

# Shepparton North East

## Development Contributions Plan

February ~~July~~ 2018



GREATER  
SHEPPARTON



**vpa**  
Victorian Planning Authority



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The following table 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

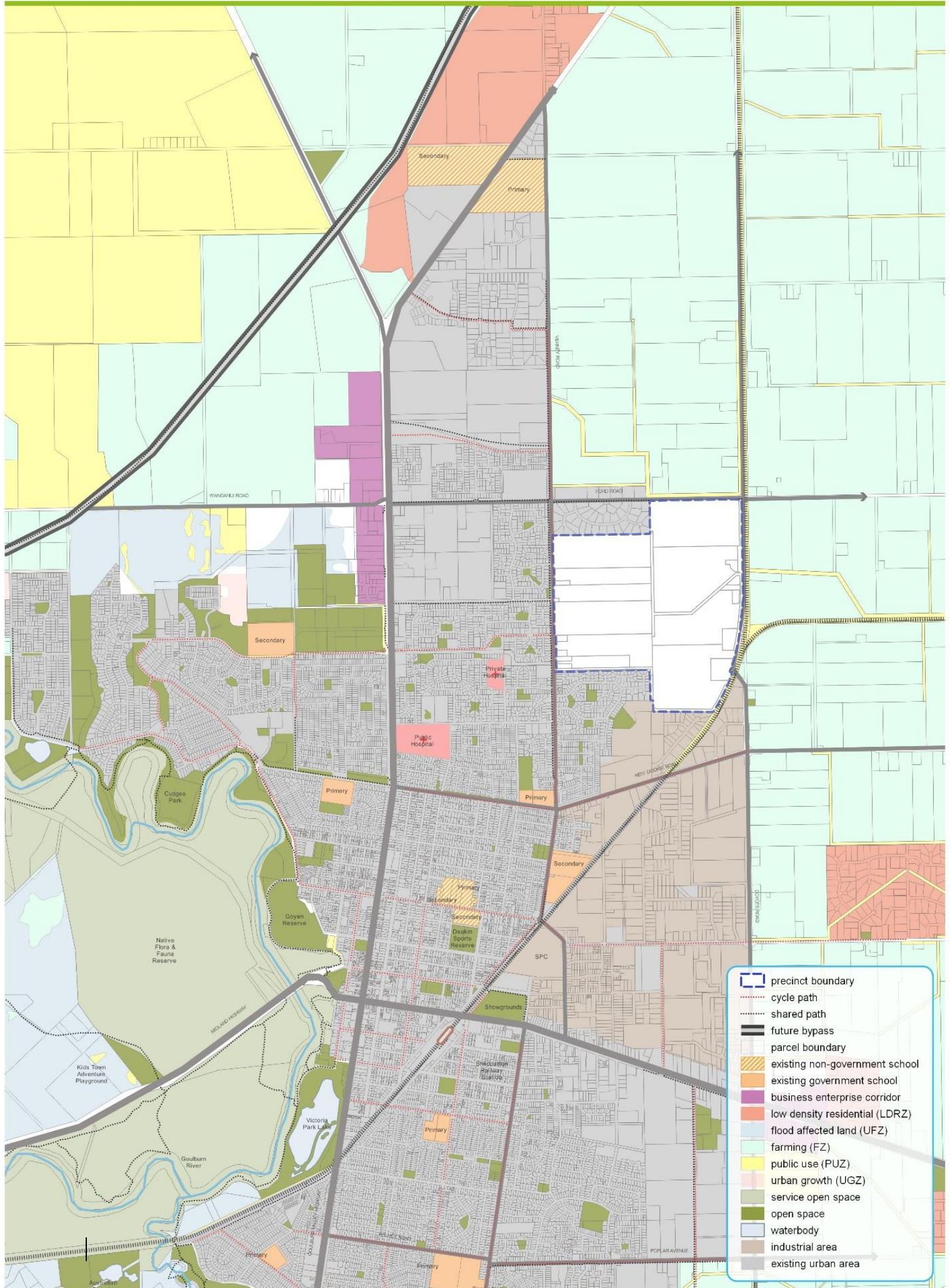
SUMMARY: NET DEVELOPABLE AREA (NDA) BY CHARGE AREA			
CHARGE AREA	TOTAL COST OF CONTRIBUTION	NET DEVELOPABLE HECTARES WITHIN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
Residential	<del>\$25,630,988</del> \$38,319,360	<del>146.51</del> 144.83	<del>\$174,944</del> \$264,588

SUMMARY: DEVELOPMENT INFRASTRUCTURE LEVY (APPORTIONED TO MCA)		
PROJECTS	TOTAL COST OF PROJECTS	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
<b>RESIDENTIAL</b>		
Transport	<del>\$6,805,953</del> \$9,324,659	<del>\$46,454</del> \$64,385
Community facilities	<del>\$3,975,440</del> \$728,699	<del>\$27,134</del> \$5,032
Open space	<del>\$5,401,000</del> \$8,522,235	<del>\$36,865</del> \$58,844
Drainage	<del>\$9,211,355</del> \$19,536,727	<del>\$62,872</del> \$134,898
Strategic planning	<del>\$237,240</del> \$207,040	<del>\$1,619</del> \$1,430
TOTAL	<del>\$25,630,988</del> \$38,319,360	<del>\$174,944</del> \$264,588

SUMMARY: BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY (APPORTIONED TO MCA)		
PROJECTS	TOTAL COST OF PROJECTS	CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)
<b>RESIDENTIAL</b>		
Land	<del>\$3,394,000</del> \$4,095,761	<del>\$23,103</del> \$28,280
Construction	<del>\$21,999,748</del> \$34,016,559	<del>\$149,750</del> \$234,878
Strategic planning	<del>\$237,240</del> \$207,040	<del>\$1,619</del> \$1,430
TOTAL	<del>\$25,630,988</del> \$38,319,360	<del>\$174,944</del> \$264,588

SUMMARY: COMMUNITY INFRASTRUCTURE LEVY		
	ESTIMATED DWELLINGS	ESTIMATED TOTAL CONTRIBUTION
CAPPED AT \$1,150 PER DWELLING	<u>1,465,448</u>	<u>\$1,684,750</u> <del>\$1,476,271</del>

SUMMARY: TOTAL ESTIMATED PROJECT COST AGAINST LEVIES COLLECTED			
LEVY	TOTAL COST OF PROJECTS	TOTAL COLLECTED VIA LEVIES	PERCENTAGE TOTAL COLLECTED BY LEVIES
Development infrastructure levy	<u>\$25,630,988</u> <del>\$38,319,360</del>	<u>\$25,630,988</u> <del>\$38,319,360</del>	100%
Community infrastructure levy	<u>\$1,684,750</u> <del>\$1,476,271</del>	<u>\$1,684,750</u> <del>\$1,476,271</del>	100%
TOTAL	<u>\$27,315,738</u> <del>\$39,795,631</del>	<u>\$27,315,738</u> <del>\$39,795,631</del>	100%







# 1 INTRODUCTION

The Shepparton North East Development Contributions Plan (~~"the DCP"~~) has been prepared by the Victorian Planning Authority (VPA) in partnership with Greater Shepparton City Council and with the assistance of government agencies, service authorities and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the precinct can be provided with timely access to infrastructure and services 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 ~~that~~ 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 five parts:

<p>PART 1 – STRATEGIC BASIS</p> <p>Part 1 clearly explains the strategic basis for the DCP.</p>
<p>PART 2 – JUSTIFICATION</p> <p>Part 2 provides justification for the various infrastructure projects included in the DCP.</p>
<p>PART 3 – CALCULATION OF CONTRIBUTIONS</p> <p>Part 3 sets out how the development contributions are calculated and costs apportioned.</p>
<p>PART 4 – ADMINISTRATION</p> <p>Part 4 focuses on administration of the DCP.</p>
<p>PART 5 – IMPLEMENTATION</p> <p>Part 5 focuses on implementation of the DCP.</p>

The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Greater Shepparton Planning Scheme
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2008)
- *Infrastructure Design Manual* (Local Government Infrastructure Design Association, ~~2017~~)
- *Shepparton North East 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.

- |  |                          |                                 |
|--|--------------------------|---------------------------------|
| precinct boundary                                    | uncredited open space    | existing road                   |
| main catchment area - residential                    | credited open space      | connector street - boulevard    |
| local convenience centre                             | residential              | local access street             |
| existing & potential expansion government school     | railway line             | <b>alternative road layout*</b> |
| existing & potential expansion non-government school | existing urban area      | connector street                |
| community facilities                                 | existing industrial area | connector street - boulevard    |
| retarding basin                                      | non-urban area           | potential roundabout            |
|  | connector street         |                                 |

\* to be determined  
This option may result in the removal of the currently shown intersection onto Grahamvale Road



## 1.1 **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 Greater Shepparton Planning Scheme. It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Plan Guidelines.

The DCP provides for the charging of a ~~D~~development ~~I~~nfrastructure ~~L~~evy (~~DIL~~) pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a ~~C~~ommunity ~~I~~nfrastructure ~~L~~evy (~~CIL~~) pursuant to section 46J(b) of the Act as some items are classified as community infrastructure by reference to the Act, the Ministerial Direction on development contributions plans and the Development Contributions Plan Guidelines.

The DCP forms part of the Greater Shepparton Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Greater Shepparton Planning Scheme. The DCP is implemented in the Greater Shepparton Planning Scheme through Schedule 4 to the Development Contributions Plan Overlay (DCPO4) that applies to the 'DCP area' illustrated on Plan 2.

## 1.2 **Shepparton North East Precinct Structure Plan**

Shepparton has been experiencing and planning for urban growth for many years. The *Greater Shepparton 2030 Strategy (2006)* describes the long-term population growth forecasts and sets a strategic direction for where new houses for this increased population will be most appropriately delivered; this direction was reviewed and further refined through the preparation of the *Shepparton North East Precinct Structure Plan (PSP)*. ~~Precinct Structure Plan (PSP).~~

The PSP identifies approximately 177 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 ~~for Shepparton North East~~ as described in the PSP.

The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP.

Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

The PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

## 1.3 **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 2; this area is known as the main catchment area (MCA). The area is ~~also shown on~~ identified as DCPO4 in the Greater Shepparton 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 requirements, an existing local DCP, an agreement under Section 173 of the Act, or as a condition on an existing planning permit.

