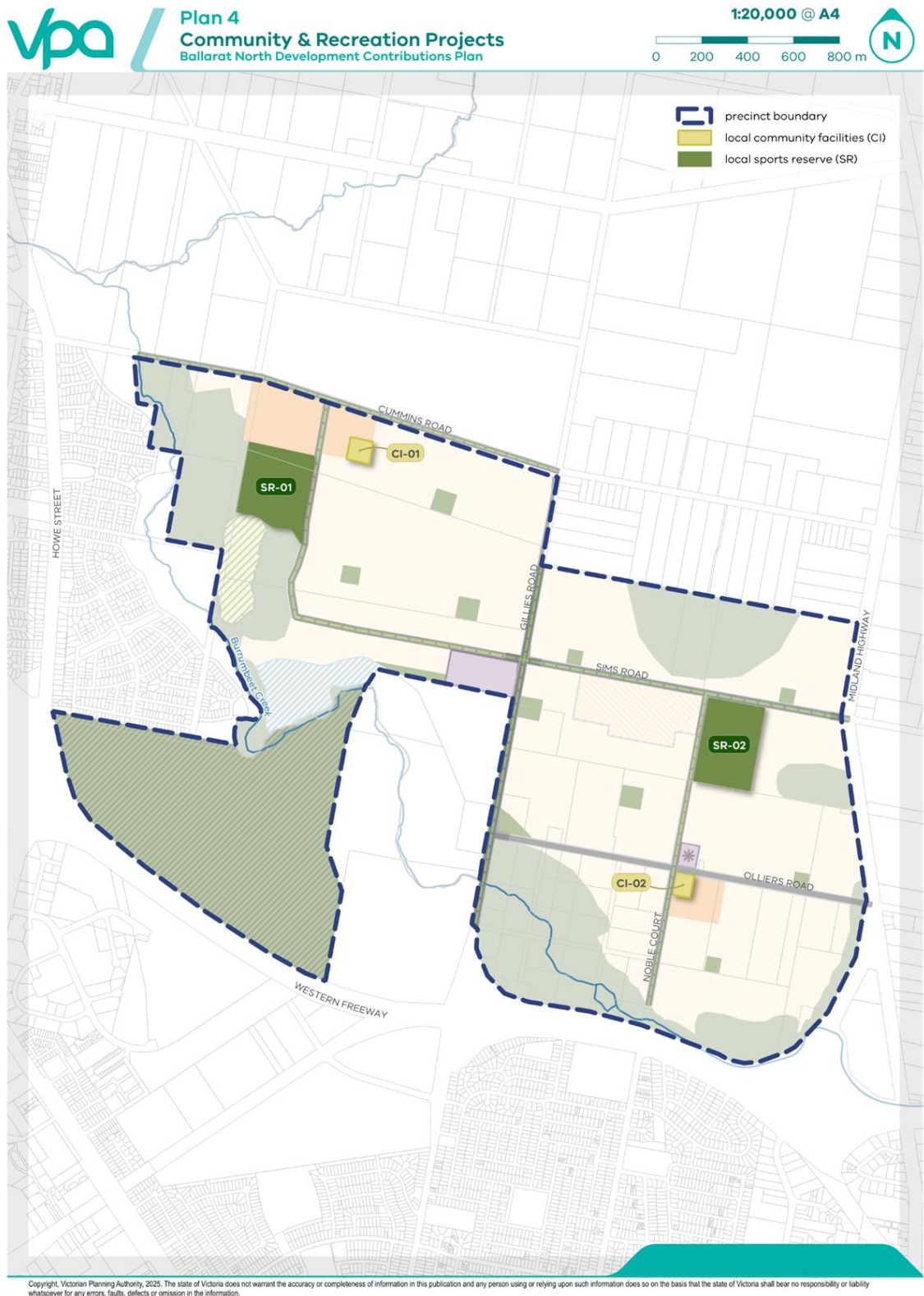
- Provided for exhibition purposes.
- Deliberately conservative, including contingency for potential unknowns that may arise during the detailed investigation and design process.
- Subject to amendment as consultant designs and cost estimates are prepared and finalised.

Each DCP transport item is based on the relevant benchmark cost as listed below:

DCP Project (Project ID)	Apportionment to DCP (%)	VPA Benchmark Cost Item
<b>Upgrades and Urbanisation of Gillies Road</b> (item RD-01-1 and RD-01-2)	100%	Benchmark Item 2 – Secondary Arterial - Interim
<b>Duplication of Midland Highway</b> (item RD-02-1 and RD-02-2)	100%	Benchmark Item 1 – Primary Arterial - Interim
<b>Upgrades to Cummins Road</b> (item RD-03-1 and RD-03-2)	50%	Benchmark Item 3 – Connector Boulevard
<b>Intersection at Gillies Road and Olliers Road</b> (item IN-01)	100%	Benchmark Item 15 – Signalised T-intersection
<b>Intersection at Gillies Road and Sims Road</b> (item IN-02)	100%	Benchmark Item 9 – Signalised Cross Intersection (Secondary/Connector Boulevard)
<b>Intersection at Midland Highway and Olliers Road</b> (item IN-04)	100%	Benchmark Item 7 – Signalised Cross Intersection (Primary/Connector Boulevard)
<b>Intersection at Midland Highway and Sims Road</b> (item IN-05)	100%	Benchmark Item 7 – Signalised Cross Intersection (Primary/Connector Boulevard)
<b>Bridge crossing over Burrumbeet Creek at Cummins Road</b> (item BR-01)	50%	Benchmark Item 19 – Boulevard Connector Super-T Bridge



