



Wangaratta South Growth Area
Development Contributions Plan

September 2018

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WANGARATTA SOUTH GROWTH AREA DEVELOPMENT CONTRIBUTIONS PLAN

prepared for _____ v

Rural City of Wangaratta



September 2018

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SUMMARY OF CHARGES

The following table provides an overview of the charges for transport, open space, drainage and planning infrastructure projects included in this DCP. A more detailed explanation of the strategic basis, apportionment, methods of calculation and proposed infrastructure projects are provided within the body of this document.

Table 1: Summary of DCP Charges

Project Type	Total Cost to Southern Growth Area	Per Ha Rate
ROADS	\$4,033,275	\$74,364
PASSIVE OPEN SPACE	\$379,527	\$6,998
OFF-ROAD PEDESTRIAN & CYCLE TRAILS	\$704,316	\$12,986
DRAINAGE	\$1,351,871	\$24,925
PLANNING COSTS	\$31,655	\$584
Total	\$6,500,644	\$119,857

1

INTRODUCTION

The Wangaratta South Growth Area Development Contributions Plan (WSDCP) has been prepared by Mesh with the assistance of the Rural City of Wangaratta.

The WSDCP has been prepared to enable the equitable and efficient delivery of a range of infrastructure to service planned growth within the Wangaratta South growth area. The Wangaratta South growth area is bounded by residential properties in Cribbes Road to the north, Salisbury Street and the One Mile Creek to the east, Clarkes Lane to the south and Greta Road to the west. The Wangaratta South growth area forms part of the broader growth of Wangaratta that will provide for establishment of a new community of approximately 1,800 people.

In general terms the WSDCP identifies the necessary infrastructure and establishes a framework to ensure that the cost of infrastructure is shared equitably by all development proponents and by the broader community where relevant. The WSDCP provides certainty for all developers and the future community by ensuring that all necessary infrastructure will be provided in a timely way and to a specified standard as development progressively takes place.

In addition to identifying necessary infrastructure and defining the means by which the cost of the infrastructure will be shared, the WSDCP includes an Implementation Strategy. The Implementation Strategy sets out the means by which the development process will be managed to ensure that necessary infrastructure is delivered in a timely and efficient way by developers as works in kind as the preferred option, whilst also ensuring that Council is not exposed to unreasonable risk in managing the into the future. Integral to the success of the implementation strategy will be a detailed understanding of the likely location and timing of development and adoption of a co-operative working relationship with developers throughout the life of the WSDCP.

1.1

Strategic Basis

The Wangaratta South growth area is located 3km from the Central Business District of Wangaratta. The area surrounding the existing township has been identified in Wangaratta's Residential Municipal Strategic Statement as a future growth area to accommodate large scale residential growth. The Rural City of Wangaratta has actively set about planning for the future growth around Wangaratta and Council commissioned preparation of the Wangaratta South Growth Area Structure Plan Report to provide a strategic framework for the future development of the southern growth areas.

The Vision for the Wangaratta South Growth Area Structure Plan (2018) is:

"The create a new, safe, beautiful and unique communities where people want to live and recreate."

The Wangaratta South Growth Area Structure Plan Report, which is incorporated within the Wangaratta Planning Scheme, identifies appropriate planning controls and recommendations for future development including preparation of a development contributions plan.

The strategic suitability of the land for urban development has been identified by both the Wangaratta Growth Areas Structure Plan Report (2015), Population and Housing Strategy (2013) and Municipal Strategic Statement (2004). The WSDCP adopts a clear and deliberate coordination role to ensure the timely delivery of a reduced list of essential infrastructure projects.

In light of the above, the WSDCP has been prepared having regard to the following principles: -

- > Simplicity: - simplifying the number and type of projects included in the WSDCP;
- > Equity: - maintaining and not compromising on transparency or equity; and
- > Practicality: - maximising the practicality of the WSDCP to ensure the WSDCP can be readily implemented through focusing on a development coordination role.

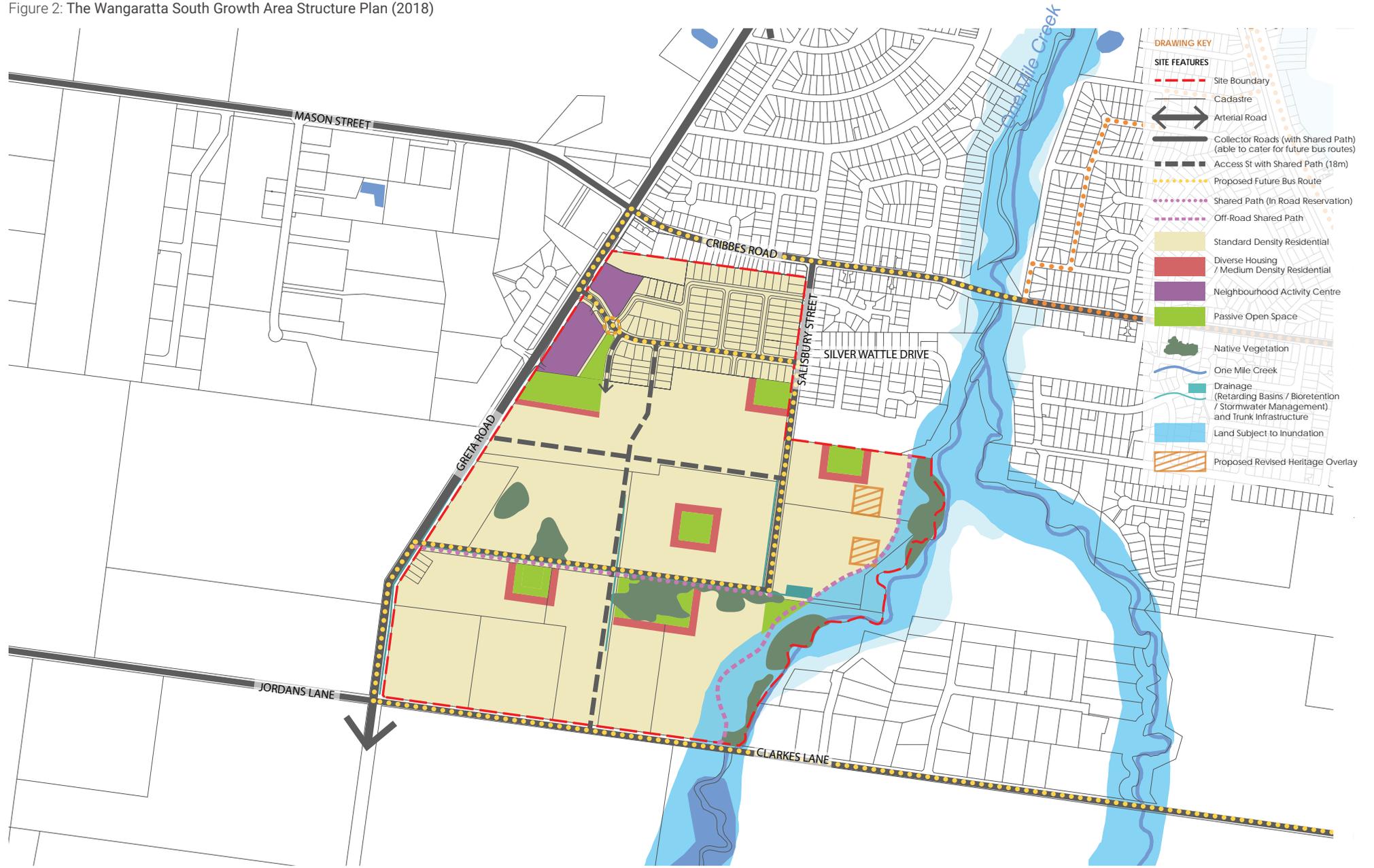
In summary, the WSDCP (see Figure 1) covers an area of approximately 71.5 hectares and will provide for an overall yield of approximately 615 lots or 1,800 people. The WSDCP comprises one charge area

Figure 2, illustrates the future structure for the Wangaratta South growth area and clearly identifies the key infrastructure projects that are to be funded via the WSDCP.

Figure 1: Area to which the DCP applies



Figure 2: The Wangaratta South Growth Area Structure Plan (2018)



1.2

Strategic Context

Given that DCPs are implementation based tools that are linked to the plan upon which they are based it is important to set out the specific development circumstances that apply and therefore need to be taken into account in formulating the DCP. The development circumstances that are particular to the Wangaratta South growth area that need to be taken into account are:

Location and existing services – the WSDCP comprises of a single charge area. The WSDCP area is an extension of Wangaratta and as such is in close proximity to existing services and facilities. Based on an analysis of the projected population (both number and composition of the population), there is sufficient capacity within the Mitchell Avenue Reserve to service the active recreation needs of the future Wangaratta southern community. Therefore, there is no need to include the funding of additional active recreation land and facilities in the WSDCP. In addition, the Rural City of Wangaratta has made a deliberate decision not to seek financial contributions via the WSDCP for the land or construction of a new community activity centre as the needs of future residents will be met through existing capacity at the Yarrunga Hub on Burke Street.