## 1.4 Infrastructure items included in the Development Contributions Plan

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

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

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

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

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

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

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

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

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

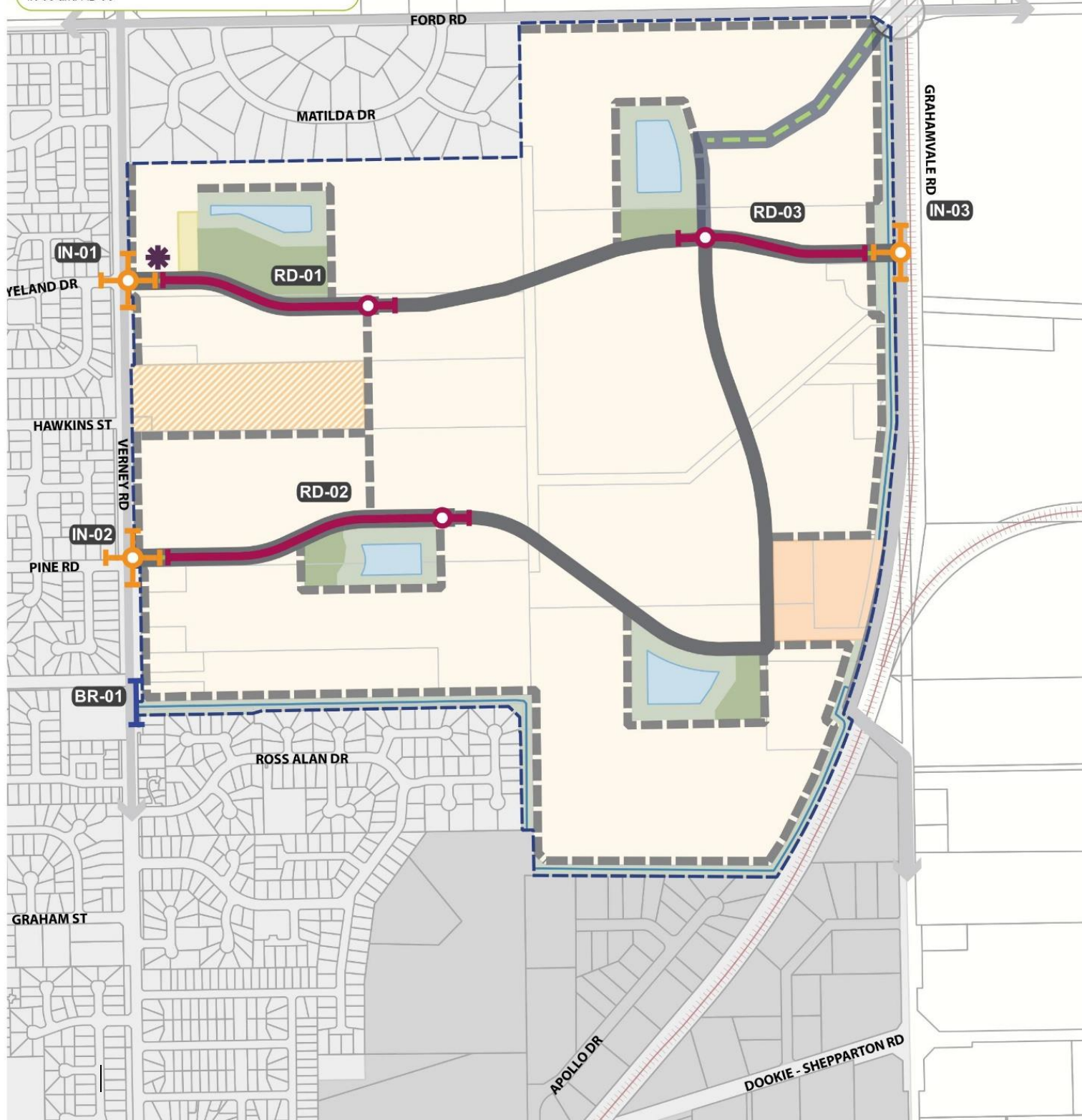
## 1.6 **Related infrastructure agreements**

A number of additional infrastructure agreements may relate to the precinct area. These include the Greater Shepparton City Council Development Contributions Plan Levy, associated Section 173 agreements of the Planning and Environment Act 1987 that have been entered into and relevant capital works programs.



- DCP boundary
- bridge project
- road project
- intersection project
- DCP project identification number
- alternative road layout\***
  - connector street
  - connector street - boulevard
  - potential roundabout

\* to be determined  
This option may result in the removal of the currently shown IN-03 and RD-03





## 2 INFRASTRUCTURE PROJECT JUSTIFICATION

### 2.1 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 – Roads
  - IT – Intersections
  - BR – Bridges & culverts
- Community facility projects
  - CI – Community facilities
- Open space projects
  - OS – Open space
- Drainage projects
  - RB – Retarding basins & piped drains

#### 2.1.1 Transport projects

The PSP outlines an expanded urban structure intended to support the future residential growth of Shepparton North East, including connector streets, and local streets on a grid adjusted to meet the existing constraints of the area.

Where the precinct requires a new or upgraded intersection with the existing road network, the costs associated with that intersection have been included in the DCP.

Typically, arterial road widening and carriageway upgrades or construction are included in a DCP; however, a traffic impact assessment report (Traffic Works Pty Ltd, September 2014) undertaken as part of the preparation of the PSP indicates that additional capacity is not required on the arterial road network and upgrade projects have not been included in the DCP.

While the delivery of the connector street network would typically be considered developer works (and not funded via a DCP), the DCP will make a contribution to the total funds needed available to ensure that the connector street network can be efficiently and equitably delivered. The fragmented nature of land parcels in the precinct means that without the DCP delivering a portion of the connector street network the cost of infrastructure delivery would be inequitably borne by some developers.

The DCP will make funds available for the construction of a pedestrian bridge for a shared path crossing over Goulburn–Murray Water Drain 3 on the east side of Verney Road. The path extension is required to connect the new residential area to the existing shared path network.

The transport projects include:

- Construction of controlled intersections with the existing road network bordering the precinct and associated works including bridge or culvert works across waterways
- Connections between the new development and the existing shared-path network
- Road construction listed in the DCP and consistent with the relevant cross-sections outlined in the PSP.

These projects are shown in Plan 3 and described in Table 2.

**Table 2:** Transport projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	MCA CONTRIBUTING	HECTARES CONTRIBUTING	INDICATIVE PROVISION TRIGGER	SUITABLE FOR POTENTIAL WORKS-IN-KIND DELIVERY
ROADS					
RD-01	<b>Ryeland Drive (West): Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land ( <del>68</del> metre width) to facilitate construction within a <u>3034</u> metre road reserve (ultimate standard contribution only).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes
RD-02	<b>Pine Road: Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land ( <del>68</del> metre width) to facilitate construction within a <u>3034</u> metre road reserve (ultimate standard contribution only).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes
RD-03	<b>Ryeland Drive (East): Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land ( <del>68</del> metre width) to facilitate construction within a <u>3034</u> metre road reserve (ultimate standard contribution only).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes
RD-04	<del><b>Ford Road: Widening</b> Purchase of land to facilitate the widening of the existing Ford Road reserve to the south.</del>	Residential	144.83	<del>As required by traffic/access demand.</del>	<del>Yes</del>
INTERSECTIONS					
IN-01	<b>Ryeland Drive and Verney Road (Access A):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes
IN-02	<b>Pine Road and Verney Road (Access D):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes
IN-03	<b>Ryeland Drive and Grahamvale Road (Access C):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	Residential	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	MCA CONTRIBUTING	HECTARES CONTRIBUTING	INDICATIVE PROVISION TRIGGER	SUITABLE FOR POTENTIAL WORKS-IN-KIND DELIVERY
IN-04	<del>Ford Road and north-south key local access street (Access B):</del> Purchase of land for intersection and construction of arterial to local access street T-intersection (ultimate standard).	Residential	144.83	As required by traffic/access demand.	Yes
BRIDGES					
BR-01	<b>Shared path bridge</b> <b>Construction of a shared path bridge over G-MW Drain 3</b> at Verney Road (east side) adjacent to the precinct boundary (ultimate standard).	Residential & Employment	<u>146.51</u> 144.83	As required by traffic/access demand.	Yes



- precinct boundary
- community facility projects
- local park
- district park
- DCP project identification number





## 2.1.2 Community facility projects

The community facility projects are based on the *Social Infrastructure Assessment Review* ([Greater Shepparton City Council, 2012](#)). ~~completed by Greater Shepparton City Council in 2012.~~

The community facility projects include:

- Land and construction of a Level 1 community centre incorporating a community room and space for a double kindergarten.

The detailed design and scope of ~~each~~the community facility project will be reviewed by Council closer to the time of construction.

In reviewing the scope of the facility, Council 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 adjust and refine the scope of the facility to respond to these matters.

In adjusting and refining any final project scope Council will ensure that at least the same total cost of the project item (as indexed from time to time) is invested into the community facility projects proposed.

The community facility projects funded by the DCP are shown on Plan 4 and described in Table 3.

**Table 3:** Community facility projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	MCA CONTRIBUTING	HECTARES CONTRIBUTING	INDICATIVE PROVISION TRIGGER	SUITABLE FOR POTENTIAL WORKS-IN-KIND DELIVERY
CI-01	<b>Shepparton North East community centre</b> Land purchase for a multi-purpose community centre (Level 1) located on Verney Road.	Residential	<del>146.51</del> <u>144.83</u>	Land purchase to occur upon subdivision	Yes
CI-02	<b>Shepparton North East community centre</b> Construction of the maternal and child health components of a multi-purpose community centre (Level 1) located on Verney Road.	Residential	<del>146.51</del> <u>144.83</u>	Facility to be constructed when population growth creates the need	Yes

### 2.1.3 Open space projects

The open space projects are based on the *Shepparton North East Growth Corridor PSP Open Space Review* (@Leisure Planners Pty Ltd, 2012).

The open space projects include:

- Land and embellishment of open space for one district park
- Land and embellishment of open space for ~~four~~three local parks.

The open space projects funded by the DCP are shown on Plan 4 and described in Table 4.