## 9.2 Community and recreation projects



Community infrastructure projects utilise high benchmarks based on *Benchmark Infrastructure and Costs Guide* (VPA, 2019) – see here: [https://vpa.vic.gov.au/work\\_program/infrastructure-contributions-plans/benchmark-costings/](https://vpa.vic.gov.au/work_program/infrastructure-contributions-plans/benchmark-costings/)

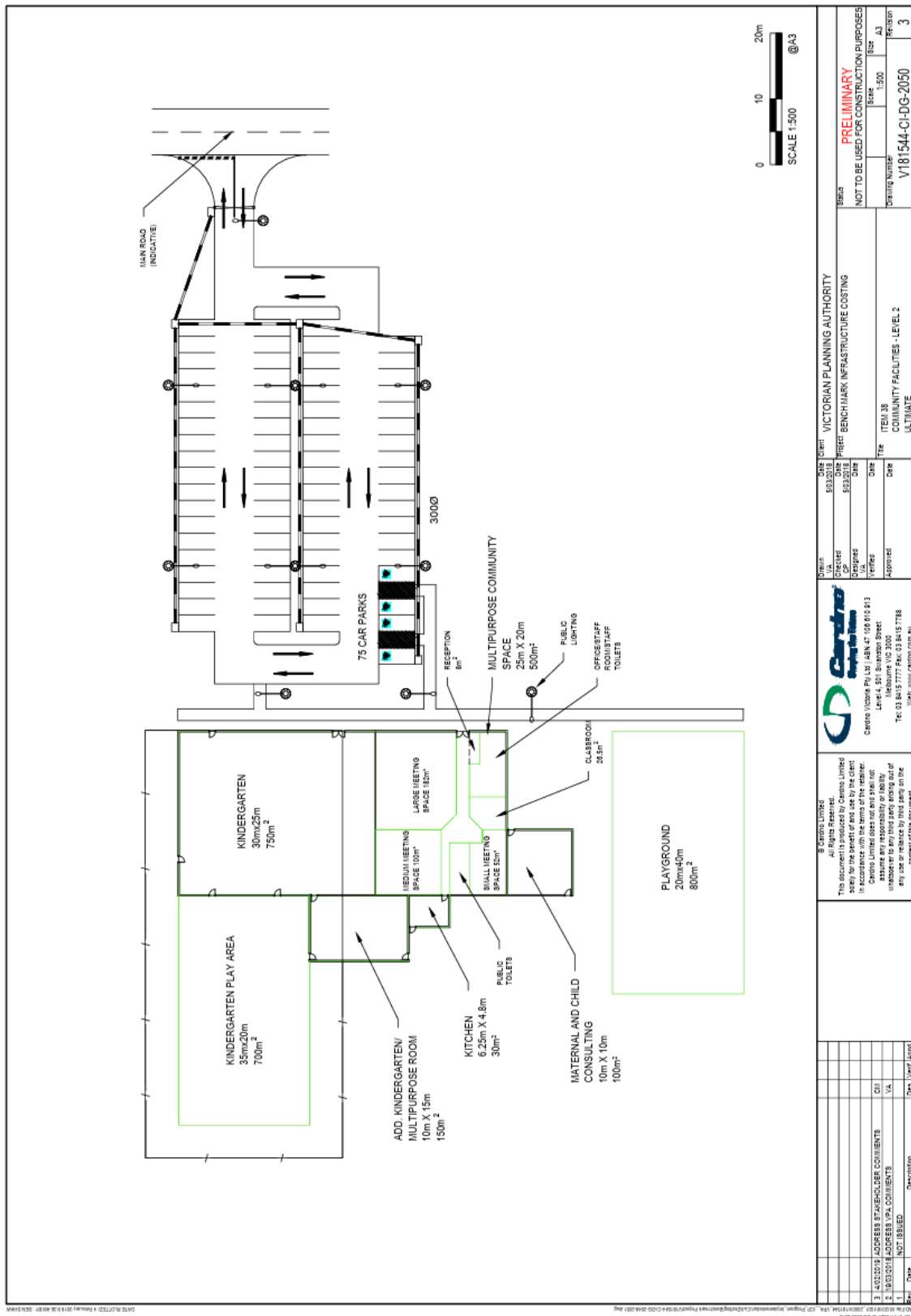
For the DCP, the following items are excluded in the costs for community projects:

- GST
- Furniture, fittings, and IT
- Irrigation for turf playing fields.