Strategic Issue: Council will need to actively monitor the development of the DCP area to ensure that the existing services with the surrounding area can accommodate the needs of the new residents and if not, Council will need to plan for future expanded services to be provided through their capital works program.

Existing Access – the Wangaratta South Charge Area currently lacks an internal road network. The Structure Plan proposes a grid based road network, comprising roads that will access Clarkes Lane to the south, Greta Road to the west and Cribbes Road to the north. The central collector road that extends from Salisbury Street and then runs in an east-west direction, utilising an existing road reservation as much as possible, to link with Greta Road has been included in the DCP. Collector roads are not normally included within DCPs, however, given the level of land fragmentation within the growth area and the desire to actively coordinate the timely delivery of the infrastructure it is considered appropriate to include the construction of this road.

This approach is viewed as the most equitable means of sharing the overall cost and ensuring that the WSDCP infrastructure is delivered as development occurs. The road funded by the DCP will provide direct access to the majority of land holdings in the Wangaratta South Charge Area.

Strategic Issue: The WSDCP will need to ensure the coordinated delivery of the collector road network occurs in an orderly manner. The collector road network plays both a key urban design and transport role and it is important that this is recognised from the outset. The WSDCP will also need to actively consider the means by which an integrated shared pathway system can be delivered to connect the proposed activity centre, located immediately north of the growth area, with the broader shared path network to promote non car based travel options.

Fragmentation – the WSDCP area comprises 16 land holdings of varying sizes ranging from 0.6 to 13 hectares in area and there is currently no developer active in the area. This situation can cause difficulties in achieving coordinated outcomes particularly when the intentions of landowners differ, however, this DCP has been designed to ensure a coordinated approach is achieved.

Strategic Issue: The WSDCP actively supports the presence of future developers to negotiate direct delivery of several key infrastructure projects, however, it must consider how potential problems associated with fragmented land can be reduced or overcome by having detailed regard to the likely timing and sequence of development and delivery of necessary infrastructure.

Summary of benefits that developers will gain in the WSDCP area: -

1. The cost to develop the collector road system through the Wangaratta South charge area will be included in the DCP and therefore the construction cost will be shared equitably;
2. There is no requirement to provide active open space due to existing capacity at the Mitchell Avenue Reserve;
3. There is no requirement to provide land or construction of a community centre as there is existing capacity at the Yarrunga Hub on Burke Street; and
4. The main drainage infrastructure required for the South growth area has been designed and costed and included in the DCP and shared equitably among the Charge Area.

1.3

The land to which this contributions plan applies

The WSDCP area is generally bounded by residential properties in Cribbes Road to the north, Salisbury Street and One Mile Creek to the east, Clarkes Lane to the south, and Greta Road to the west. The WSDCP area comprises a total of 71.5 hectares.

1.4

Method of Preparing the Development Contributions Plan and Compliance with Statutory Requirements

The WSDCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act). This DCP addresses the requirements of the Act by:

- > specifying the area to which the DCP applies;
- > setting out the works, services and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- > relating the need for the works, services and facilities to the proposed development of land in the area;
- > specifying the estimated costs of each of the works, services and facilities;
- > specifying the proportion of the total estimated cost of the works services and facilities which is to be funded by a development infrastructure levy;
- > specifying the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development of land; and
- > providing the procedures for the collection of a development infrastructure levy in respect of any development for which a permit under the Act is not required.

The WSDCP is broadly based on the user-pays model proposed by the State Government's Development Contributions Review Steering Committee (Department of Sustainability and Environment, 2003) and the amended Development Contributions Guidelines (2003 and amended in 2007). The WSDCP also takes into account the structure and content of the most recent Development Contributions Plans that have been prepared for a number of Melbourne's metropolitan and regional growth areas.

This development contributions plan forms part of the Wangaratta Planning Scheme pursuant to section 46I of the Act and is an incorporated document listed under Clause 81 of the Wangaratta Planning Scheme.

1.5

Guiding Principles

During the course of the development of land within the WSDCP area, there are various items of infrastructure which are clearly necessary. However, it is difficult to quantify all of these items with any degree of accuracy because the actual infrastructure will be somewhat dependent upon the detailed subdivision design proposed by developers at the planning permit stage. This development contributions plan has been prepared on the expectation that necessary site specific infrastructure will be provided by developers as land is developed for urban purposes.

However, it is expected that in addition to these items of infrastructure that are usually provided by developers as they proceed with subdivision and development (e.g. local roads etc), there are other infrastructure items that are of a higher order and therefore easier to identify and quantify at this stage of the planning process. This development contributions plan deals only with these higher order infrastructure items of development infrastructure. There is one exception to this approach with regard to the key transport route. The upgrade of the key transport route comprising of several collector roads have been included due to the ownership patterns and desire to ensure an equitable approach and

timely delivery of key infrastructure.

Taking into account the distinction between local and higher order infrastructure, the infrastructure projects that have been included in the WSDCP all have the following characteristics:

- > They are essential to the health, safety and well-being of the community;
- > They will be used by a broad cross-section of the community; and
- > They reflect the vision and strategic aspirations as expressed in the Wangaratta South Growth Area Structure Plan Report (2018).

1.6

Infrastructure Project Justification

Table 1 – Infrastructure Project Justification provides a detailed explanation of all projects in the WSDCP. The location of infrastructure relating to the DCP transport projects is shown in Figure 3, shared paths and open space is shown in Figure 4 and drainage infrastructure are shown in Figure 5.

The WSDCP has been limited to non-recurrent capital project costs. The need for infrastructure has been determined according to the anticipated development scenario for the growth area as set out in the Wangaratta South Growth Area Structure Plan Report (2018). Whilst Figure 2 outlines the future urban structure for the Wangaratta South growth area and identifies the key infrastructure to be funded by the DCP further substantiation for the projects can be found in the following documents:

- > Wangaratta Growth Areas Transport Study (2017) (GHD);
- > Wangaratta Growth Areas Structure Planning Report (2015) (Aurecon);
- > Land Valuation Report (2016) (Opteon Property Group);
- > Wangaratta Strategic Drainage Review – project design and costings (2015) (Rural City of Wangaratta); and
- > Wangaratta Population and Housing Strategy (2013).

In addition to the strategic justification provided in the relevant background reports, the list of infrastructure projects has been reviewed, particularly with regard to timing and taking into account the extent to which infrastructure can be directly and efficiently provided by future developers.

Council have acknowledged that the WSDCP needs to adopt a development coordination role ensuring the delivery of a reduced number of essential infrastructure projects, as opposed to taking on a more traditional DCP form that generally includes a larger list of projects without rigorous regard to the delivery of infrastructure projects.

The following infrastructure items and services are not included in the WSDCP, as they are not considered to be higher order items, but must be provided by developers as a matter of course:

- > All internal local and collector roads (except those specified in this DCP) and associated traffic management measures;
- > Local drainage systems (except where identified in this DCP);
- > Intersections connecting the development to the existing road network (except where specified in this DCP);
- > Local site specific water, drainage, sewerage, underground power, gas, telecommunications services (except where specified in this DCP);
- > Local pathways and connections to the shared pathway network;
- > Shared pathways within road reservations (except where specified in this DCP);
- > Basic levelling, water tapping and landscaping of open space; and
- > Council's plan checking and supervision fees.

2

DESCRIPTION OF PROJECTS

This section provides a general description of the infrastructure projects that have been included in the WSDCP.

2.1

Road Based Transport Projects

The key transport-related projects in the WSDCP are based on the transport network depicted in Figure 3. This plan was prepared taking into account the contained nature of the growth area and the lack of an existing internal road network. The central collector road that extends from Salisbury Street and then runs in an east-west direction, utilising an existing road reservation, to link with Greta Road has been included in the DCP as it will provide access to the majority of the landholdings. The Collector Road has a total reservation width of 24m which includes 11.6m of pavement and two 2.5m footpaths, it is intended that this road will utilise the existing road reservation which will provide for the 3m shared path and drainage infrastructure the road will be accommodated with widening of 18m from the north.