**Table 4:** Open space facilities

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	MCA CONTRIBUTING	HECTARES CONTRIBUTING	INDICATIVE PROVISION TRIGGER	SUITABLE FOR POTENTIAL WORKS-IN-KIND DELIVERY
OS-01	<b>District park</b> North-west park adjoining the Local Convenience Centre and linked to RB-01. Purchase of land and construction of park (ultimate standard).	Residential	<del>146.51</del> <u>144.83</u>	Facility to be constructed when population growth creates the need	Yes
OS-02	<b>Local park</b> South-west park adjoining RB-02. Purchase of land and construction of park (ultimate standard).	Residential	<del>146.51</del> <u>144.83</u>	Facility to be constructed when population growth creates the need	Yes
OS-03	<b>Local park</b> North-east park adjoining RB-03. Purchase of land and construction of park (ultimate standard).	Residential	<del>146.51</del> <u>144.83</u>	Facility to be constructed when population growth creates the need	Yes
OS-04	<del>Local park</del> <del>East park adjoining RB-04. Purchase of land and construction of park (ultimate standard).</del>	<del>Residential</del>	<del>144.83</del>	<del>Facility to be constructed when population growth creates the need</del>	<del>Yes</del>
<del>OS-05</del> <u>OS-04</u>	<b>Local park:</b> South-east park adjoining <del>RB-05</del> <u>RB-04</u> . Purchase of land and construction of park (ultimate standard).	Residential	<del>146.51</del> <u>144.83</u>	Facility to be constructed when population growth creates the need	Yes



- precinct boundary
- constructed waterway corridor/  
retarding basin
- G-MW drain 3
- G-MW irrigation channel
- stormwater piped drain with  
discharge point
- DCP project identification number

*Note: Stormwater quality treatment assets shown on this plan are subject to confirmation through the preparation of detailed design to be undertaken as part of the future subdivision process to the satisfaction of the responsible authority.*







## 2.1.4 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 drainage infrastructure where the land required would be otherwise unencumbered. Waterway corridors identified in the DCP are encumbered land and represent the minimum width when a suitable frontage road is provided.

The drainage infrastructure has been identified through hydraulic modelling undertaken as part of a [Drainage Strategy Peer Review \(Spiire, 2018\)](#). ~~drainage strategy prepared by Reeds Consulting Pty Ltd (September 2012).~~

The drainage infrastructure is required to appropriately retard and treat stormwater flows from new urban development, in accordance with best practice principles and prior to discharge into rural areas at pre-development rates to the satisfaction of Goulburn–Murray Water.

The drainage projects include:

- Land for and construction of retarding basins and wetlands
- Channel works
- A legal point of discharge for each parcel within the precinct
- Piped drains.

**Table 5:** Drainage projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	MCA CONTRIBUTING	HECTARES CONTRIBUTING	INDICATIVE PROVISION TRIGGER	SUITABLE FOR POTENTIAL WORKS-IN-KIND DELIVERY
RB-01	North-west retarding basin adjoining OS-01. Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	Residential	<del>146.51</del> 144.83	Facility to be constructed when population growth creates the need	Yes
RB-02	South-west retarding basin adjoining OS-02. Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	Residential	<del>146.51</del> 144.83	Facility to be constructed when population growth creates the need	Yes
RB-03	North-east retarding basin adjoining OS-03. Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	Residential	<del>146.51</del> 144.83	Facility to be constructed when population growth creates the need	Yes
RB-04	<del>East retarding basin adjoining OS-04. Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).</del>	Residential	144.83	<del>Facility to be constructed when population growth creates the need</del>	Yes

RB-045	South-east retarding basin adjoining OS-045. Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	Residential	146.51144.83	Facility to be constructed when population growth creates the need	Yes
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## 2.2 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.

Greater Shepparton City Council 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 4.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

## 2.3 Distinction between development and community infrastructure

In accordance with the *Planning and Environment Act 1987* and the Ministerial Direction on development contributions plans, the DCP makes a distinction between 'development' and 'community' infrastructure.

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

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the Council and a development proponent). Community infrastructure levy contributions will be paid for at a 'per-dwelling' rate.

*The Act* currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per dwelling. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be collected by the community infrastructure levy.

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

All other infrastructure projects are classified as development infrastructure projects.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to Section 4.1).

**Table 6:** Summary land use budget

DESCRIPTION	PSP SHEPPARTON NORTH EAST		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA	176.87		
TRANSPORT			
<del>Future Arterial Road (including widening and intersection flaring DCP land)</del>	0.27	0.15%	0.19%
Future Road and Intersection (DCP land)	<del>1.521.86</del>	<del>0.861.05%</del>	<del>1.041.28%</del>
Sub-total Transport	<del>1.522.13</del>	<del>0.901.2%</del>	<del>1.041.47%</del>
COMMUNITY & EDUCATION			
Existing & Potential Expansion Government School	3.56	2.01%	<del>2.432.46%</del>
Existing & Potential Expansion Non-Government School	5.35	3.03%	<del>3.653.70%</del>
Local Community Facility (DCP land)	0.40	0.23%	<del>0.270.28%</del>
Sub-total Community & Education	9.31	5.3%	6.4%
OPEN SPACE			
SERVICE OPEN SPACE			
Waterway and Drainage Reserve	<del>6.086.07</del>	<del>3.443.43%</del>	<del>4.154.19%</del>
Waterway and Drainage Reserve (DCP land)	<del>9.128.41</del>	<del>5.164.76%</del>	<del>6.235.81%</del>
Sub-total Service Open Space	<del>15.2014.48</del>	<del>8.608.19%</del>	<del>10.3810.00%</del>
CREDITED OPEN SPACE			
District/Local Park (DCP land)	<del>4.336.12</del>	<del>2.403.5%</del>	<del>2.954.23%</del>
Sub-total Credited Open Space	<del>4.336.12</del>	<del>2.403.5%</del>	<del>2.954.23%</del>
Total All Open Space	<del>19.5320.60</del>	<del>11.0011.6%</del>	<del>13.3314.23%</del>
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR)	<del>146.51144.83</del>	<del>82.8381.88%</del>	
TOTAL NET DEVELOPABLE AREA (NDA)	<del>146.51144.83</del>	<del>82.8381.88%</del>	

## 3 CALCULATION OF CONTRIBUTIONS

### 3.1 Calculation of Net Developable Area and demand units

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

#### 3.1.1 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 is outlined in the property-specific land budget included at Appendix A.

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

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

#### 3.1.2 Land budget & demand units

The 'net developable hectare' is the demand unit for the DCP.

'Residential' development is defined broadly to include forms of development that support a residential land use, including residential subdivision and development within the local convenience 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, child care centre, medical centre, convenience store or any other approved use.

The DCP contains a total of 146.51~~144.83~~ net developable hectares.

### 3.2 Calculation of contributions charges

#### 3.2.1 Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost, as listed in Table 6. The costs are expressed in 2018~~2017~~ dollars and will be adjusted annually in accordance with the method specified in Section 4.3.

Road ~~and intersection~~ construction costs have been determined by Trafficworks Pty Ltd Civil Design Consulting Engineers Pty Ltd (refer to Appendix B for road, ~~intersection and bridge~~ cost sheets).

Intersection and bridge construction costs have been determined by Civil Design Consulting Engineers Pty Ltd (refer to Appendix B for intersection cost sheets)

Community facilities costs have been determined by Plancost~~Prowse Quantity Surveyors Pty Ltd~~ (refer to Appendix B for community facilities cost sheets).



Open space project costs have been determined by ~~Wilde and Woollard Quantity Surveyors Pty Ltd~~ Plancost (refer to Appendix B for open space cost sheets).

Drainage Basin 1 and piped drain costs have been determined by ~~Reeds Consulting Pty Ltd~~ Spiire (refer to Appendix B for drainage and water treatment cost sheets). These costs were used on a pro rata basis to calculate the cost for the other four basins and piped drains connecting with discharge points at drain No. 3.

### 3.2.2 Estimate of land value

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

### 3.2.3 DCP & PSP preparation

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

### 3.2.4 Main catchment area

The main catchment area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use.

The DCP includes one main catchment area, which is the same as the precinct area and illustrated in Plan 2.

It is important to note that the number of net developable hectares (that is the demand units) in the MCA is based on the land budgets in Table 6 and Appendix A.

### 3.2.5 Non-government schools

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

**Table 7:** Calculation of costs – development infrastructure levy (DIL)

DCP PROJECT ID & INFRASTRUCTURE CATEGORY	PROJECT TITLE & DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
TRANSPORT PROJECTS								
ROADS								
RD-01 Development	<b>Ryeland Drive (West): Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land (68 metre width) to facilitate construction within a 3034 metre road reserve (ultimate standard contribution only).	0.259-33	\$50,000\$78,125	\$585,227\$239,143	\$635,227\$317,268	100%	\$635,227\$317,268	\$4,336\$2,194
RD-02 Development	<b>Pine Road: Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land (68 metre width) to facilitate construction within a 304 metre road reserve (ultimate standard contribution only).	0.329-57	\$64,000\$136,649	\$230,479\$329,946	\$294,479\$466,595	100%	\$294,479\$466,595	\$2,010\$3,222
RD-03 Development	<b>Ryeland Drive (East): Boulevard connector street</b> Construction of a 2-lane boulevard connector street and roundabout (ultimate standard contribution only). Additional purchase of land (68-metre width) to facilitate construction within a 3034-metre road reserve (ultimate standard contribution only).	0.229-14	\$44,000\$32,659	\$585,227\$377,264	\$629,227\$409,923	100%	\$629,227\$409,923	\$4,295\$2,830
RD-04 Land	<b>Ford Road: Widening</b> Purchase of land to facilitate the widening of the existing Ford Road reserve to the south.	0.27	-\$64,913	–	-\$64,913	100%	-\$64,913	-\$448
ROADS SUBTOTAL		0.791-30	\$158,000\$312,346	\$1,400,933\$946,353	\$1,558,933\$1,258,698		\$1,558,933\$1,258,698	\$10,641\$8,691
INTERSECTIONS								
IN-01 Development	<b>Ryeland Drive and Verney Road (Access A):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	0.240-28	\$48,000\$67,246	\$1,254,718\$1,724,484	\$1,302,718\$1,791,730	100%	\$1,302,718\$1,791,730	\$8,892\$12,372
IN-02 Development	<b>Pine Road and Verney Road (Access D):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	0.380-32	\$76,000\$75,780	\$1,256,390\$1,726,159	\$1,332,390\$1,801,939	100%	\$1,332,390\$1,801,939	\$9,094\$12,442
IN-03 Development	<b>Ryeland Drive and Grahamvale Road (Access C):</b> Purchase of land for intersection and construction of 4-way signalised intersection (ultimate standard).	0.110-20	\$22,000\$48,014	\$2,497,106\$4,136,870	\$2,519,106\$4,184,885	100%	\$2,519,106\$4,184,885	\$17,194\$28,896
IN-04 Development	<b>Ford Road and north-south key local access street (Access B):</b> Purchase of land for intersection and construction of arterial to local access street T-intersection (ultimate standard).	0.03	-\$7,282	-\$194,501	-\$201,783	100%	-\$201,783	-\$1,393