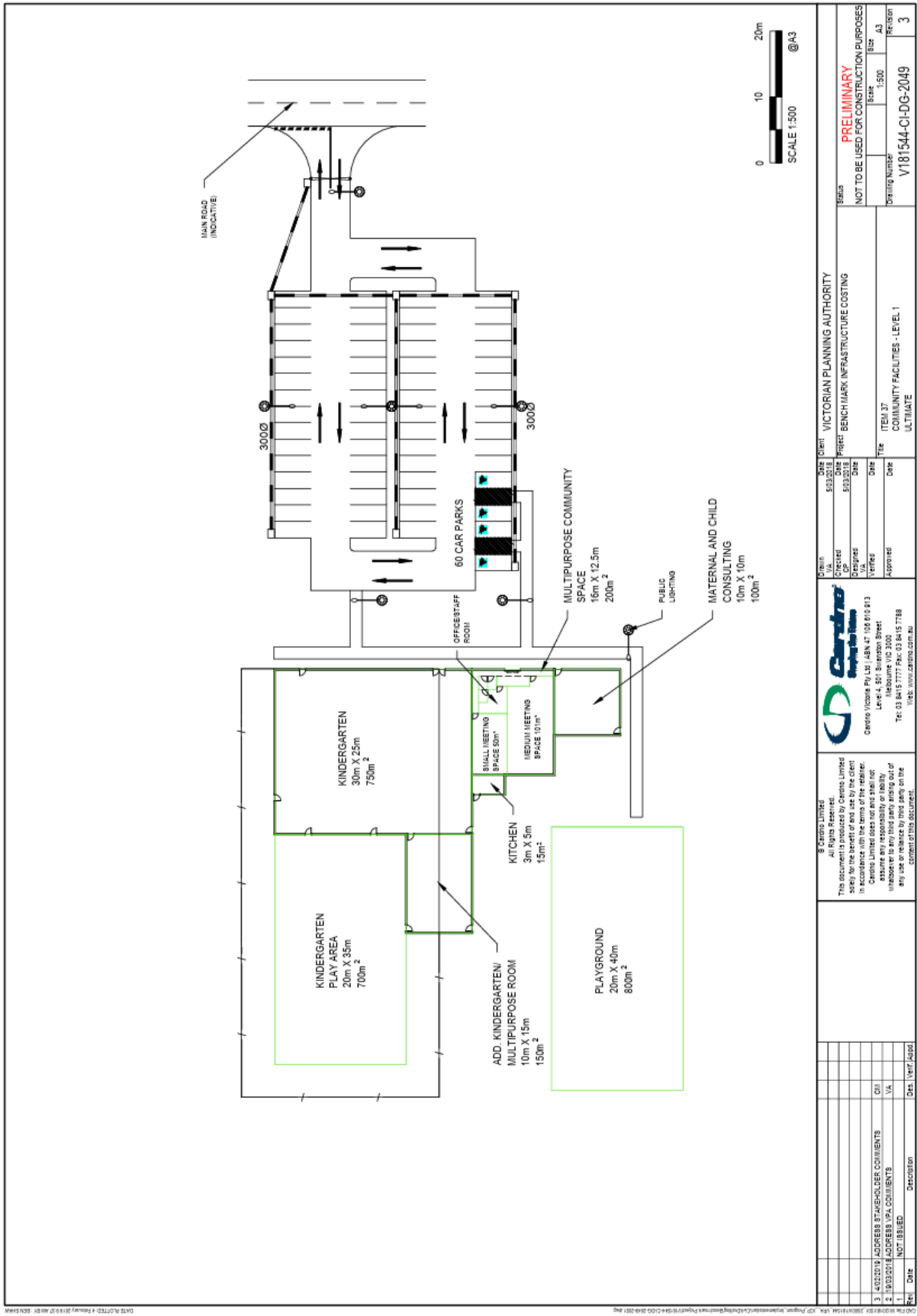
Typical designs for community facilities from the VPA Benchmark Infrastructure Costs and designs of City of Ballarat's sports reserves are shown below.