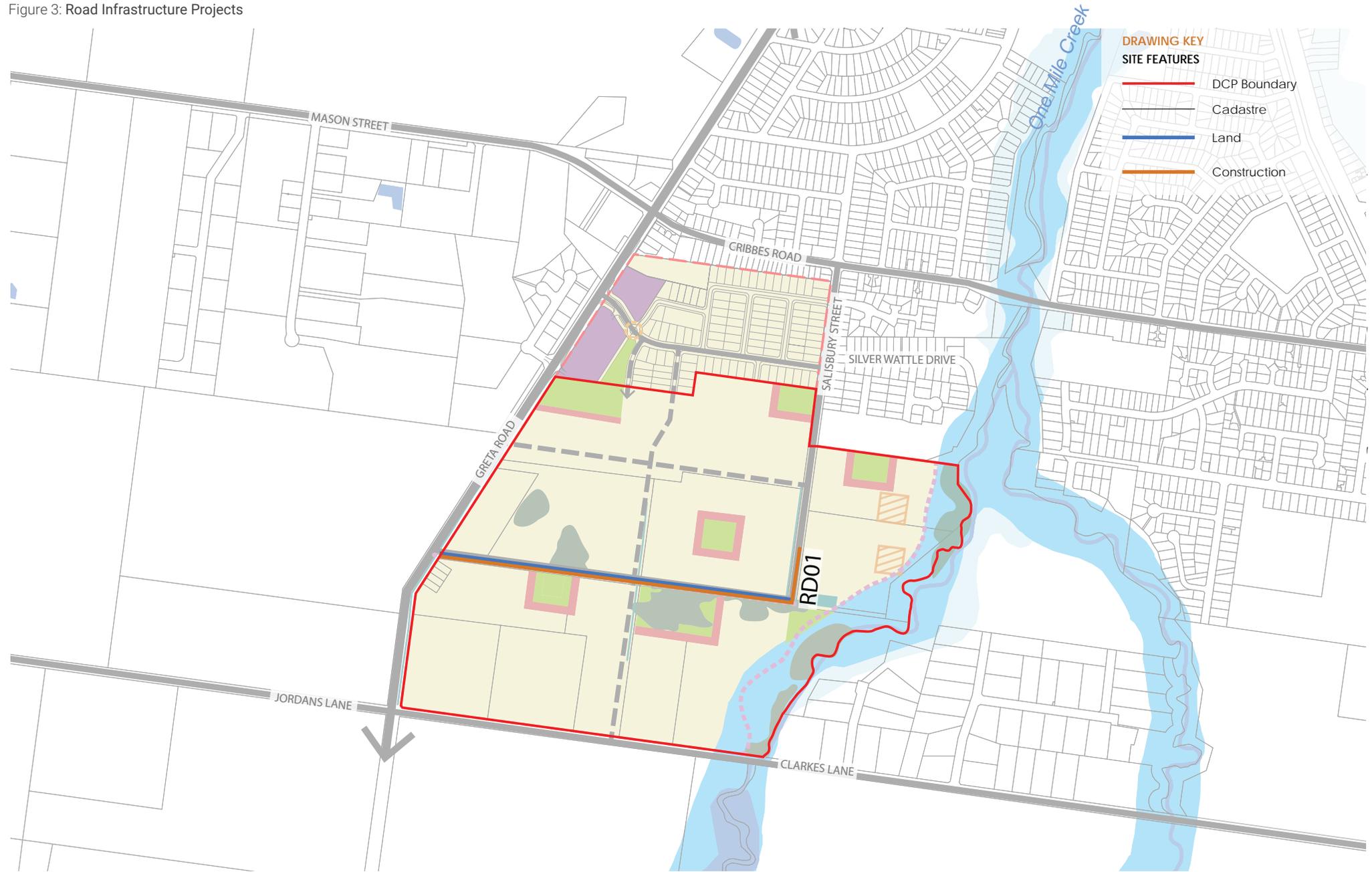
The WSDCP does not include any separate intersection projects.

The road based transport projects included in the WSDCP: -

RD01

Construction of Southern Peripheral Road from Salisbury Street end of seal to Greta Road. Total road width is 24m, comprising of an 11.6m pavement and two 2.5m footpaths. The overall road length is 1,150 lm, only 355 lm of which (the Salisbury extension) will be constructed within a 24m road reserve. The remaining 795 lm requires an additional 18m wide reservation from properties immediately north of the existing reservation due to the presence of mature native vegetation within the existing road reserve. A total area of 1.45 hectares is required. A 3m shared path and the drainage infrastructure will be located within the existing 11.5m road reserve.

Figure 3: Road Infrastructure Projects



2.2

Off-Road Shared Paths and Open Space

Off-Road Shared Paths

The Wangaratta South Growth Area Structure Plan recognises the importance of planning for and delivering a shared path network to promote non-car based modes of transport. The network of off road shared paths has been designed to promote movement along One Mile Creek and to connect the residents from the commercial activity centre located immediately north of the growth area to the Wangaratta city centre. The location and length of shared paths to be funded via the WSDCP are illustrated in Figure 4 and described in the table below.

PC01	Construction of off-road shared pedestrian and cycle path along One Mile Creek along the extent located within the DCP boundary. No additional land is required. Construction of 3m wide concrete path. Path length 863 lm.
PC02	Construction of off-road shared pedestrian and cycle path adjacent to the local north south 16m access street. 0.06 hectares of additional land is required to provide the extra 1.5m width to deliver the 3m wide path. Construction of 3m wide concrete path. Path length 423 lm.

PC03	Construction of off-road shared pedestrian and cycle path through the existing road reserve joining Greta Road to One Mile Creek. No additional land is required. Construction of 3m wide concrete path. Path length 888 lm.
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Community Infrastructure

The WSDCP does not include the land or construction cost of the community centre in the DCP, this will be funded via Council revenue.

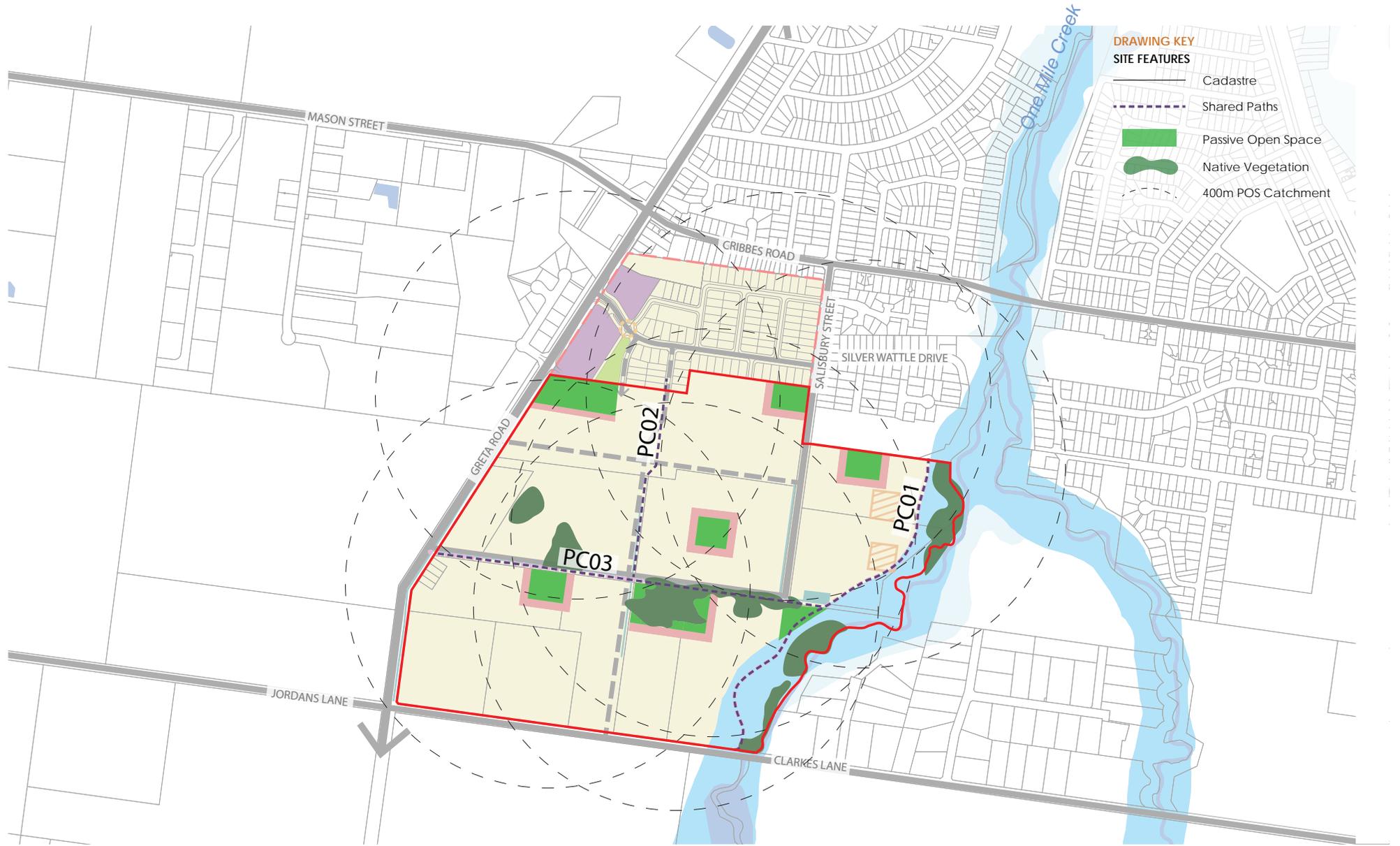
Open Space

The location of the passive open space areas is clearly shown in Figure 4 and the exact area required form each property, and therefore able to be credited, is set out in the detailed property specific land budget.