DCP PROJECT ID & INFRASTRUCTURE CATEGORY	PROJECT TITLE & DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
INTERSECTIONS SUBTOTAL		0.730.83	\$146,000\$198,322	\$5,008,214\$7,782,014	\$5,154,214\$7,980,336		\$5,154,214\$7,980,336	\$35,180\$55,103
BRIDGES								
BR-01 Development	<b>Shared path bridge</b> Construction of a shared path bridge over G-MW Drain 3 at Verney Road (east side) outside of PSP boundary (ultimate standard).	0.00	–	\$92,806\$85,625	\$92,806\$85,625	100%	\$92,806\$85,625	\$633\$591.22
BRIDGES SUBTOTAL				\$92,806\$85,625	\$92,806\$85,625		\$92,806\$85,625	\$633\$591
TOTAL TRANSPORT PROJECTS		1.522.13	\$304,000\$510,667	\$6,501,953\$8,813,992	\$6,805,953\$9,324,659		\$6,805,953\$9,324,659	\$46,454\$64,385
COMMUNITY FACILITIES								
CI-01 Development	<b>Shepparton North East community centre</b> Land purchase for a multi-purpose community centre (Level 1) located on Verney Road.	0.40	\$400,000\$96,012	–	\$400,000\$96,012	100%	\$400,000\$96,012	\$2,730\$663
CI-02 Development	<b>Shepparton North East community centre</b> Construction of the material and child health components of a multi-purpose community centre (Level 1) located on Verney Road.	–	–	\$5,258,000\$2,108,958	\$5,258,000\$2,108,958	68%30%	\$3,575,440\$632,687	\$24,404\$4,369
TOTAL COMMUNITY FACILITIES		0.40	\$400,000\$96,012	\$5,258,000\$2,108,958	\$5,658,000\$2,204,970		\$3,975,440\$728,699	\$27,134\$5,032
OPEN SPACE PROJECTS								
OS-01 Development	<b>District park</b> North-west park adjoining the Local Convenience Centre and linked to RB-01. Purchase of land and construction of park (ultimate standard).	2.222.12	\$444,000\$509,540	\$2,615,000\$3,522,734	\$3,059,000\$4,032,244	100%	\$3,059,000\$4,032,244	\$20,879\$27,842
OS-02 Development	<b>Local park</b> South-west park adjoining RB-02. Purchase of land and construction of park (ultimate standard).	0.701.00	\$140,000\$240,072	\$640,000\$882,480	\$780,000\$1,122,552	100%	\$780,000\$1,122,552	\$5,324\$7,754
OS-03 Development	<b>Local park</b> North-east park adjoining RB-03. Purchase of land and construction of park (ultimate standard).	0.711.00	\$142,000\$240,090	\$640,000\$882,480	\$782,000\$1,122,480	100%	\$782,000\$1,122,480	\$5,338\$7,754
OS-04 Development	<b>Local park</b> East park adjoining RB-04. Purchase of land and construction of park (ultimate standard).	0.701.00	\$140,000\$240,090	\$640,000\$882,480	\$780,000\$1,122,480	100%	\$780,000\$1,122,480	\$5,324\$7,754

DCP PROJECT ID & INFRASTRUCTURE CATEGORY	PROJECT TITLE & DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
QS-05 Development	<b>Local park:</b> <del>South-east park adjoining RB-05. Purchase of land and construction of park (ultimate standard).</del>	1.00	-\$240,000	-\$882,480	-\$1,122,480	100%	\$1,122,480	-\$7,751
TOTAL OPEN SPACE PROJECTS		4.33642	\$866,000\$1,469,029	\$4,535,000\$7,052,652	\$5,401,000\$8,522,235		\$5,401,000\$8,522,235	\$36,865\$58,844
DRAINAGE PROJECTS								
RB-01 Development	<b>North-west retarding basin adjoining OS-01</b> Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	2.014.79	\$406,000\$429,029	\$1,682,371\$3,503,445	\$2,088,371\$3,932,474	100%	\$2,088,371\$3,932,474	\$14,254\$27,153
RB-02 Development	<b>South-west retarding basin adjoining OS-02</b> Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	2.051.54	\$410,000\$370,337	\$1,655,871\$3,503,445	\$2,065,871\$3,873,782	100%	\$2,065,871\$3,873,782	\$14,101\$26,748
RB-03 Development	<b>North-east retarding basin adjoining OS-03</b> Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	2.551.37	\$510,000\$328,742	\$2,211,057\$3,503,445	\$2,721,057\$3,832,188	100%	\$2,721,057\$3,832,188	\$18,573\$26,464
RB-04 Development	<b>East retarding basin adjoining OS-04</b> <del>Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).</del>	2.22	-\$533,460	-\$3,503,445	-\$4,036,905	100%	\$4,036,905	-\$27,874
RB-04RB-05 Development	<b>South-east retarding basin adjoining OS-04OS-05</b> Purchase of land and construction of retarding basin and construction of piped drains connecting retarding basin to discharge point at Drain No.3 (ultimate standard).	2.491.49	\$498,000\$357,931	\$1,838,056\$3,503,445	\$2,336,056\$3,861,377	100%	\$2,336,056\$3,861,377	\$15,945\$26,662
TOTAL DRAINAGE PROJECTS		9.12841	\$1,824,000\$2,019,499	\$7,387,355\$17,517,222	\$9,211,355\$19,536,727		\$9,211,355\$19,536,726.64	\$62,872\$134,897.58
PSP & DCP PREPARATION FEES								
PL-01 Development	Preparation of Precinct Structure Plan and Development Contributions Plan.	–	–	–	–	100%	\$237,240\$207,040	\$1,619\$1,430
TOTAL PSP & DCP PREPARATION FEES							\$237,240\$207,040	\$1,619\$1,430

DCP PROJECT ID & INFRASTRUCTURE CATEGORY	PROJECT TITLE & DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
TOTAL COST	ALL PROJECTS		<del>\$3,394,000</del> \$4,096,439	<del>\$23,682,308</del> \$592,839	<del>\$27,076,308</del> \$689,269		<del>\$25,630,988</del> \$8,429,029	
TOTAL DEVELOPMENT INFRASTRUCTURE LEVY PER NDHA								<del>\$174,944</del> \$265,897
TOTAL DEVELOPMENT INFRASTRUCTURE LEVY PER DWELLING								



**Table 8:** Calculation of costs – community infrastructure levy (CIL)

DCP PROJECT ID & INFRASTRUCTURE CATEGORY	PROJECT TITLE & DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO CIL	TOTAL COST RECOVERED BY CIL
COMMUNITY FACILITIES (CIL)							
CI-02 Community	<b>Shepparton North East community centre</b> Construction of the community facility components of a multi-purpose community centre (Level 1) located on Verney Road.			\$5,258,000\$2,108,958	\$5,258,000\$2,108,958	32%70%	\$1,684,750\$1,476,271
TOTAL COMMUNITY FACILITIES				\$5,258,000\$2,108,958	\$5,258,000\$2,108,958		\$1,684,750\$1,476,271
SUMMARY							
TOTAL COST ALL CIL PROJECTS							\$1,684,750\$2,108,958
TOTAL COMMUNITY INFRASTRUCTURE LEVY PER DWELLING							\$1,150\$1,019
TOTAL COMMUNITY INFRASTRUCTURE LEVY ESTIMATED RAISED VIA SHEPPARTON NORTH EAST DCP							\$1,684,750\$1,476,271

## 4 ADMINISTRATION

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

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

Greater Shepparton City Council will be both the collecting agency and the development agency for the purposes of the DCP.

### 4.1 Payment of contributions and payment timing

#### 4.1.1 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, an infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any 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.

#### 4.1.2 Community infrastructure levy (CIL)

Contributions relating to community infrastructure are to be made by the home-builder prior to the issue of a building permit; however, development proponents are encouraged to pay the levy prior to the issue of a State of Compliance to reduce the administrative burden of collection from individual home builders.

Levies for 'residential buildings' will be calculated at the rate for a single dwelling. In all other forms of accommodation, the dwelling is the individual unit (such as each dwelling in a residential village, retirement village, serviced apartments, etc.). Corrective institutions are exempt.

The community infrastructure levy is not payable for a dwelling on a lot that was created prior to the date that the DCP was first incorporated into the Greater Shepparton Planning Scheme.

#### 4.1.3 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 standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency

In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind.

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 (unless an alternative approach is agreed with the collecting agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the collecting agency
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent
- No further financial contributions will be required until the agreed value of any credits are used.

#### 4.1.4 Credit for over-provision

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

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the collecting agency to provide cash reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction will need to be negotiated with, and agreed to by the collecting agency. 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 specified in Section 4.3.

#### 4.1.5 Non-government schools

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 and, where applicable, the community 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.

## 4.2 Funds administration

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

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

- Amount and timing of funds collected
- Source of the funds collected
- Amount and timing of expenditure on specific projects
- Project on which the expenditure was made
- 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.

Should the collecting agency resolve to not proceed with any of the infrastructure projects listed in the DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in the DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

## 4.3 Construction and land value costs indexation

Capital costs of all infrastructure items, including land, are in 2017-2018 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:

- Roads, intersections and bridges – ~~the capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook indexed in line with the Australian Bureau of Statistics Producer Prices Indexes, Road and Bridge Construction Index, Victoria.~~
- All other infrastructure items – ~~the capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook 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. 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.

Community infrastructure levy projects are indexed but the value of the contribution may not exceed the maximum as set out by the Act.

~~In future if the community infrastructure levy is amended then the levy applicable to the release of any remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning. Both the maximum levy amount and the payable dwelling amount for the Community infrastructure levy will be adjusted annually using the Producer Price Index for Non-Residential Building Construction in Victoria. The index is published by the Australian Bureau of Statistics. The indexed amount will be published by the Department on or before 1 July each year.~~

## 4.4 Review period

The DCP commenced on the date when it was first incorporated into the Greater Shepparton Planning Scheme.

The DCP adopts a long-term outlook for future development in Shepparton North East.

The DCP is expected to be revised and updated every five years (or more frequently if required). This will require an amendment to the Greater Shepparton Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP.

## 4.5 Adjustment to the scope of projects

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

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

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

Greater Shepparton City 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, Greater Shepparton City Council is responsible for the administration of the DCP and also its enforcement pursuant to section 46QC of the *Act*.

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

Greater Shepparton City 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.

## 5 IMPLEMENTATION STRATEGY

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

### 5.1 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.

### 5.2 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 1 to the Urban Growth Zone in the Greater Shepparton Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsible authority.

The Public Infrastructure Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the Shepparton North East PSP or reasonably required as a result of the subdivision of the land and address the following:

- Stormwater drainage works
- Road works internal or external to the land consistent with any relevant traffic report or assessment
- The reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the DCP
- 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, Greater Shepparton City 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.