PUBLIC CONSULTATION DRAFT

### 9.2.1 Level 2 Community facility – VPA Benchmark Item 38

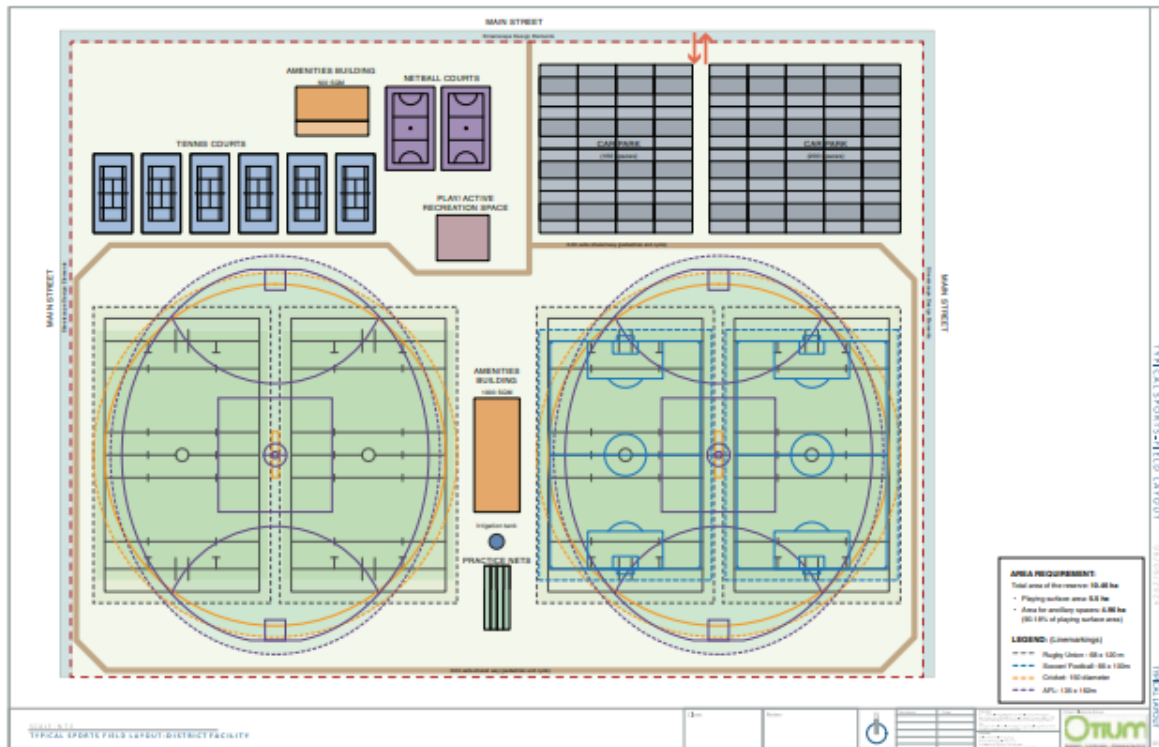


9.2.2 Level 1 Community facility – VPA Benchmark Item 37

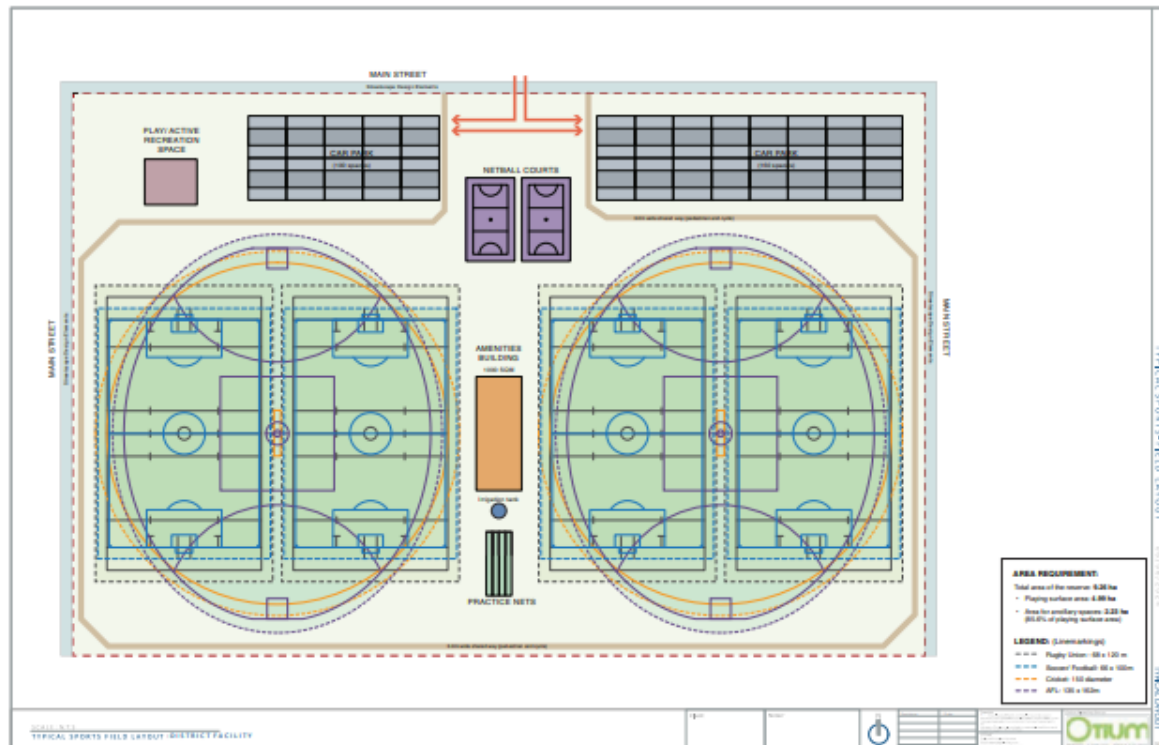


## 9.2.3 Sports Reserves – City of Ballarat Typical District Level Sports Facility Layouts

**District Typical Layout A**



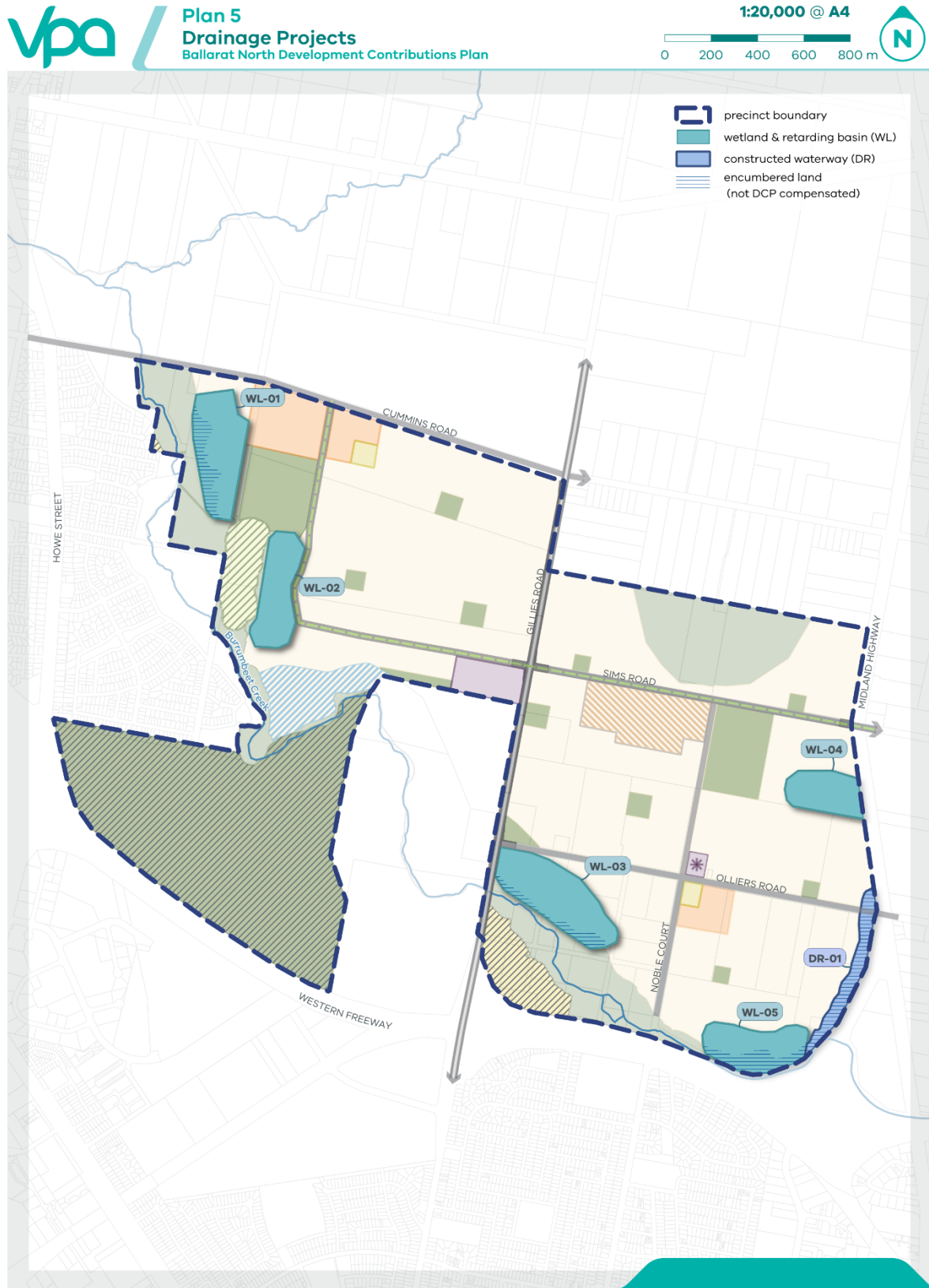
**District Typical Layout B**



Source: [Recreation Infrastructure Plan 2024-2039.pdf](#)



## 9.3 Drainage projects





For further details, see Ballarat North Precinct Structure Plan – Stormwater Drainage Report (SMEC, July 2025).

### 9.3.1 Drainage costs summary and per project

SUMMARY		(DRAFT)							
Item	Description	Amount							
		\$							
1.1	CONSTRUCTED WATERWAY WORKS COST ESTIMATE	\$ 6,838,954.61							
1.2	WETLAND NWN COST ESTIMATE	\$ 8,377,553.89							
1.3	WETLAND NWS COST ESTIMATE	\$ 10,474,924.63							
1.4	WETLAND CS COST ESTIMATE	\$ 10,226,486.72							
1.4	WETLAND SEN COST ESTIMATE	\$ 6,379,893.83							
1.5	WETLAND SES COST ESTIMATE	\$ 10,588,151.94							
6	TOTAL ESTIMATED COST	\$ 52,885,965.61							
NOTES									
1	This preliminary costing is only an indicative costs associated to the construction of the drainage strategy which will take several years to be constructed. Therefore, the costs required to fund these drainage assets will be spread over several years.								
2	Does not include land acquisition or land filling								
3	Exclude investigations fee								
4	Does not include cost for Burrumbeet Ck rehabilitation works								
5	Does not include costs associated with uncertainties such as <u>contaminated</u> soil disposal or clay liner imporation								
6	RB/WL costs are highly variable cost items and dependent on <u>soil</u> conditions of the site. Without further information appropriate contingency should be applied.								
7	Preliminary estimate above are based on Victorian Metro projects. Final estimates will consider local rates if available.								