The WSDCP includes the cost of 2.7 hectares of passive open space and as a result this area has been deducted from the NDA, and therefore contributions are not payable on these areas.

OS01	Purchase of 2.7ha for passive open space.
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Figure 4: Shared Path and Open Space Projects



2.3

Drainage

An overall drainage strategy has been prepared to service the area, the land and construction cost of these projects has been included in the WSDCP and the cost of this infrastructure has been charged equitably across the entire Charge Area.

The following drainage items are included in the WSDCP: -

DR01	South Growth Area Truck Drainage. Construction of major spine drainage system, mainly along Greta Road and the Southern Peripheral Road, to service the South Growth Area. A total of 2,159 lm of pipe is required along with the construction of one bio-retention basin. Total land area required is 0.6 hectares.
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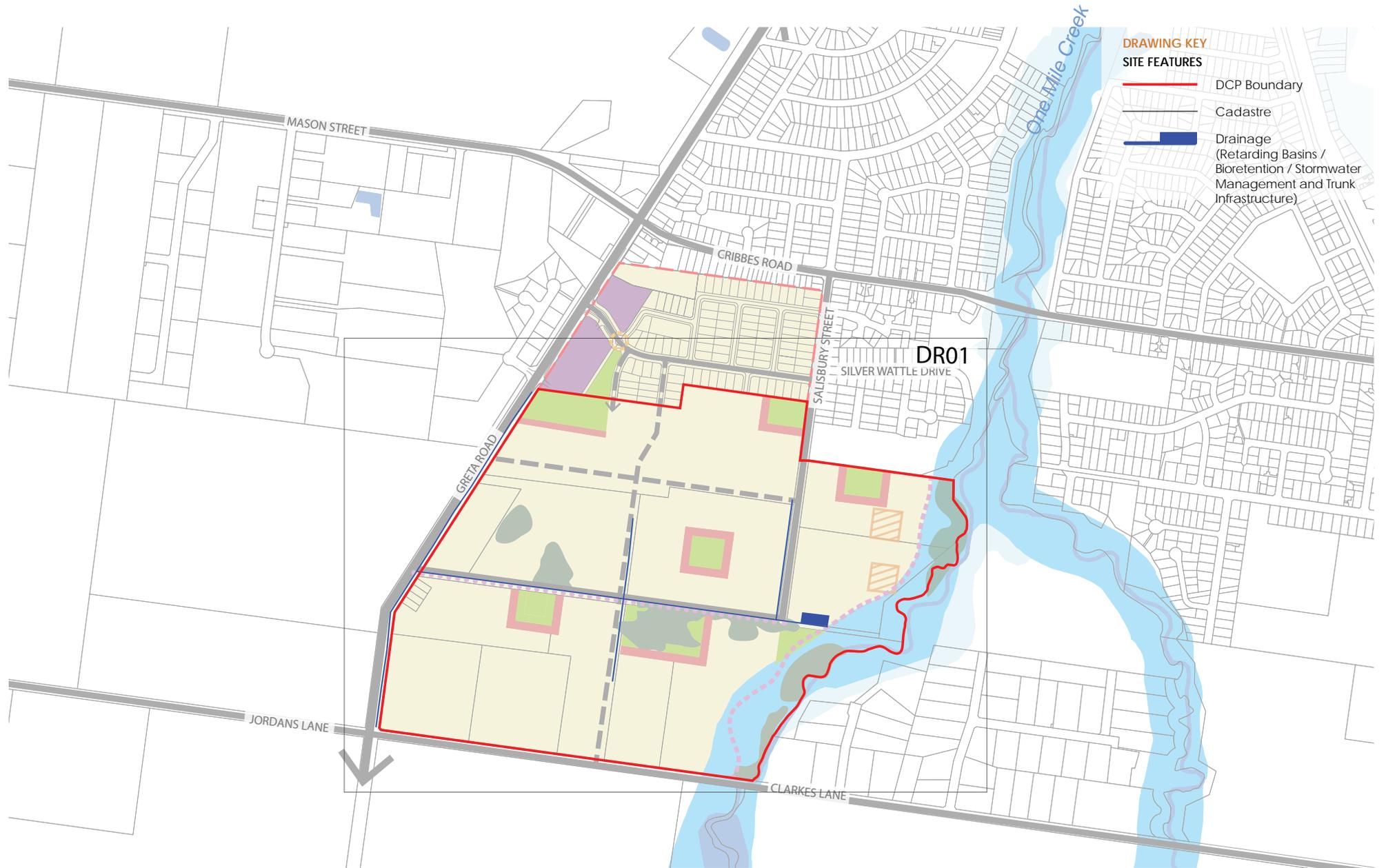
2.4

Planning Costs

The cost of preparing the WSDCP and Structure Plan has been included within the WSDCP.

PL01	Preparation costs for preparing the Wangaratta North West and South Growth Areas Structure Plans and DCPs
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Figure 5: Drainage Infrastructure Projects



3

INTERPRETING THE CALCULATION OF CHARGES TABLES

As noted earlier, Table 2 provides a detailed description of, and strategic justification for, each item included within the WSDCP.

Table 3 – Calculation of Contributions and Table 4 Schedule of Contributions together represent the key component of the WSDCP. This section explains the workings of these tables.

3.1

Calculation of Contributions Table

The first two columns in Table 3 describe each of the infrastructure projects that are included in the WSDCP. They are each assigned a project number and are grouped according to their broad infrastructure category. For each infrastructure project, a land and construction cost, where relevant, is specified. The construction costs are expressed in 2018 dollars and will be indexed annually on 1 July.

The land cost for each project has been determined by applying the valuation data supplied by the Opteon Property Group (June, 2016) and have been indexed by CPI (All Groups Melbourne) to 2018 dollars.

A contingency of 10% of the construction cost has been allocated to all road construction projects and 15% contingency has been applied to all drainage construction projects to cover general contingencies, diversion and reinstatement of other underground services. The detailed construction cost sheets are provided in Appendix 1.

After making adjustments for external usage it is possible to determine the total cost of each infrastructure project that is attributable to the 'main catchment area' (MCA). The MCA is the geographic unit from which a given item of infrastructure will draw most of its usage. The Wangaratta South MCA comprises of a single charge area.

For the purposes of the WSDCP all developable land will contribute funds for identified infrastructure projects.

Development contributions will be gathered on the Net Developable Area as defined for each property identified in Figures 6. The final two columns in Table 3 give, for each infrastructure project, the total number of net developable hectares in the MCA and the contribution per net developable hectare respectively.

It is important to note that the number of net developable hectares for the charge area is based on the land budget provided in Table 5. The per hectare contributions payable will not be amended to respond to minor changes to land budgets that may result from the subdivision design process. In other words, the WSDCP is permanently linked to the Detailed Land Budget set out in Table 5. For the purposes of the WSDCP, the number of developable hectares for the charge area will only change if Council formally amends the Precinct and Detailed Land Budgets and associated tables. Table 5 should be used to determine the number of developable hectares (for DCP purposes) on individual land parcels.

3.2

Schedule of Contributions Table

Whilst Table 2 sets out the per hectare contribution for each infrastructure project in the WSDCP, Table 3 sets out a summary of the per hectare charges for each charge area, broken down into each infrastructure category.

Table 2: Strategic Justification

Project Number	Project Description	Estimated Land Cost as at 2018	Construction Cost as at 2018	Total Cost of Project 2018	Main Catchment Area (MCA) Determination	Indicative Provision Trigger	Strategic Justification
ROADS							
RD01	Construction of Southern Peripheral Road from Salisbury Street end of seal to Greta Road. Total road width is 24m, comprising of an 11.6m pavement and two 2.5m footpaths. The overall road length is 1,150 lm, only 355 lm of which (the Salisbury extension) will be constructed within a 24m road reserve. The remaining 795 lm requires an additional 18m wide reservation from properties immediately north of the existing reservation due to the presence of mature native vegetation within the existing road reserve. A total area of 1.45 hectares is required. A 3m shared path and the drainage infrastructure will be located within the existing 11.5m road reserve.	\$192,959	\$3,840,316	\$4,033,275	The Southern Peripheral Road is integral to the movement network of the Wangaratta South growth area.	As development of adjacent land occurs	The Southern Peripheral Road forms part of the main internal road network within the area, as set out in the Wangaratta South Growth Area Structure Plan Report (2018). The development of the Wangaratta South Growth Area triggers the need to construct this road.
Sub-Total		\$192,959	\$3,840,316	\$4,033,275			
PASSIVE OPEN SPACE							
OS01	Purchase of 2.7 hectares for passive open space.	\$379,527	\$0	\$379,527	This passive open space will service the Wangaratta south growth area.	At time of subdivision	The Wangaratta South Growth Area Structure Plan Report (2018) identifies the need for 2.7 hectares, which is equal to 5% of NDA, to service the needs of the future residents of the Wangaratta South growth area.
Sub-Total		\$379,527	\$0	\$379,527			
OFF-ROAD PEDESTRIAN & CYCLE TRAILS							
PC01	Construction of off-road shared pedestrian and cycle path along One Mile Creek along the extent located within the DCP boundary. No additional land is required. Construction of 3m wide concrete path. Path length 863 lm.	\$0	\$276,261	\$276,261	Pedestrian/cycle network within the closed road reserves will be used by the entire Wangaratta south growth area.	At time of subdivision	This infrastructure project is required to provide pedestrian and cycle access through the Wangaratta South growth area.
PC02	Construction of off-road shared pedestrian and cycle path adjacent to the local north south 16m access street. An additional 0.06ha is required to provide the extra 1.5m width to create the 3m path. Construction of 3m wide concrete path. Path length 423 lm.	\$8,380	\$135,410	\$143,790	Pedestrian/cycle network within the closed road reserves will be used by the entire Wangaratta south growth area.	At time of subdivision	This infrastructure project is required to provide pedestrian and cycle access through the Wangaratta South growth area.