## 6 APPENDICES

### 6.1 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.

PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT		COMMUNITY FACILITIES			SERVICE OPEN SPACE		CREDITED OPEN SPACE	TOTAL NET DEVELOPABLE AREA – RESIDENTIAL (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PARCEL
		FUTURE ARTERIAL ROAD WIDENING AND INTERSECTION FLARING (DCP LAND)	FUTURE ROAD AND INTERSECTION (DCP LAND)	EXISTING & POTENTIAL EXPANSION GOVERNMENT SCHOOL	EXISTING & POTENTIAL EXPANSION NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	WATERWAY AND DRAINAGE RESERVE	WATERWAY AND DRAINAGE RESERVE (DCP LAND)	LOCAL NETWORK PARK (DCP LAND)			
1	18.16	-	<u>0.330</u> -40	-	-	0.40	-	<u>2.03</u> 1.79	<u>2.172</u> 1.2	8.42	<u>13.22</u> 8.42	<u>72.80</u> 97.56%
2	5.63	-	<u>0.110</u> -12	0.34	-	-	<u>2.06</u> 2.05	= 0.21	=0.25	13.46	<u>3.12</u> 3.46	<u>55.49</u> 74.09%
3	23.04	<u>-0.27</u>	<u>-0.03</u>	-	-	-	-	<u>2.55</u> 1.37	<u>-0.59</u>	20.78	<u>20.49</u> 20.78	<u>88.91</u> 90.48%
4	8.63	-	<u>0.160</u> -21	-	-	-	-	-	<u>0.05</u>	22.18	<u>8.42</u> 2.18	<u>97.65</u> 88.57%
5	0.40	-	-	-	-	-	-	-	-	0.55	<u>0.40</u> 5	100.00%
6	25.04	-	<u>0.220</u> -35	-	-	-	-	= 1.94	<u>0.710</u> 5.8	2.67	<u>24.12</u> 2.67	<u>96.35</u> 85.42%
7	0.55	-	-	-	-	-	-	-	-	0.47	<u>0.550</u> -47	100.00%
8	0.47	-	-	-	-	-	-	-	-	0.49	<u>0.470</u> -49	100.00%
9	0.49	-	-	-	-	-	-	-	-	0.53	<u>0.490</u> -53	100.00%
10	0.53	-	-	-	-	-	-	-	-	15.48	<u>0.53</u> 5.48	<u>100.00</u> 9.40%
11	0.10	-	-	-	0.10	-	-	-	-	10.67	<u>0.00</u> 1.67	<u>0.00</u> 78.08%
12	9.04	-	-	-	5.25	-	-	-	-	0.77	<u>3.790</u> -77	<u>41.89</u> 81.27%
13	18.23	-	<u>0.700</u> -75	-	-	-	-	<u>1.31</u> 0.82	<u>0.450</u> 5.5	11.11	<u>15.77</u> 11.11	<u>86.49</u> 10.00%
14	17.01	-	-	0.87	-	-	-	= 0.08	<u>-0.58</u>	0.40	<u>16.14</u> 0.40	<u>94.89</u> 10.00%
15	1.62	-	-	1.62	-	-	-	-	-	4.13	<u>0.00</u> 4.13	<u>0.00</u> 100.00%

16	0.40	-	-	-	-	-	-	-	-	0.41	<u>0.40</u> -41	100.00%
17	12.22	-	-	-	-	-	-	<u>0.74</u> 0.72	<u>0.25</u> 0.45	0.40	<u>11.22</u> 0.40	<u>91.86</u> 0.00%
18	0.40	-	-	-	-	-	-	-	-	11.05	<u>0.40</u> -4.05	<u>100.00</u> 0.41%
19	0.41	-	-	-	-	-	-	-	-	0.40	<u>0.41</u> -40	100.00%
20	4.13	-	-	-	-	-	-	-	-	16.11	<u>4.13</u> -6.11	<u>100.00</u> 8.37%
21	0.40	-	-	-	-	-	-	-	-	-	<u>0.40</u> -	<u>100.00</u> %
22	1.21	-	-	-	-	-	1.21	-	-	3.79	<u>0.37</u> -9	<u>0.41</u> 89%
23	0.23	-	-	-	-	-	0.23	-	-	0.40	0.40	<u>0.10</u> %
24	0.72	-	-	-	-	-	0.71	-	-	-	<u>0.01</u> -	<u>0.07</u> %
25	23.91	-	-	0.73	-	-	0.15	<u>2.49</u> 1.49	<u>0.70</u> 1.00	-	<u>19.84</u> -	<u>82.97</u> 0%
26	2.54	-	-	-	-	-	0.36	-	-	-	<u>2.18</u> -	<u>85.68</u> 0%
27	1.36	-	-	-	-	-	1.36	-	-	-	<u>0.00</u> -	0.00%
28	-	-	-	-	-	-	-	-	-	-	-	0.00%
29	-	-	-	-	-	-	-	-	-	-	0.16	100.00%
TOTAL	176.8776 87	-0.27	1.52186	3.56	5.35	0.40	6.086 07	9.128 41	4.33612	144.83	146.51 44.83	82.838188 %

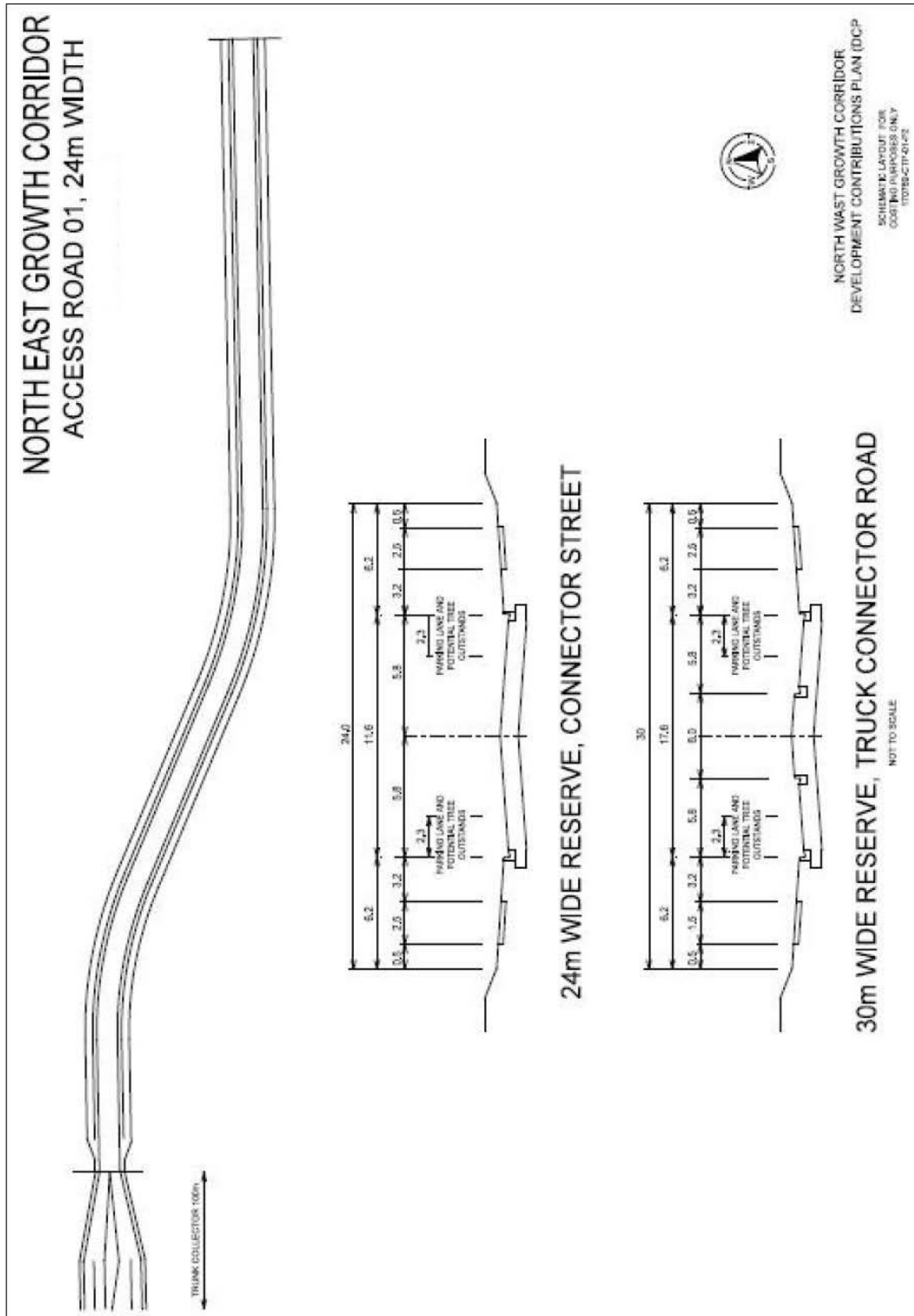
## 6.2 **Appendix B – Project cost estimates & concept designs**

The following cost estimates and designs are provided for information purposes only to provide an indication of how the DCP project costs were calculated. All projects will be subject to detail design prior to delivery.