#### Constructed waterway (DR-01)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
1	SITEWORKS AND EARTHWORKS					
1.1	Site preparation	1	Item	\$ 10,000.00	\$ 10,000.00	
1.2	Temp Diversion Works	1	Item	\$ 20,000.00	\$ 20,000.00	Horne Road Culvert Upgrade
1.3	Waterway connection	1	Item	5000	\$ 5,000.00	Erosion Protection Connection into Waterway
1.4	Stripping of topsoil		m2			Included below
1.5	Excavation		m3			Included below
1.6	Formation of batters		m3			Included below
2	DRAINAGE WORKS					
2.1	WATERWAYS					
2.1.1	Trib of Burrumbeet Creek Waterway Diversion	700	LM	\$ 2,800.00	\$ 1,960,000.00	High Shear Stress Areas
2.1.2	Stabilisation Works		m2	\$ 130.00	\$ -	High Shear Stress Areas
2.1.3	Pools and Riffle	1535	m2	\$ 250.00	\$ 383,750.00	
2.2	DRAINAGE PIPES/PITS					
2.2.1	Q100 Pipe	1027	LM	\$ 735.00	\$ 754,845.00	Pipe Along Horne Road (Assumed this is a 1650mm pipe)
2.2.2			LM	\$ 150.00	\$ -	Overland Swale
3	OTHER					
3.2	Culvert Realignment (Olliers Road)	1	Item	\$ 1,200,000.00	\$ 1,200,000.00	TBC
4	MISCELLANEOUS					
4.1						
SUB-TOTAL WORKS					\$ 4,333,595.00	
5	DELIVERY					
5.1	Council Fees	3.25	%		\$ 140,841.84	
5.2	Authority Fees	1	%		\$ 43,335.95	
5.3	Traffic Management	5	%		\$ 216,679.75	
5.4	Environmental Management	0.5	%		\$ 21,667.98	
5.5	Survey & Design	5	%		\$ 216,679.75	
5.6	Supervision & Project Management	9	%		\$ 390,023.55	
5.7	Site Establishment	2.5	%		\$ 108,339.88	
5.8	Contingency	25	%		\$ 1,367,790.92	
SUB-TOTAL DELIVERY					\$ 2,505,359.61	
6	TOTAL ESTIMATED COST				\$ 6,838,954.61	

Wetland & Retarding Basin (WL-01)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
<b>2</b>	<b>DRAINAGE WORKS</b>					
2.1	WETLANDS					
2.1.1	NwN-1	15000	m2	\$ 130.00	\$ 1,950,000.00	
2.1.2	NwN-2	5000	m2	\$ 130.00	\$ 650,000.00	
2.2	SEDIMENTATION PONDS					
2.2.1	SP NwN-1	750	m2	\$ 250.00	\$ 187,500.00	Recently received a \$250/sq.m rate for bioretention system
2.2.2	SP NwN-2	300	m2	\$ 250.00	\$ 75,000.00	Recently received a \$250/sq.m rate for bioretention system
2.3	DRAINAGE PIPES/PITS					
2.3.1	Outlet Pipes	88	LM	\$ 513.00	\$ 45,144.00	Rate for clay liner and topsoil respread
2.3.2	Balance Pipes	40	LM	\$ 260.00	\$ 10,400.00	assumed 225mm pipe
2.3.3	High Flow Bypass	20	LM	\$ 450.00	\$ 9,000.00	assumed 900mm pipe
2.3.4	Control Structures	1	Item	\$ 22,000.00	\$ 22,000.00	estimated rate for a large pit 2000mm x 2000mm
2.3.5	Junction Pits	8	Item	\$ 2,500.00	\$ 20,000.00	assumed small sized junction pit (600mm x 900mm)
2.3.6	Outfall Pit Structure	1	Item	\$ 4,000.00	\$ 4,000.00	
2.3.7	Litre Traps / GPT	2	Item	\$ 32,200.00	\$ 64,400.00	
2.4	EARTHWORKS					
2.4.1	NwN					
	Cut	75300	m3	\$ 30.00	\$ 2,259,000.00	Assumed cut to onsite stockpile
	Fill		m3	\$ 10.00	\$ -	Spread and compact, no import
<b>4</b>	<b>MISCELLANEOUS</b>					
4.1	Works maintenance - 1 year	15750	m2	\$ 0.50	\$ 7,875.00	
4.2	Maintenance Track	235	m2	\$ 18.00	\$ 4,230.00	Assumed a 200mm Class 2 C.R track
<b>SUB-TOTAL WORKS</b>					\$ 5,308,543.00	
<b>5</b>	<b>DELIVERY</b>					
5.1	Council Fees	3.25	%		\$ 172,527.84	
5.2	Authority Fees	1	%		\$ 53,085.49	
5.3	Traffic Management	5	%		\$ 265,427.45	
5.4	Environmental Management	0.5	%		\$ 26,542.75	
5.5	Survey & Design	5	%		\$ 265,427.45	
5.6	Supervision & Project Management	9	%		\$ 477,769.41	
5.7	Site Establishment	2.5	%		\$ 132,713.73	
5.8	Contingency	25	%		\$ 1,675,510.78	
<b>SUB-TOTAL DELIVERY</b>					\$ 3,069,004.89	
<b>6</b>	<b>TOTAL ESTIMATED COST</b>				\$ 8,377,553.89	