Project Number	Project Description	Estimated Land Cost as at 2018	Construction Cost as at 2018	Total Cost of Project 2018	Main Catchment Area (MCA) Determination	Indicative Provision Trigger	Strategic Justification
PC03	Construction of off-road shared pedestrian and cycle path through the existing road reserve joining Greta Road to One Mile Creek. No additional land is required. Construction of 3m wide concrete path. Path length 888 lm.	\$0	\$284,264	\$284,264	Pedestrian/cycle network within the closed road reserves will be used by the entire Wangaratta south growth area.	At time of subdivision	This infrastructure project is required to provide pedestrian and cycle access through the Wangaratta South growth area.
Sub-Total		\$8,380	\$695,936	\$704,316			
DRAINAGE							
DR01	South Growth Area Truck Drainage. Construction of major spine drainage system, mainly along Greta Road and the Southern Peripheral Road, to service the South Growth Area. A total of 2,159 lm of pipe is required along with the construction of one bio-retention basin. Total land area required is 0.6 hectares.	\$87,994	\$1,263,877	\$1,351,871	This is required to service the drainage requirements of the Wangaratta South growth area area.	As required	This infrastructure project is required to provide for the local drainage requirements of the Wangaratta South growth area.
Sub-Total		\$87,994	\$1,263,877	\$1,351,871			
PLANNING COSTS							
PL01	Preparation costs for preparing the Wangaratta North-West and South Growth Areas Structure Plan and DCP documents.	\$0	\$139,000	\$139,000	Preparation of the Structure Plans and Development Contributions Plans enables the Wangaratta north-west and south growth areas to develop.	Provided	This project is required to facilitate development of the Wangaratta north-west and south growth areas.
Sub-Total		\$0	\$139,000	\$139,000			

Table 3: Calculation of Contributions

Project Number	Project Description	Estimated Land Cost as at 2018	Construction Cost as at 2018	Total Cost of Project 2018	Estimated External Usage/ External Funding %	Total Cost Attributable to Main Catchment Area	Main Catchment Area (MCA)	Development Types Making Contribution	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare 2018
ROADS										
RD01	Construction of Southern Peripheral Road from Salisbury Street end of seal to Greta Road. Total road width is 24m, comprising of an 11.6m pavement and two 2.5m footpaths. The overall road length is 1,150 lm, only 355 lm of which (the Salisbury extension) will be constructed within a 24m road reserve. The remaining 795 lm requires an additional 18m wide reservation from properties immediately north of the existing reservation due to the presence of mature native vegetation within the existing road reserve. A total area of 1.45 hectares is required. A 3m shared path and the drainage infrastructure will be located within the existing 11.5m road reserve.	\$192,959	\$3,840,316	\$4,033,275	0%	\$4,033,275	south	Res	54.24	\$74,364
Sub-Total		\$192,959	\$3,840,316	\$4,033,275		\$4,033,275				
PASSIVE OPEN SPACE										
OS01	Purchase of 2.7 hectares for passive open space.	\$379,527	\$0	\$379,527	0%	\$379,527	south	Res	54.24	\$6,998
Sub-Total		\$379,527	\$0	\$379,527		\$379,527				
OFF-ROAD PEDESTRIAN & CYCLE TRAILS										
PC01	Construction of off-road shared pedestrian and cycle path along One Mile Creek along the extent located within the DCP boundary. No additional land is required. Construction of 3m wide concrete path. Path length 863 lm.	\$0	\$276,261	\$276,261	0%	\$276,261	south	Res	54.24	\$5,094
PC02	Construction of off-road shared pedestrian and cycle path adjacent to the local north south 16m access street. An additional 0.06ha is required to provide the extra 1.5m width to create the 3m path. Construction of 3m wide concrete path. Path length 423 lm.	\$8,380	\$135,410	\$143,790	0%	\$143,790	south	Res	54.24	\$2,651

Project Number	Project Description	Estimated Land Cost as at 2018	Construction Cost as at 2018	Total Cost of Project 2018	Estimated External Usage/ External Funding %	Total Cost Attributable to Main Catchment Area	Main Catchment Area (MCA)	Development Types Making Contribution	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare 2018
PC03	Construction of off-road shared pedestrian and cycle path through the existing road reserve joining Greta Road to One Mile Creek. No additional land is required. Construction of 3m wide concrete path. Path length 888 lm.	\$0	\$284,264	\$284,264	0%	\$284,264	south	Res	54.24	\$5,241
Sub-Total		\$8,380	\$695,936	\$704,316		\$704,316				
DRAINAGE										
DR01	South Growth Area Truck Drainage. Construction of major spine drainage system, mainly along Greta Road and the Southern Peripheral Road, to service the South Growth Area. A total of 2,159 lm of pipe is required along with the construction of one bio-retention basin. Total land area required is 0.6 hectares.	\$87,994	\$1,263,877	\$1,351,871	0%	\$1,351,871	South	Res	54.24	\$24,925
Sub-Total		\$87,994	\$1,263,877	\$1,351,871	\$0	\$1,351,871				
PLANNING COSTS										
PL01	Preparation costs for preparing the Wangaratta North-West and South Growth Areas Structure Plan and DCP documents.	\$0	\$139,000	\$139,000	0%	\$139,000	north west & south growth areas	Res	238	\$584
Sub-Total		\$0	\$139,000	\$139,000		\$139,000				
TOTAL		\$668,861	\$5,939,129	\$6,607,990		\$6,607,990				
TOTAL CHARGE PER NET DEVELOPABLE HECTARE FOR WANGARATTA SOUTHERN GROWTH AREA										\$119,857

Note: PL01 - The cost of preparing the North-West and South Structure Plans and DCPs is shared equally among across both growth areas combined net developable area. Therefore, the WSDCP will fund a total of \$31,655 and the WNWDCP will fund \$107,345.