## 6.2.1 Transport project cost estimates & functional layout plans

Figure A1: Typical Road Profile for Road-01 – Connector Street Level 1 with Trunk Collector terminal



170769: Shepparton NEGC TIAR Addendum B  
Final Rev 2: 13/07/2018

Figure F3: Connector Level 1 cross-section as per PSP (Ultimate 1) for Road-01

ROAD/INTERSECTION - COST ESTIMATE FOR:				ROAD-01 Connector Street (24.0m as per PSP)		
Item	Description	Quantity	Unit	Rate \$	Amount	Comments
<b>WORKS</b>						
<b>1 SITEWORKS AND EARTHWORKS</b>						
1.1	Site preparation		Item			
1.2	Earthworks	2880	m <sup>3</sup>	30	86,400	24m wide x 0.3m x 400m
1.3	Other (Description)		Item			
<b>2 ROAD PAVEMENT</b>						
2.1	New Pavement	4650	m <sup>2</sup>	65	302,250	11.6m x 400m (urban pavement)
2.2	Pavement Other		m <sup>2</sup>			
<b>3 CONCRETE WORKS</b>						
3.1	Kerb & Channel	800	Lm	48	38,400	400m x 2 sides
3.2	Pedestrian Paths	2000	m <sup>2</sup>	35	70,000	400m x 2.5m x 2 sides
<b>4 DRAINAGE</b>						
4.1a	Drainage - pipes	36	Lm	152	5,472	3 x 300Ø cross culverts
4.1b	Drainage - pipes	200	Lm	175	35,000	Adopt 375Ø half length
4.1c	Drainage - pipes	200	Lm	210	42,000	Adopt 450Ø half length
4.2	Drainage - pits	6	No	2200	13,200	2 @ 150m spacing
4.3	Drainage - subsoil drainage	800	Lm	17.5	14,000	400m x 2 sides
4.4	Drainage - miscellaneous		Item			
<b>5 TRAFFIC</b>						
5.1	Traffic signals		Item			
5.2	Traffic safety		Item			
<b>6 LANDSCAPE</b>						
6.1	Trees	32	No	150	4,800	25m spacing x 2 sides
6.2	Landscaping		Item		15,000	6m x 400m @ \$6/m <sup>2</sup>
<b>7 STREET LIGHTING</b>						
7.1	Street lighting		Item		150,000	
<b>8 MISCELLANEOUS</b>						
8.1	Line marking		Item		8,000	
8.2	Regulatory signs		Item		1,500	
8.3	Work maintenance - up to 1 year		Item		1,000	
8.4	Landscape maintenance - 1yr/2 summers		Item		1,500	
8.5	Traffic signals - 10 year maintenance fee		Item			
<b>9 OTHER</b>						
9.1	List		Item			
	<b>SUB-TOTAL WORKS</b>				\$ 788,522	
<b>10 DELIVERY</b>						
10.1	Council Fees	3.25	%		25,627	
10.2	VicRoads Fees	1	%			
10.3	Traffic Management	5	%		39,426	
10.4	Environmental Management	0.5	%		3,943	
10.5	Survey/Design	5	%		39,426	
10.6	Superviso & Project Management	9	%		70,967	
10.7	Site Establishment	2.5	%		19,713	
10.8	Contingency	15	%		118,278	
	<b>SUB-TOTAL DELIVERY</b>				\$ 317,380	
<b>11</b>	<b>TOTAL ESTIMATED COST</b>				\$ 1,105,902	

Figure F8: Trunk Collector cross-section + roundabout as per PSP (Ultimate 2) for Road-02

ROAD/INTERSECTION - COST ESTIMATE FOR:				ROAD-02 Trunk Collector (30.0m) as per PSP		
Item	Description	Quantity	Unit	Rate \$	Amount	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Site preparation		Item			
1.2	Earthworks	5400	m <sup>3</sup>	30	162,000	30m wide x 0.3m deep x 600m
1.3	Other (Description)		Item			
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New Pavement	6960	m <sup>2</sup>	65	452,400	2 x 5.8m x 600m (urban)
2.2	Pavement Other	340	m <sup>2</sup>	65	22,100	roundabout pavement
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb & Channel	2400	Lm	48	115,200	600m x 2 sides x 2 c'ways
3.2	Kerb & Channel	40	Lm	66	2,640	roundabout kerb + subsoil drain
3.3	Pedestrian Paths	3000	m <sup>2</sup>	70	210,000	600m x 2.5m x 2 sides
<b>4</b>	<b>DRAINAGE</b>					
4.1a	Drainage - pipes	70	Lm	152	10,640	4 x 300Ø cross culverts
4.1b	Drainage - pipes	300	Lm	175	52,500	Adopt 375Ø half length
4.1c	Drainage - pipes	300	Lm	210	63,000	Adopt 450Ø half length
4.2	Drainage - pits	8	No	2200	17,600	2 @ 150m spacing
4.3	Drainage - subsoil drainage	2400	Lm	17.5	42,000	600 x 2 sides x 2 c'ways
4.4	Drainage - miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic signals		Item			
5.2	Traffic safety		Item			
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	72	No	150	10,800	25m spacing x 2 sides + median
6.2	Landscaping		Item		48,250	2 x 3.7m + 6.0m x 600m @ \$6/m <sup>2</sup>
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street lighting		Item		150,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Line marking		Item		12,000	
8.2	Regulatory signs		Item		3,000	
8.3	Work maintenance - up to 1 year		Item		1,000	
8.4	Landscape maintenance - 1yr/2 summers		Item		1,500	
8.5	Traffic signals - 10 year maintenance fee		Item			
<b>9</b>	<b>OTHER</b>					
9.1	List		Item			
	<b>SUB-TOTAL WORKS</b>				\$ 1,376,630	
<b>10</b>	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		44,740	
10.2	VicRoads Fees	1	%			
10.3	Traffic Management	5	%		68,832	
10.4	Environmental Management	0.5	%		6,883	
10.5	Survey/Design	5	%		68,832	
10.6	Supervision & Project Management	9	%		123,897	
10.7	Site Establishment	2.5	%		34,416	
10.8	Contingency	15	%		206,495	
	<b>SUB-TOTAL DELIVERY</b>				\$ 554,094	
<b>11</b>	<b>TOTAL ESTIMATED COST</b>				\$ 1,930,724	



Figure F11: Connector Level 1 cross-section as per PSP (Ultimate 1) for Road-03

ROAD/INTERSECTION - COST ESTIMATE FOR:				ROAD-03 Connector Street (24.0m) as per PSP		
Item	Description	Quantity	Unit	Rate \$	Amount	Comments
<b>WORKS</b>						
<b>1 SITEWORKS AND EARTHWORKS</b>						
1.1	Site preparation		Item			
1.2	Earthworks	2880	m <sup>3</sup>	30	86,400	24m wide x 0.3m deep x 400m
1.3	Other (Description)		Item			
<b>2 ROAD PAVEMENT</b>						
2.1	New Pavement	4650	m <sup>2</sup>	65	302,250	11.6m x 400m (urban pavement)
2.2	Pavement Other		m <sup>2</sup>			
<b>3 CONCRETE WORKS</b>						
3.1	Kerb & Channel	800	Lm	48	38,400	400m x 2 sides
3.2	Pedestrian Paths	2000	m <sup>2</sup>	35	70,000	400m x 2.5m x 2 sides
<b>4 DRAINAGE</b>						
4.1a	Drainage - pipes	36	Lm	152	5,472	3 x 300Ø cross culverts
4.1b	Drainage - pipes	200	Lm	175	35,000	Adopt 375Ø half length
4.1c	Drainage - pipes	200	Lm	210	42,000	Adopt 450Ø half length
4.2	Drainage - pits	6	No	2200	13,200	2 @ 150m spacing
4.3	Drainage - subsoil drainage	800	Lm	17.5	14,000	400 x 2 sides
4.4	Drainage - miscellaneous		Item			
<b>5 TRAFFIC</b>						
5.1	Traffic signals		Item			
5.2	Traffic safety		Item			
<b>6 LANDSCAPE</b>						
6.1	Trees	32	No	150	4,800	25m spacing x 2 sides
6.2	Landscaping		Item		15,000	6.0m x 400m @ \$6/m <sup>2</sup>
<b>7 STREET LIGHTING</b>						
7.1	Street lighting		Item		150,000	
<b>8 MISCELLANEOUS</b>						
8.1	Line marking		Item		8,000	
8.2	Regulatory signs		Item		1,500	
8.3	Work maintenance - up to 1 year		Item		1,000	
8.4	Landscape maintenance - 1yr/2 summers		Item		1,500	
8.5	Traffic signals - 10 year maintenance fee		Item			
<b>9 OTHER</b>						
9.1	List		Item			
<b>SUB-TOTAL WORKS</b>				\$	788,522	
<b>10 DELIVERY</b>						
10.1	Council Fees	3.25	%		25,627	
10.2	VicRoads Fees	1	%			
10.3	Traffic Management	5	%		39,426	
10.4	Environmental Management	0.5	%		3,943	
10.5	Survey/Design	5	%		39,426	
10.6	Superviso & Project Management	9	%		70,967	
10.7	Site Establishment	2.5	%		19,713	
10.8	Contingency	15	%		118,278	
<b>SUB-TOTAL DELIVERY</b>				\$	317,380	
<b>11 TOTAL ESTIMATED COST</b>				\$	1,105,902	

Figure F12: Trunk Collector cross-section + roundabout as per PSP (Ultimate 2) for Road-03

ROAD/INTERSECTION - COST ESTIMATE FOR:				ROAD-03 Trunk Collector (30.0m) as per PSP		
Item	Description	Quantity	Unit	Rate \$	Amount	Comments
<b>WORKS</b>						
<b>1 SITEWORKS AND EARTHWORKS</b>						
1.1	Site preparation		Item			
1.2	Earthworks	3600	m <sup>3</sup>	30	108,000	30m wide x 0.3m deep x 400m
1.3	Other (Description)		Item			
<b>2 ROAD PAVEMENT</b>						
2.1	New Pavement	9280	m <sup>2</sup>	65	603,200	11.6m x 2 x 400m {urban}
2.2	Pavement Other	340	m <sup>2</sup>	65	22,100	roundabout pavement
<b>3 CONCRETE WORKS</b>						
3.1	Kerb & Channel	1600	Ln	48	76,800	400m x 2 sides x 2 c'ways
3.2	Kerb & Channel	40	Ln	66	2,640	roundabout kerb + subsoil drain
3.3	Pedestrian Paths	2000	m <sup>2</sup>	35	70,000	400m x 2.5m x 2 sides
<b>4 DRAINAGE</b>						
4.1a	Drainage - pipes	53	Ln	152	8,056	3 x 300Ø cross culverts
4.1b	Drainage - pipes	200	Ln	175	35,000	Adopt 375Ø half length
4.1c	Drainage - pipes	200	Ln	210	42,000	Adopt 450Ø half length
4.2	Drainage - pits	6	No	2200	13,200	2 @ 150m spacing
4.3	Drainage - subsoil drainage	1600	Ln	17.5	28,000	400 x 2 sides x 2 c'ways
4.4	Drainage - miscellaneous		Item			
<b>5 TRAFFIC</b>						
5.1	Traffic signals		Item			
5.2	Traffic safety		Item			
<b>6 LANDSCAPE</b>						
6.1	Trees	32	No	150	4,800	25m spacing x 2 sides
6.2	Landscaping		Item		30,000	6m + 6m median x 400m @ \$6/m <sup>2</sup>
<b>7 STREET LIGHTING</b>						
7.1	Street lighting		Item		150,000	
<b>8 MISCELLANEOUS</b>						
8.1	Line marking		Item		8,000	
8.2	Regulatory signs		Item		1,500	
8.3	Work maintenance - up to 1 year		Item		1,000	
8.4	Landscape maintenance - 1yr/2 summers		Item		1,500	
8.5	Traffic signals - 10 year maintenance fee		Item			
<b>9 OTHER</b>						
9.1	List		Item			
<b>SUB-TOTAL WORKS</b>					\$ 1,205,796	
<b>10 DELIVERY</b>						
10.1	Council Fees	3.25	%		39,188	
10.2	VicRoads Fees	1	%			
10.3	Traffic Management	5	%		60,290	
10.4	Environmental Management	0.5	%		6,029	
10.5	Survey/Design	5	%		60,290	
10.6	Superviso & Project Management	9	%		108,522	
10.7	Site Establishment	2.5	%		30,145	
10.8	Contingency	15	%		180,869	
<b>SUB-TOTAL DELIVERY</b>					\$ 485,333	
<b>11 TOTAL ESTIMATED COST</b>					\$ 1,691,129	