PRELIMINARY

PUBLIC COMMENT

Wetland & Retarding Basin (WL-02)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
2	<b>DRAINAGE WORKS</b>					
2.1	<b>WETLANDS</b>					
2.1.1	NWS	16000	m2	\$ 130.00	\$ 2,080,000.00	
2.2	<b>SEDIMENTATION PONDS</b>					
2.2.1	SP NWS	700	m2	\$ 250.00	\$ 175,000.00	Recently received a \$250/sq.m rate for bioretention system
2.3	<b>DRAINAGE PIPES/PITS</b>					
2.3.1	Outlet Pipes	492	LM	\$ 513.00	\$ 252,396.00	Rate for clay liner and topsoil respread
2.3.2	Balance Pipes	40	LM	\$ 260.00	\$ 10,400.00	assumed 225mm pipe
2.3.3	High Flow Bypass	20	LM	\$ 450.00	\$ 9,000.00	assumed 900mm pipe
2.3.4	Control Structures	1	Item	\$ 22,000.00	\$ 22,000.00	estimated rate for a large pit 2000mm x 2000mm
2.3.5	Junction Pits	8	Item	\$ 2,500.00	\$ 20,000.00	assumed small sized junction pit (600mm x 900mm)
2.3.6	Outfall Pit Structure	1	Item	\$ 4,000.00	\$ 4,000.00	
2.3.7	Litre Traps / GPT	1	Item	\$ 32,200.00	\$ 32,200.00	
2.4	<b>EARTHWORKS</b>					
2.4.1	<b>NWS</b>					
	Cut	134000	m3	\$ 30.00	\$ 4,020,000.00	Assumed cut to onsite stockpile
	Fill		m3	\$ 10.00	\$ -	Spread and compact, no import
4	<b>MISCELLANEOUS</b>					
4.1	Works maintenance – 1 year	16700	m2	\$ 0.50	\$ 8,350.00	
4.2	Maintenance Track	235	m2	\$ 18.00	\$ 4,230.00	Assumed a 200mm Class 2 C.R track
<b>SUB-TOTAL WORKS</b>					\$ 6,637,576.00	
5	<b>DELIVERY</b>					
5.1	Council Fees	3.25	%		\$ 215,721.22	
5.2	Authority Fees	1	%		\$ 66,375.76	
5.3	Traffic Management	5	%		\$ 331,878.80	
5.4	Environmental Management	0.5	%		\$ 33,187.88	
5.5	Survey & Design	5	%		\$ 331,878.80	
5.6	Supervision & Project Management	9	%		\$ 597,381.84	
5.7	Site Establishment	2.5	%		\$ 165,939.40	
5.8	Contingency	25	%		\$ 2,094,984.93	
<b>SUB-TOTAL DELIVERY</b>					\$ 3,837,348.63	
6	<b>TOTAL ESTIMATED COST</b>				\$ 10,474,924.63	

PRELIMINARY

PUBLIC CONSULTATION

Wetland & Retarding Basin (WL-03)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
2	<b>DRAINAGE WORKS</b>					
2.1	WETLANDS					
2.1.1	CS	21000	m2	\$ 130.00	\$ 2,730,000.00	
2.2	SEDIMENTATION PONDS					
2.2.1	SP CS-1	600	m2	\$ 250.00	\$ 150,000.00	Recently received a \$250/sq.m rate for bioretention system
2.2.2	SP CS-2	1100	m2	\$ 250.00	\$ 275,000.00	
2.3	DRAINAGE PIPES/PITS					
2.3.1	Outlet Pipes	40	LM	\$ 513.00	\$ 20,520.00	Rate for clay liner and topsoil respread assumed 225mm pipe assumed 900mm pipe estimated rate for a large pit 2000mm x 2000mm assumed small sized junction pit (600mm x 900mm)
2.3.2	Balance Pipes	40	LM	\$ 260.00	\$ 10,400.00	
2.3.3	High Flow Bypass	20	LM	\$ 450.00	\$ 9,000.00	
2.3.4	Control Structures	1	Item	\$ 22,000.00	\$ 22,000.00	
2.3.5	Junction Pits	8	Item	\$ 2,500.00	\$ 20,000.00	
2.3.6	Outfall Pit Structure	1	Item	\$ 4,000.00	\$ 4,000.00	
2.3.7	Litre Traps / GPT	1	Item	\$ 32,200.00	\$ 32,200.00	
2.4	EARTHWORKS					
2.4.1	CS					
	Cut	106400	m3	\$ 30.00	\$ 3,192,000.00	Assumed cut to onsite stockpile
	Fill		m3	\$ 10.00	\$ -	Spread and compact, no import
4	<b>MISCELLANEOUS</b>					
4.1	Works maintenance – 1 year	21600	m2	\$ 0.50	\$ 10,800.00	
4.2	Maintenance Track	235	m2	\$ 18.00	\$ 4,230.00	Assumed a 200mm Class 2 C.R track
<b>SUB-TOTAL WORKS</b>					\$ 6,480,150.00	
5	<b>DELIVERY</b>					
5.1	Council Fees	3.25	%		\$ 210,604.88	<b>PRELIMINARY</b>
5.2	Authority Fees	1	%		\$ 64,801.50	
5.3	Traffic Management	5	%		\$ 324,007.50	
5.4	Environmental Management	0.5	%		\$ 32,400.75	
5.5	Survey & Design	5	%		\$ 324,007.50	
5.6	Supervision & Project Management	9	%		\$ 583,213.50	
5.7	Site Establishment	2.5	%		\$ 162,003.75	
5.8	Contingency	25	%		\$ 2,045,297.34	
<b>SUB-TOTAL DELIVERY</b>					\$ 3,746,336.72	
6	<b>TOTAL ESTIMATED COST</b>				\$ 10,226,486.72	