Table 4: Summary of Charges

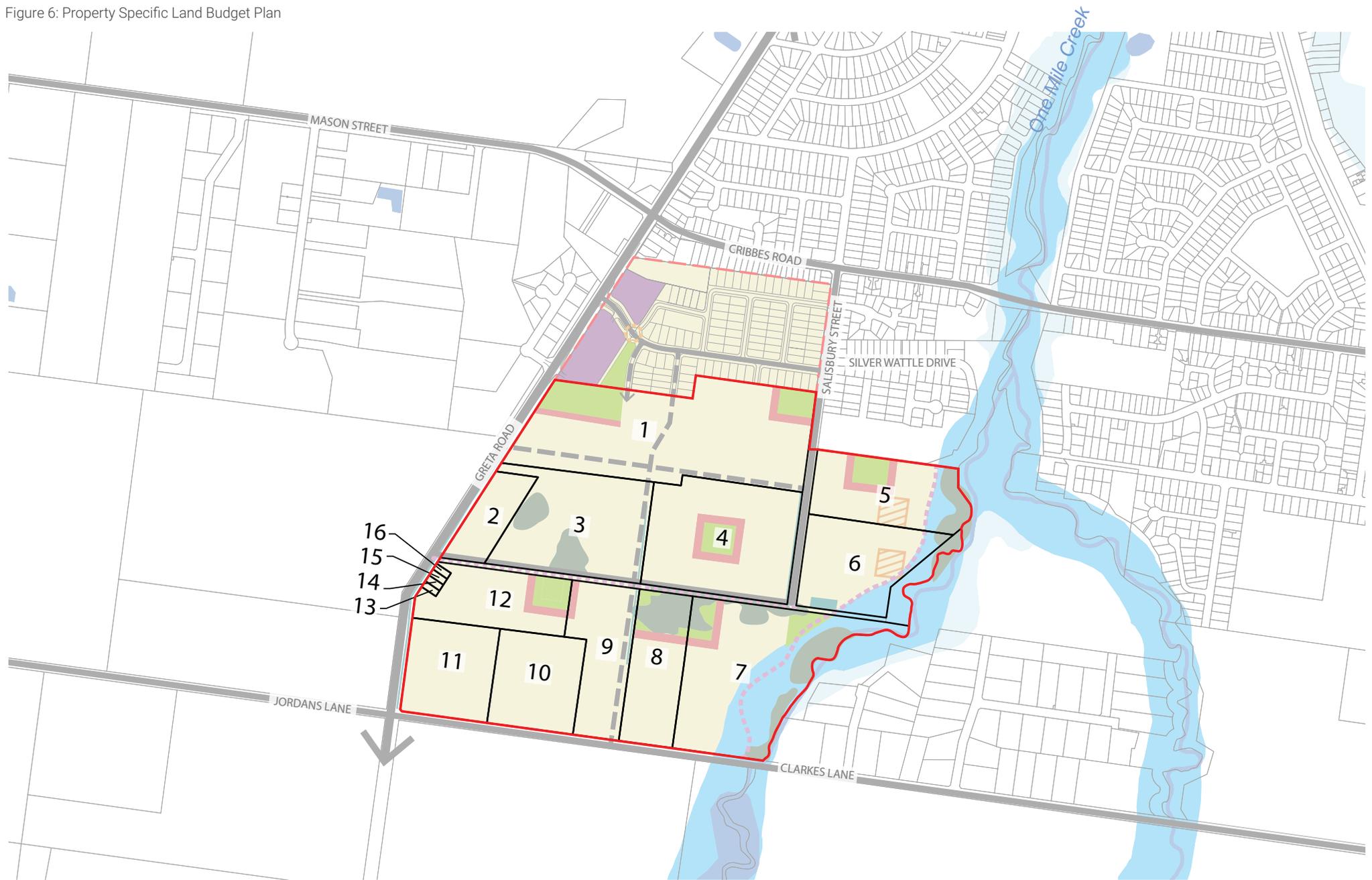
Project Type	Total Cost to Southern Growth Area	Per Ha Rate
ROADS	\$4,033,275	\$74,364
PASSIVE OPEN SPACE	\$379,527	\$6,998
OFF-ROAD PEDESTRIAN & CYCLE TRAILS	\$704,316	\$12,986
DRAINAGE	\$1,351,871	\$24,925
PLANNING COSTS	\$31,655	\$584
Total	\$6,500,644	\$119,857

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Table 5: Property Specific Land Budget

Property Number	Total Area (ha)	ENCUMBERED LAND			TRANSPORT COMMUNITY			OPEN SPACE		TOTAL Net Developable Area (Hectares)	OTHER Commercial Development	TOTAL NET RESIDENTIAL AREA (HECTARES)			RESIDENTIAL DENSITY		
		LSIO/ Flood Overlay	Drainage (Retarding Basin)	Vegetation to be retained	Land for Collector Road	Shared Path	Community Facility	Potential Primary School	Unencumbered Passive Open Space			Commercial Development	Low Density	Medium Density	Standard Density		
Property 1	12.9					0.02			0.50	12.3		12.3			12.3		
Property 2	2.0				0.2					1.8		1.8			1.8		
Property 3	6.9			1.05	0.6	0.04				5.2		5.2			5.2		
Property 4	8.0			1.41	0.6				0.50	5.5		5.5			5.5		
Property 5	4.9	1.0		0.58					0.46	2.8		2.8			2.8		
Property 6	4.9	1.3	0.6	0.06						2.9		2.9			2.9		
Property 7	9.6	4.2		1.91					0.58	3.0		3.0			3.0		
Property 8	4.0			0.96					0.05	3.0		3.0			3.0		
Property 9	4.1			0.03					0.12	3.9		3.9			3.9		
Property 10	4.0									4.0		4.0			4.0		
Property 11	4.1									4.1		4.1			4.1		
Property 12	3.9								0.53	3.4		3.4			3.4		
Property 13	0.6									0.6		0.6			0.6		
Property 14	0.6									0.6		0.6			0.6		
Property 15	0.6									0.6		0.6			0.6		
Property 16	0.6									0.6		0.6			0.6		
TOTAL	71.5	6.5	0.6	6.0	1.4	0.06	0.0	0.0	2.7	54.2	0.0	54.2	0.0	0.0	54.2		

Figure 6: Property Specific Land Budget Plan



4

OPEN SPACE PERCENTAGES AND FUNDING

The WSDCP includes the passive open space that will be set aside within the Structure Plan area to meet the relevant benchmarks such as Clause 56 of the Planning Scheme. To this end, a total of 2.7 hectares, or 5% of net developable area (see Figure 4 and Table 5) of passive open space has been identified. Given this open space is not equally distributed across the various landholdings, the open space is to be equalised through the DCP. That is, each local park nominated in Figure 4 and quantified in Table 5, is identified as an infrastructure item to be funded via the DCP, with landholdings identified as having passive open space in the Wangaratta South Growth Area Structure Plan to be reimbursed or credited for their land contribution via the DCP fund.

Notwithstanding, a passive open space contribution of 5% is also specified in Clause 52.01 for clarity.

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5

WHAT IS DEVELOPABLE LAND

5.1

Net Developable Land

In the WSDCP contributions are payable on all net developable land on any given development site. For the purposes of the WSDCP net developable land is defined as all land with the exception of:-

- > unencumbered passive open space;
- > encumbered land including conservation areas and drainage lines identified in the Structure Plan;
- > existing collector road reservations; and
- > paper roads.

A detailed land budget for the entire WSDCP area is provided in Table 5. The total NDA for the WSDCP is 54.2 hectares.

The area of net developable land on a given land parcel is shown in Figure 2. It should be noted that future plans of subdivision will not be used for calculating net developable areas for the purposes of administering the WSDCP. Development contributions will be payable according to the net developable area shown in the Precinct Land Budget Table 5 irrespective of whether land budget figures are modified as a result of detailed design during the subdivision design process. Table 5 provides the net developable area for each individual land holding within the DCP area.

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6

DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

6.1

Community and Development Infrastructure

In accordance with the Planning and Environment Act (1987) and the Ministerial Direction on Development Contributions, the WSDCP makes a distinction between “development” and “community” infrastructure. Furthermore, the timing of payment of contributions is linked to the type of infrastructure in question.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. For community infrastructure, contributions are to be made by the home-buyer at the time of building approval.

The WSDCP does not contain any infrastructure projects categorised as community infrastructure. All infrastructure projects are considered to be development infrastructure.

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7

DCP ADMINISTRATION

Payment of any development contribution required under the WSDCP must be made not more than 21 days before the issue of a Statement of Compliance but no later than the issue of a Statement of Compliance. Council may agree to the payment of a development contribution after the issue of a statement of compliance if an agreement under section 173 of the Planning and Environment Act (or other acceptable form of agreement) is executed and registered on the Title to the Land prior to the issue of a Statement of Compliance. However, where no planning permit is required, the development contribution levy is to be paid prior to the issue of a Building Permit.

In accordance with section 62(2)(e) of the Planning and Environment Act 1987, the compensation payable for any developable land included within the WSDCP that is required by the Rural City of Wangaratta Council for an infrastructure project identified in the WSDCP (incorporated plan) is fixed at the rate set in the DCP. The fixed land values may only be adjusted annually in July for rises in the CPI (All Groups Melbourne) between July 2018 and the date on which the owner is to be credited for provision of land required by the DCP.

7.1

Works In Kind

For some infrastructure projects, it may be possible for developers to carry out works or provide land in lieu of making a cash contribution. However, this will only be possible where the Collecting Agency and Development Agency agrees to this and there is agreement reached on the standard and timing of the works.

When a developer opts to physically provide an infrastructure item, the situation may arise where the developer delivers works and/or land with a value that exceeds that specific developers DCP liability. For example, an early-stage developer may be required to construct a large segment of the central collector road. In such a case the developer may be entitled to credits on other projects in the WSDCP to the extent that they “over-contributed”, i.e. the cost of the length of road that the developer built exceeded their liability under the DCP, on the central collector road. Alternatively, a developer may seek a cash reimbursement for the amount “over contributed”. It is important to note that the amount referred to as an “over contribution” is the value of the of the DCP project being provided as works and/or land in Kind, as specified in the DCP, that exceeds the particular property/ies DCP liability. An implementation strategy has been included in Part 8 of the WSDCP to assist with administration of the WSDCP into the future.

The details of credits and reimbursements will need to be negotiated with, and agreed to by the Collecting Agency on a case-by-case basis.