## North East Growth Corridor Shepparton

**Road Name:** Foot Bridge Crossing

**Limit of works:** Bridge and approach ramps

**Length of Job:** modular Bridge, foundations, concrete approach ramps

**Notes:** Costs based on Greater Shepparton City Council GV Water requirements as provided

Item	Unit	Rate	wide m	units	cost/m width	Unit cost	Quantity metres	subset cost	subtotal	Amount
<b>Roadworks</b>	subtotal					\$ 39,657.50	1 m		\$ 39,657.50	\$ 39,658
Bulk Earthworks	m³	\$ 30.00	10	metres	\$ 300.00	m			\$ 300.00	\$ -
G-MW drain Bridge	unit	\$ 25,000.00	1	bridge	\$ 25,000.00	m			\$ 25,000.00	
Installation	m²	\$ 12,000.00	1	install	\$ 12,000.00	m			\$ 12,000.00	
Shared pathway 2.5m wide concrete	m²	\$ 70.00	25	area	\$ 1,750.00	m			\$ 1,750.00	
Concrete foundations	m³	\$ 195.00	2.5		\$ 487.50	m			\$ 487.50	\$ -
level / trim top soil nature strip	m²	\$ 6.00	20	metres	\$ 120.00	m			\$ 120.00	\$ -
<b>Subtotal</b>					\$ 39,657.50				\$ 39,657.50	
<b>estimated total</b>										\$ 39,658
Traffic Management										\$ 1,983
Contingency								5.0% 20.0%	\$ 49,572	\$ 7,932
<b>Total + contingencies</b>										\$ -
relocation of 1 sec pole & ancillaries	Item									\$ 1,983
Survey and Design										\$ 3,966
Overheads (supervision etc)								5% 10%		\$ 55,521
<b>Total excluding land cost</b>										\$ -
Land Acquisition	hectares	\$ -	-	hectares				0%		\$ -
<b>Total Estimated Cost</b>										\$ 55,521
<b>Adopted Cost</b>										\$ 55,521

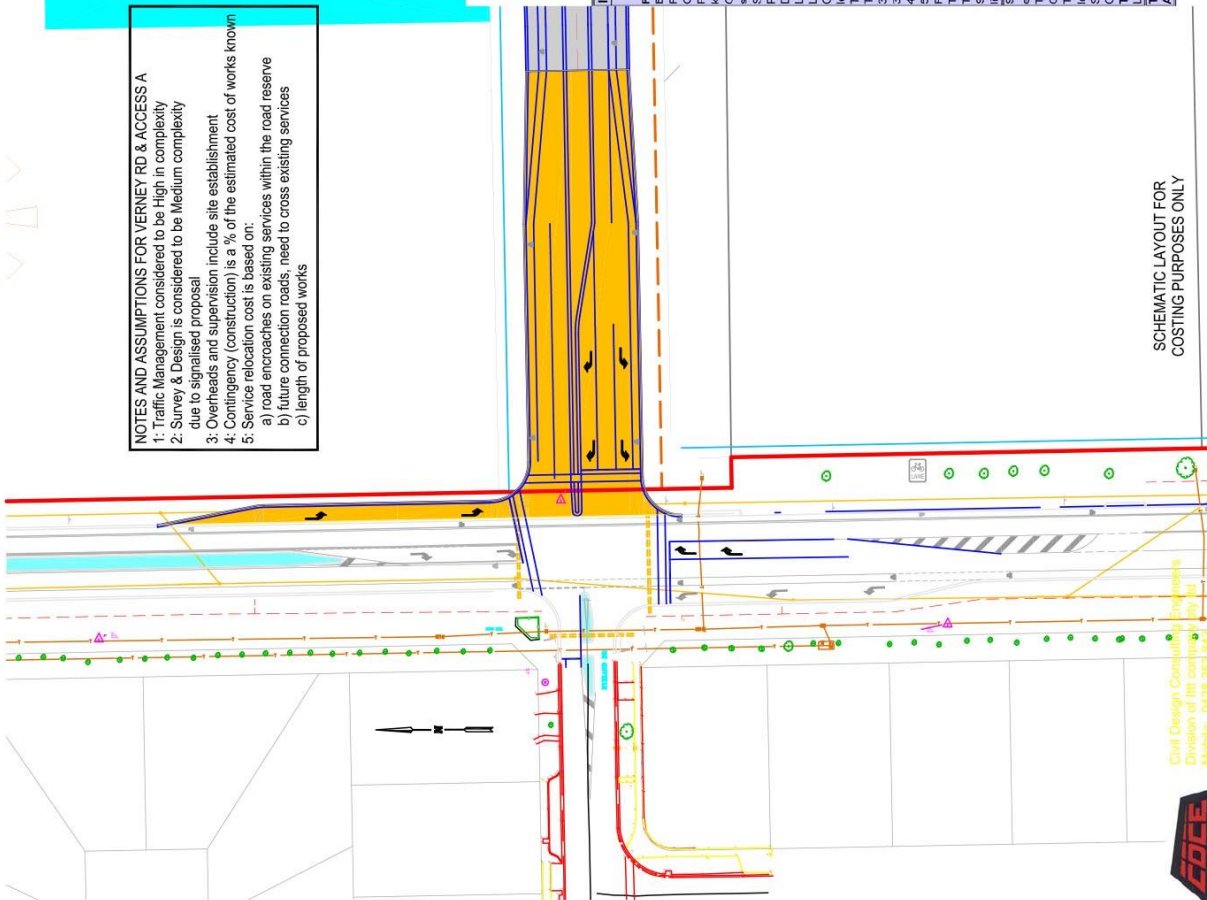
Estimate Prepared by: **CDCE**

Jan-15

# NORTH EAST GROWTH CORRIDOR

## VERNEY ROAD INTERSECTION ACCESS A & RYELAND DRIVE

- NOTES AND ASSUMPTIONS FOR VERNEY RD & ACCESS A
- 1: Traffic Management considered to be High in complexity
  - 2: Survey & Design is considered to be Medium complexity due to signalised proposal
  - 3: Overheads and supervision include site establishment
  - 4: Contingency (construction) is a % of the estimated cost of works known
  - 5: Service relocation cost is based on:
    - a) road encroaches on existing services within the road reserve
    - b) future connection roads, need to cross existing services
    - c) length of proposed works



Civil Design Consulting Engineers  
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### North East Growth Corridor Shepparton

Road Name: Verney Road Intersection Access A  
Limit of works: As shown on drawing road reserve and cross section vary  
Length of Job: Intersection works only  
Notes: Costs based on Greater Shepparton City Council specification for road construction & typical road cross sections provided

Item	Unit	Rate	width	units	cost/m	Unit cost	Quantity	subset	subtotal	Amount
<b>ROADWORKS</b>										
Subtotal	subtotal								\$ 293,963.50	\$ 293,964
Gravel (Urban)	m <sup>2</sup>	\$ 30.00	1132 metres		\$ 30	\$ 34,800.00	1 m		\$ 34,800.00	\$ -
Crushed Rock Shoulder	m <sup>2</sup>	\$ 65.00	1754 metres		\$ 65	\$ 114,110.00			\$ 114,110.00	\$ -
Pavement Removal	m <sup>2</sup>	\$ 20.00	0 metres		\$ 20	\$ -			\$ -	\$ -
Kerb and Channel Barrier	m	\$ 10.00	102 metres		\$ 10	\$ 1,020.00			\$ 1,020.00	\$ -
G-MW drain Culvert crossing 2x300 dia	m	\$ 48.00	421 sides		\$ 48	\$ 20,208.00			\$ 20,208.00	\$ -
side entry pits std	unit	\$ 2,420.00	4 internal metres		\$ 90	\$ 8,800.00			\$ 8,800.00	\$ -
Shared pathway 2.5m wide concrete	m <sup>2</sup>	\$ 70.00	190 metres		\$ 70	\$ 13,300.00			\$ 13,300.00	\$ -
Pedestrian Footpath 1.5m wide concrete	m <sup>2</sup>	\$ 100.00	104 metres		\$ 100	\$ 10,400.00			\$ 10,400.00	\$ -
Drainage Channel	m	\$ 17.50	421		\$ 18	\$ 7,575.00			\$ 7,575.00	\$ -
Landscaping rebar plantings	m	\$ 12.00	456 metres		\$ 12	\$ 5,472.00			\$ 5,472.00	\$ -
Concrete Infill	m <sup>2</sup>	\$ 20.00	0 metres		\$ 20	\$ -			\$ -	\$ -
level / rim top soil nature strip	m <sup>2</sup>	\$ 45.00	75		\$ 45	\$ 3,375.00			\$ 3,375.00	\$ -
Tree Planting 2 - 2.5m tall	unit	\$ 225m-\$150/tree	15 rows of trees		\$ 6	\$ 10,320.00			\$ 10,320.00	\$ -
500mm dia conc drain Stormwater Cr BF	per metre	\$527-\$67/8	0 metres wide		\$ 6	\$ 1,875.00			\$ 1,875.00	\$ -
300mm dia conc drain Stormwater Cr BF	per metre	\$152	10 metres		\$ 152	\$ 1,520.00			\$ 1,520.00	\$ -
450mm conc drain stormwater Cr BF	per metre	\$210	0 metres		\$ 210	\$ -			\$ -	\$ -
525mm conc drain stormwater Cr BF	per metre	\$275	0 metres		\$ 275	\$ -			\$ -	\$ -
Pedestrian Traffic Signals	Unit	\$ 134,200.00	0		\$ -	\$ -			\$ -	\$ -
Traffic Signals	Unit	\$ 102,500.00	4	No of intersection	\$ 25	\$ 20,412.00			\$ 20,412.00	\$ 12,705
Traffic Signal Conduit subset	m	\$ 35.00	363 metres		\$ 35	\$ 12,705.00			\$ 12,705.00	\$ -
Street Lighting	m	\$ 120.00	228 rows of lights		\$ 6	\$ 1,350.00			\$ 1,350.00	\$ -
Lighting conduit	m	\$ 50.00	228 No of runs/sides		\$ 50	\$ 11,400.00			\$ 11,400.00	\$ -
Subtotal						\$ 293,963.50			\$ 293,963.50	\$ 716,659
Estimated total									\$ 716,659	\$ 716,659
Traffic Management									\$ 143,334	\$ 143,334
Contingency									\$ 931,669	\$ 931,669
Total + contingencies									\$ 1,648,022	\$ 1,648,022
Lowering Gas main									\$ 35,000	\$ 35,000
Survey and Design									\$ 50,167	\$ 50,167
Overheads (supervision etc)									\$ 107,500	\$ 107,500
Total (excluding land cost)									\$ 1,840,858	\$ 1,840,858
Land Acquisition									\$ 1,124,336	\$ 1,124,336
Total Estimated Cost									\$ 2,965,194	\$ 2,965,194
Aspaved Cost									\$ -	\$ -