Wetland & Retarding Basin (WL-04)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
2	<b>DRAINAGE WORKS</b>					
2.1	WETLANDS					
2.1.1	SEN	16000	m2	\$ 130.00	\$ 2,080,000.00	
2.2	SEDIMENTATION PONDS					
2.2.1	SP SEN	750	m2	\$ 250.00	\$ 187,500.00	Recently received a \$250/sq.m rate for bioretention system
2.3	DRAINAGE PIPES/PITS					
2.3.1	Outlet Pipes		LM		\$ -	Rate for clay liner and topsoil respread
2.3.2	Balance Pipes	40	LM	\$ 260.00	\$ 10,400.00	assumed 225mm pipe
2.3.3	High Flow Bypass	20	LM	\$ 450.00	\$ 9,000.00	assumed 900mm pipe
2.3.4	Control Structures	1	Item	\$ 22,000.00	\$ 22,000.00	estimated rate for a large pit 2000mm x 2000mm
2.3.5	Junction Pits	8	Item	\$ 2,500.00	\$ 20,000.00	assumed small sized junction pit (600mm x 900mm)
2.3.6	Outfall Pit Structure	1	Item	\$ 4,000.00	\$ 4,000.00	
2.3.7	Litre Traps / GPT	1	Item	\$ 32,200.00	\$ 32,200.00	
2.4	EARTHWORKS					
2.4.1	SEN					
	Cut	55500	m3	\$ 30.00	\$ 1,665,000.00	Assumed cut to onsite stockpile
	Fill		m3	\$ 10.00	\$ -	Spread and compact, no import
4	<b>MISCELLANEOUS</b>					
4.1	Works maintenance – 1 year	16750	m2	\$ 0.50	\$ 8,375.00	
4.2	Maintenance Track	235	m2	\$ 18.00	\$ 4,230.00	Assumed a 200mm Class 2 C.R track
<b>SUB-TOTAL WORKS</b>					\$ 4,042,705.00	
5	<b>DELIVERY</b>					
5.1	Council Fees	3.25	%		\$ 131,387.91	
5.2	Authority Fees	1	%		\$ 40,427.05	
5.3	Traffic Management	5	%		\$ 202,135.25	
5.4	Environmental Management	0.5	%		\$ 20,213.53	
5.5	Survey & Design	5	%		\$ 202,135.25	
5.6	Supervision & Project Management	9	%		\$ 363,843.45	
5.7	Site Establishment	2.5	%		\$ 101,067.63	
5.8	Contingency	25	%		\$ 1,275,978.77	
<b>SUB-TOTAL DELIVERY</b>					\$ 2,337,188.83	
6	<b>TOTAL ESTIMATED COST</b>				\$ 6,379,893.83	

PRELIMINARY

PUBLIC CONSULTATION

Wetland & Retarding Basin (WL-05)

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
2	<b>DRAINAGE WORKS</b>					
2.1	WETLANDS					
2.1.1	SES	25000	m2	\$ 130.00	\$ 3,250,000.00	
2.2	SEDIMENTATION PONDS					
2.2.1	SP SES-1	1000	m2	\$ 250.00	\$ 250,000.00	Recently received a \$250/sq.m rate for bioretention system
2.2.2	SP SES-2	300	m2	\$ 250.00	\$ 75,000.00	
2.3	DRAINAGE PIPES/PITS					
2.3.1	Outlet Pipes	38	LM	\$ 513.00	\$ 19,494.00	Rate for clay liner and topsoil respread
2.3.2	Balance Pipes	40	LM	\$ 260.00	\$ 10,400.00	assumed 225mm pipe
2.3.3	High Flow Bypass	20	LM	\$ 450.00	\$ 9,000.00	assumed 900mm pipe
2.3.4	Control Structures	1	Item	\$ 22,000.00	\$ 22,000.00	estimated rate for a large pit 2000mm x 2000mm
2.3.5	Junction Pits	8	Item	\$ 2,500.00	\$ 20,000.00	assumed small sized junction pit (600mm x 900mm)
2.3.6	Outfall Pit Structure	1	Item	\$ 4,000.00	\$ 4,000.00	
2.3.7	Litre Traps / GPT	1	Item	\$ 32,200.00	\$ 32,200.00	
2.4	<b>EARTHWORKS</b>					
2.4.1	SES					
	Cut	100000	m3	\$ 30.00	\$ 3,000,000.00	Assumed cut to onsite stockpile
	Fill		m3	\$ 10.00	\$ -	Spread and compact, no import
4	<b>MISCELLANEOUS</b>					
4.1	Works maintenance – 1 year	26000	m2	\$ 0.50	\$ 13,000.00	
4.2	Maintenance Track	235	m2	\$ 18.00	\$ 4,230.00	Assumed a 200mm Class 2 C.R track
<b>SUB-TOTAL WORKS</b>					\$ 6,709,324.00	
5	<b>DELIVERY</b>					
5.1	Council Fees	3.25	%		\$ 218,053.03	<b>PRELIMINARY</b>
5.2	Authority Fees	1	%		\$ 67,093.24	
5.3	Traffic Management	5	%		\$ 335,466.20	
5.4	Environmental Management	0.5	%		\$ 33,546.62	
5.5	Survey & Design	5	%		\$ 335,466.20	
5.6	Supervision & Project Management	9	%		\$ 603,839.16	
5.7	Site Establishment	2.5	%		\$ 167,733.10	
5.8	Contingency	25	%		\$ 2,117,630.39	
<b>SUB-TOTAL DELIVERY</b>					\$ 3,878,827.94	
6	<b>TOTAL ESTIMATED COST</b>				\$ 10,588,151.94	

PUBLIC CONSULTATION



## 9.3.2 Drainage proof of concept