7.2

Credit for Over Provision

Where the Collecting Agency agrees that a development proponent can deliver an infrastructure item (either works and/or land) as an in kind contribution, the situation may arise where the developer’s actual contractual liabilities exceed the amounts provided for in the WSDCP for the individual project. Unless the arrangement with the relevant Collecting Agency allows for it, the actual cost of the project over the amount specified in the WSDCP is not creditable to the development proponent.

7.3

Funds Administration

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

- > amount and timing of funds collected;
- > the source of funds collected;
- > amount and timing of expenditure;
- > the purpose for which the expenditure was made;
- > the account balances for individual infrastructure projects; and
- > all transactions will be clearly identified in Council records and kept in accordance with the Local Government Act 1989.

The WSDCP will operate for a period of 10 years, at which time it will be reviewed. It is expected that most infrastructure projects in the current DCP will be rolled-over into a subsequent DCP.

Indexation

Both the capital and land costs of all infrastructure items are in 2018 dollars and will be indexed by Council annually in July for inflation. The land value for all infrastructure projects is fixed at the rates set in the DCP.

Table 6 below sets out the indexation method to be applied to the respective infrastructure categories.

Table 6: Indexation and Timing

Infrastructure Type	Method of Indexation	Timing of Indexation
Roads, drainage and shared paths	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries)	July 1
Land	Consumer Price Index (All Groups Melbourne)	July 1

7.4

Type of Development that is Subject to the Levy

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

7.5

Collecting Agency

The collecting agency is the Rural City of Wangaratta.

7.6

Agency Responsible for Works

The Rural City of Wangaratta is responsible for the provision of the works funded by the WSDCP except as otherwise stated.

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8

IMPLEMENTATION STRATEGY

As set out at the beginning of this document, the primary purpose of the WSDCP is to ensure that the necessary infrastructure is delivered in a timely and efficient way. This section provides further details regarding how the Collecting Agency intends to implement the WSDCP. 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 WSDCP to all parties.

8.1

Implementation Strategy Rationale

This Implementation Strategy has been incorporated into the WSDCP 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 proponents and the community. The Implementation Strategy has been formulated by:

- > Assessing the risk posed by the infrastructure projects (identifying high risk items);
- > Having regard to the development context;
- > Assessing the need for finance requirements – upfront financing and pooling of funds;
- > Agreeing the land value and indexing it appropriately;
- > Seeking direct delivery of infrastructure and land by development proponents where appropriate;
- > 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, and
- > Providing adequate resources to administer the DCP.

8.2

Preferred Implementation Mechanism

Under Section 46P of the Planning and Environment Act 1987, 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 payable. This can be agreed with the Collecting Agency before or after the application for the permit is made or before or after the development is carried out.

To co-ordinate the provision of infrastructure this section sets out an implementation strategy which identifies projects suitable for delivery as works in kind.

8.2.1 Allocation of Projects Suitable for Delivery as Works in Kind

The purpose of this section is to provide an indication of which infrastructure items may be provided by developers, the value of the credit that the developer will receive and the method by which the developer will be reimbursed for these credits. By allowing developers to provide infrastructure in return for credits against their development contribution obligation, there is a reduction in the funding risk to the Collecting Agency while developers are given greater flexibility, certainty and control over the roll-out of infrastructure within or proximate to their development area.

To assist Council in the coordinated delivery of the WSDCP projects, Table 7 lists the projects suitable to be delivered as works in kind.

Developers are required to discuss and come to an agreement with the relevant Collecting Agency as to the potential for provision of works and land to offset their development contribution. A key objective is to ensure that the timing of infrastructure delivery matches the timing of development

It is envisaged, that the Implementation Strategy will be revised over time to take into account change in ownership, development fronts and potential changes to infrastructure projects.

8.2.2 Projects not Suitable for Delivery as Works in Kind

In some instances, due to land fragmentation combined with small NDA areas and therefore small WSDCP liabilities there are some projects that may not be able to be delivered directly as works in kind. In this instance, the Collecting Agency would collect the WSDCP cash payments and the Development Agency would be responsible for delivering particular projects.

Table 7: Projects suitable to be delivered as works in kind

RD01	Construction of Southern Peripheral Road from Salisbury Street end of seal to Greta Road. Total road width is 24m, comprising of an 11.6m pavement and two 2.5m footpaths. The overall road length is 1,150 lm, only 355 lm of which (the Salisbury extension) will be constructed within a 24m road reserve. The remaining 795 lm requires an additional 18m wide reservation from properties immediately north of the existing reservation due to the presence of mature native vegetation within the existing road reserve. A total area of 1.45 hectares is required. A 3m shared path and the drainage infrastructure will be located within the existing 11.5m road reserve.
OS01	Purchase of 2.7 hectares for passive open space.
PC01	Construction of off-road shared pedestrian and cycle path along One Mile Creek along the extent located within the DCP boundary. Construction of 3m wide concrete path. Path length 863 lm.
PC02	Construction of off-road shared pedestrian and cycle path adjacent to the local north south road. Construction of 3m wide concrete path. Path length 423 lm.
PC03	Construction of off-road shared pedestrian and cycle path through the existing road reserve joining Greta Road to One Mile Creek. Construction of 3m wide concrete path. Path length 888 lm.
DR01	South Growth Area Truck Drainage. Construction of major spine drainage system, mainly along Greta Road and the Southern Peripheral Road, to service the Southern Growth Area. A total of 2,159 lm of pipe is required along with the construction of one bio-retention basin. Total land are required is 0.6 hectares.

Appendices

Wangaratta South Development Contribution Plans
SCHEDULE OF QUANTITIES
Growth Area Projects
Post Panel - Updated Road and Intersection Costs
RD01

Project ID	RD01	Date	August, 2018
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Project Description *Construction of Southern Peripheral Road from Salisbury Street to end of seal.*

Road Length is 1150 linear metres

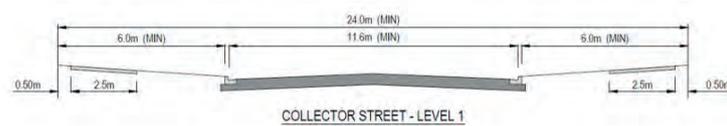
Kerb and Channel on both sides of the road

Construction of a 3 way intersection included

Collector 1 Road comprises of (and as shown in the diagram below):

- Total Road width is 24 m
- 11.6 m pavement (road)
- Two 3.5 m verges (containing minor drainage)
- Two 2.5 m shared paths

Road Construction: Collector 1 Standard (in accordance with the IDM)



DCP Cost (excluding GST)	\$3,473,010	Project Apportionment	100% of the works as described above
			No change in scope or cost of project (from previous figures – March, 2017)
Project Cost	\$3,473,010	Comments:	No change to current costings
			Full project cost are the same as the DCP Costs

THIS SCHEDULE OF QUANTITIES **MUST** BE READ IN CONJUNCTION WITH THE DESIGN PLANS. ALL CONTRACTORS MUST VERIFY THE QUANTITIES AND SUBMISSION OF A TENDER WILL BE TAKEN AS CONFIRMATION THAT THEY ARE SATISFIED AS TO THEIR ACCURACY.

ITEM	DESCRIPTION	QTY	UNIT	RATE	AMOUNT
1	SITE ESTABLISHMENT Ensure that all residents affected by the work are given at least seven days notice of commencement, asked to remove any private materials from their frontages, and warned that vehicle access to their property may become temporarily unavailable at times during the construction period. Provide all necessary site facilities including first aid equipment and obtain all relevant insurances and permits. Ensure that OH&S requirements are satisfied before work begins, and that the site is secured at the end of each day.		Item	\$11,500	\$11,500
2	TRAFFIC CONTROL Develop, obtain all necessary permits from the relevant authorities for, and implement an appropriate traffic management plan. Note that the Tenderer will be required to act as the Works Manager within the meaning of the Road Management Act 2004.		Item	\$3,500	\$ 3,500
3	SITE PREPARATION Remove and store topsoil adjacent to the site. After each section of the work has been completed, restore the profile of the nature strip, replace the topsoil, then reseed or replant all disturbed areas. After completing the works, remove and dispose of all debris and surplus material from the site.		Item	\$2,300	\$ 2,300
4	SERVICE LOCATION Establish the location and, where appropriate, the depth of all services, obtain any necessary permits to undertake the works, and ensure that any required procedures and clearances are maintained at all times.		Item	\$1,200	\$1,200
5	EARTHWORKS				
6	PAVEMENT CONSTRUCTION				
6.1	Excavate as required for pavement and kerb to a depth of 400 mm	5,336	m3	\$ 20	\$106,720
6.2	Scarify the exposed subgrade and compact to 95% MMDD	11,339	m2	\$5	\$56,695
6.3	Remove any soft areas and replace with Class 3 FCR @ 95% MMDD	171	m3	\$115	\$ 19,665
6.4	Stabilise top 200mm of subgrade with quicklime or hydrated lime and potable wa-ter	400	m3	\$45	\$ 18,009
6.5		0	m3		
6.6	Supply, spread and consolidate 260mm deep Class 3 FCR @ 95% MMDD	3,468	m3	\$ 115	\$398,866
6.7	Supply, spread and consolidate 100mm deep Class 2 FCR @ 98% MMDD	1,334	m3	\$125	\$ 166,750
6.8	Prepare and prime surface and apply 40mm Type N Asphalt	13,340	m2	\$ 60	\$800,400
7	SHOULDER CONSTRUCTION				
8	ROUNABOUT CONSTRUCTION				
9	3-WAY INTERSECTIONS				
9.1	Excavate as required to a depth of 400 mm	398	m3	\$ 20	\$7,960
9.2	Scarify the exposed subgrade and compact to 95% MMDD	847	m2	\$ 5	\$4,235
9.3	Remove any soft areas and replace with Class 3 FCR @ 95% MMDD	13	m3	\$ 115	\$1,495
9.4	Stabilise 200mm of subgrade with quicklime or hydrated lime and potable water	30	m3	\$45	\$1,350
9.5	Supply, spread and consolidate 250mm deep Class 3 FCR @ 95% MMDD	211	m3	\$115	\$24,265
9.6	Supply, spread and consolidate 100mm deep Class 2 FCR @ 98% MMDD	84	m3	\$125	\$10,500
9.7	Construct Type SM2 kerb and channel [IDM SD 100]	34	m	\$85	\$2,890
9.8	Prepare and prime surface and apply 50mm Type N Asphalt	996	m2	\$75	\$74,700
10	4-WAY INTERSECTIONS				

11	FOOTPATH				
11	SHARED PATHS				
11.1	Excavate as required for shared path to a depth of 175mm	1,006	m3	\$20	\$20,125
11.2	Scarify the exposed subgrade and compact to 95% MMDD	5,750	m2	\$5	\$28,750
11.3	Remove any soft areas and replace with Class 3 FCR @ 95% MMDD	87	m3	\$115	\$10,005
11.4	Supply, spread and consolidate 50mm deep Class 3 FCR @ 95% MMDD	1,150	m3	\$115	\$132,250
11.5	Construct 125mm [25MPa] RC path with one layer SL72 Mesh	5,750	m2	\$80	\$460,000
12	KERB AND CHANNEL				
12.1	Excavate the base for the new kerb and channel to the required depth	77	m3	\$ 20	\$1,540
12.2	Supply, spread and consolidate Class 3 FCR to 75mm compacted depth	77	m3	\$115	\$8,855
12.3	Construct Type B2 kerb and channel [IDM SD 100]	2,300	m	\$65	\$149,500
12.4	Supply and install 450Ø RC pipe behind kerb @ max depth 1.5m [IDM SD310]	1,150	m	\$175	\$201,250
12.5	Supply and install 375Ø RC pipe under road @ max depth 1.5m [IDM SD 310]	249	m	\$200	\$49,800
12.6	Supply and install 100Ø agricultural drain with filter [IDM SD145]	2,300	m	\$25	\$57,500
12.7	Construct new 900 x 600 side entry pits @ max depth 1.5m	28	unit	\$2,200	\$61,600
13	PIPE CULVERTS				
14	MINOR BOX CULVERTS				
14	MAJOR CULVERTS				
15	BRIDGE				
				SUB-TOTAL	\$2,894,175
				DESIGN AND PM	\$289,418
				CONTINGENCIES	\$289,418
				TOTAL (EXCL. GST)	\$3,473,010
				GST	\$347,301
				TOTAL (INCL. GST)	\$3,820,311

SCHEDULE OF QUANTITIES

PROJECT: Main Drainage Scheme - Southern Growth Area

DATE: 18-January-2017

THIS SCHEDULE OF QUANTITIES MUST BE READ IN CONJUNCTION WITH THE DESIGN PLANS. ALL CONTRACTORS MUST VERIFY THE QUANTITIES AND SUBMISSION OF A TENDER WILL BE TAKEN AS CONFIRMATION THAT THEY ARE SATISFIED AS TO THEIR ACCURACY.

ITEM	DESCRIPTION					UNIT					AMOUNT
1	SITE ESTABLISHMENT										
	Contact residents affected by the project at least one week before the works begin, ask them to remove any private materials from their frontages, and where appropriate, warn them that vehicular access to their property will become unavailable at times during the construction period. Provide all necessary site facilities including first aid equipment and obtain all relevant insurances and permits. Prepare and submit an OHS Coordination Plan and an Environmental Management Plan for approval. Ensure that all OHS requirements are satisfied before work begins, and that the site is secured at the end of each day.					Item	\$10,818				\$ 10,817.50
2	TRAFFIC CONTROL										
	Develop, obtain all necessary permits from the relevant authorities for, and implement an approved Traffic Management Plan. Note that the Tenderer will be required to act as the Works Manager within the meaning of the Road Management Act 2004.					Item	\$4,510				\$ 4,510.00
3	SITE PREPARATION										
	Remove and store topsoil adjacent to the site. After each section of the work has been completed, restore the profile of the nature strip, replace the topsoil, then reseed or replant all disturbed areas. After completing the works, remove and dispose of all debris and surplus material from the site.					Item	\$6,578				\$ 6,577.50
4	SERVICE LOCATION										
	Establish the location and, where appropriate, the depth of services, obtain any necessary permits to undertake the works, and ensure that any required procedures and clearances are maintained at all times.					Item	\$2,188				\$ 2,187.50
5	EARTHWORKS										
5.1	Remove and stockpile existing granular materials as directed										
5.2	Excavate to subgrade level and store or remove material as directed										
5.3	Recover, place and compact stored material in 200mm layers to 95% MMDD										
5.4	Supply, place and compact approved clean fill in 200mm layers to 95% MMDD										
5.5	Construct, clean and regulate swale drains where specified										
5.6	Supply and install beaching rock as directed										
6	PIPELINES [Installed as per drawings and specifications]										
		STD		FCR			STD		FCR		
		1.8m	More	1.8m	More		1.8m	More	1.8m	More	
6.01	Supply and install 375Ø reinforced concrete pipes (Class 2 RRJ)	0	80	0	0	m	\$140	\$210	\$225	\$380	\$ 16,800.00
6.02	Supply and install 450Ø reinforced concrete pipes (Class 2 RRJ)	170	0	0	0	m	\$155	\$225	\$240	\$395	\$ 26,350.00
6.03	Supply and install 525Ø reinforced concrete pipes (Class 2 RRJ)	260	160	0	0	m	\$185	\$270	\$285	\$470	\$ 91,300.00
6.04	Supply and install 600Ø reinforced concrete pipes (Class 2 RRJ)	250	80	0	0	m	\$215	\$300	\$315	\$500	\$ 77,750.00
6.05	Supply and install 675Ø reinforced concrete pipes (Class 2 RRJ)	185	0	0	0	m	\$255	\$355	\$375	\$590	\$ 47,175.00
6.06	Supply and install 750Ø reinforced concrete pipes (Class 2 RRJ)	185	0	0	0	m	\$295	\$395	\$415	\$630	\$ 54,575.00
6.07	Supply and install 825Ø reinforced concrete pipes (Class 2 RRJ)	185	0	0	0	m	\$360	\$475	\$495	\$745	\$ 66,600.00
6.08	Supply and install 900Ø reinforced concrete pipes (Class 2 RRJ)	340	0	0	0	m	\$410	\$525	\$545	\$795	\$ 139,400.00
6.09	Supply and install 1050Ø reinforced concrete pipes (Class 2 RRJ)	248	0	15	0	m	\$520	\$660	\$690	\$1,000	\$ 139,050.00

ITEM	DESCRIPTION				UNIT				AMOUNT
18	SURFACE REINSTATEMENT								
18.01	Spread and lightly consolidate 75mm deep topsoil on trench surfaces	2,252			m2	\$1.88			\$ 4,222.97
18.02	Apply hydraseed to exposed trench, basin and bank surfaces as directed	2,252			m2	\$1.50			\$ 3,378.38
18.03	Supply, spread and consolidate 150mm deep Class 3 FCR @ 95% MMDD	32			m2	\$17.25			\$ 543.38
18.04	Supply, spread and consolidate 150mm deep Class 2 FCR @ 98% MMDD	32			m2	\$37.50			\$ 1,181.25
18.05									
18.06									
18.07									
18.08	Prepare, prime and seal road/path surface with 40mm Type N Asphalt	32			m2	\$60.00			\$ 1,890.00
18.09									
18.10									
18.11									
18.12									
18.13									
18.14									
18.15	Reinstate line-marking to VicRoads specifications	40			m	\$2.00			\$ 80.00
SUB-TOTAL									\$ 993,907.47
SERVICE DIVERSION									5%
CONTINGENCIES									10%
TOTAL (EXCL. GST)									\$ 1,142,993.59
GST									\$ 114,299.36
TOTAL (INCL. GST)									\$ 1,257,292.95