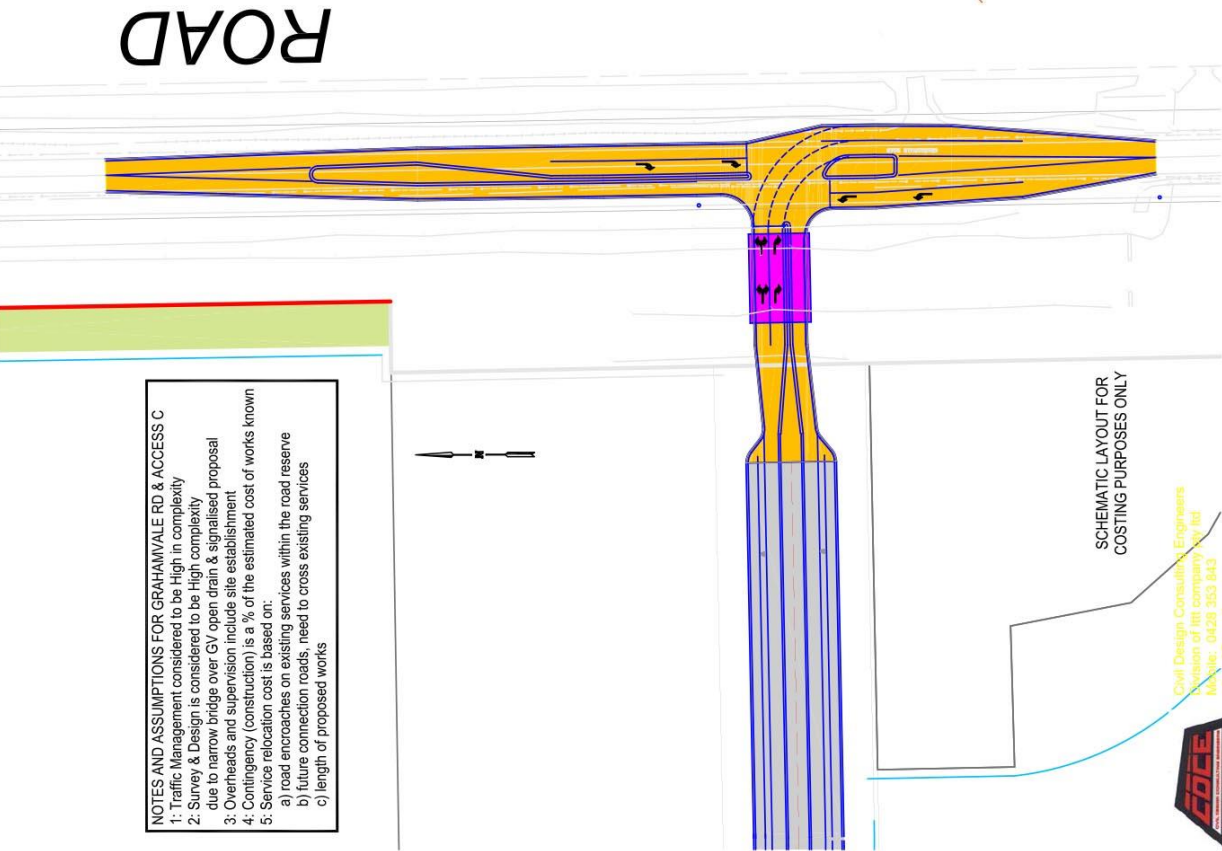
SCHEMATIC LAYOUT FOR  
COSTING PURPOSES ONLY

Estimate Prepared by: CDCE Nov-14

AMENDMENTS									
REV	APP	DATE	REASON	INITIALS	N/A	DATE	INITIALS	N/A	DATE
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CIVIL DESIGN CONSULTING ENGINEERS  
NORTH EAST GROWTH CORRIDOR  
DEVELOPMENT CONTRIBUTIONS PLAN (DCP)  
VERNEY ROAD INTERSECTION  
ACCESS A & RYELAND DRIVE

11 115  
REVISION  
11 115



NOTES AND ASSUMPTIONS FOR GRAHAMVALE RD & ACCESS C

1: Traffic Management considered to be High in complexity  
2: Survey & Design is considered to be High in complexity  
due to narrow bridge over GV open drain & signalised proposal  
3: Overheads and supervision include site establishment  
4: Contingency (construction) is a % of the estimated cost of works known  
5: Service relocation cost is based on:  
a) road encroaches on existing services within the road reserve  
b) future connection roads, need to cross existing services  
c) length of proposed works

Civil Design Consulting Engineers  
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SCHEMATIC LAYOUT FOR  
COSTING PURPOSES ONLY

# NORTH EAST GROWTH CORRIDOR

## GRAHAMVALE ROAD INTERSECTION ACCESS C

- BRIDGE DECK
- ROAD
- INTERSECTION AREA COSTED

### North East Growth Corridor Shepparton

Road Name: Grahamvale Road Intersection Access C  
Limit of works: As shown on drawing road reserve and cross section vary  
Length of Job: Intersection works only  
Notes: Costs based on Greater Shepparton City Council specification for road construction & typical road cross sections provided

Item	Unit	Rate	wide m	units	cost/m width	Unit cost	Quantity metres	subset cost	subtotal Amount
<b>Roadworks</b>									
Bulk Earthworks	m <sup>3</sup>	\$ 30.00	1507	metres	\$ 30	\$ 45,210.00	1 m	\$ 1,146,725.50	\$ 1,146,726
Paement (Urban)	m <sup>2</sup>	\$ 65.00	2951	metres	\$ 65	\$ 191,815.00		\$ 191,815.00	\$ -
Cushed Rock Stroude	m <sup>2</sup>	\$ 20.00	0	metres	\$ 20	\$ -		\$ -	\$ -
Paement Removal	m <sup>2</sup>	\$ 10.00	2242	metres	\$ 48	\$ 22,420.00		\$ 22,420.00	\$ -
Kerb and Channel Barrier	m	\$ 48.00	932	sides	\$ 48	\$ 44,736.00		\$ 44,736.00	\$ -
C-40W drain Bridge	unit	\$ 684	512	1 bridge	\$ 684	\$ 684,512.00		\$ 684,512.00	\$ -
Stormwater Cr/BF	m <sup>2</sup>	\$ 2,212.00	8	metres	90	\$ 17,500.00		\$ 17,500.00	\$ -
Shaped pathway 1.5m wide concrete	m <sup>2</sup>	\$ 70.00	0	metres	\$ -	\$ -		\$ -	\$ -
Pedestrian Footpath 1.5m wide concrete	m <sup>2</sup>	\$ 70.00	861	metres	\$ 18	\$ 15,067.50		\$ 15,067.50	\$ -
Drainage, subgrade drain	m	\$ 12.00	387	metres	\$ 12	\$ 4,644.00		\$ 4,644.00	\$ -
Linemaking & Signage	m	\$ 20.00	0	metres	\$ 20	\$ -		\$ -	\$ -
Landscape refer plantings	m <sup>2</sup>	\$ 45.00	126	metres	\$ 45	\$ 5,670.00		\$ 5,670.00	\$ -
Concrete inrill	m <sup>2</sup>	\$ 6.00	4102	metres	\$ 6	\$ 24,612.00		\$ 24,612.00	\$ -
level / trim top soil nature strip	unit	\$25/m-\$150/tee	58	loves of trees	\$ 25	\$ 1,450.00		\$ 1,450.00	\$ -
Tree Planting 2 - 2.5m tall	unit	\$5.27 - \$5.78	0	metres wide	\$ 6	\$ -		\$ -	\$ -
Tube Stock Plantings	per metre	\$192	60	metres	\$ 12	\$ 12,160.00		\$ 12,160.00	\$ -
300mm dia conc drain Stormwater Cr/BF	per metre	\$175	60	metres	\$ 12	\$ 12,160.00		\$ 12,160.00	\$ -
300mm conc drain stormwater Cr/BF	per metre	\$175	60	metres	\$ 12	\$ 12,160.00		\$ 12,160.00	\$ -
300mm dia conc drain Stormwater Cr/BF	per metre	\$175	60	metres	\$ 12	\$ 12,160.00		\$ 12,160.00	\$ -
Pedestrian Traffic Signals	Unit	\$ 134,000.00	3	No of intersection	\$ 25	\$ 1,450.00		\$ 1,450.00	\$ -
Traffic Signals	Unit	\$ 102,500.00	3	No of intersection	\$ 25	\$ 1,450.00		\$ 1,450.00	\$ -
Traffic Signal Conduit, subsect	m	\$ 35.00	276	metres	\$ 45,279.00	\$ 45,279.00		\$ 45,279.00	\$ 307,500
Street Lighting	m	\$ 129.00	351	loves of lights	\$ 45,279.00	\$ 45,279.00		\$ 45,279.00	\$ 6,660
Lighting conduit	m	\$ 50.00	351	No of runs/sides	\$ 17,550.00	\$ 17,550.00		\$ 17,550.00	\$ 1,403,865.50
Subtotal						\$ 1,140,725.50		\$ 1,140,725.50	\$ 1,403,865.50
Estimated total									\$ 216,583
Traffic Management									\$ 292,777
Contingency									\$ 1,976,245
Total + contingencies									\$ 7,500
guard railing for 1 SEC pole									\$ 146,389
Survey and Design									\$ 216,583
Overheads (supervision etc)									\$ 2,346,717
Total excluding land cost									\$ -
Land Acquisition	hectares	\$ -		hectares					\$ -
Total Estimated Cost									\$ 2,346,717
Adopted Cost									\$ -

Estimate Prepared by: CDCE Nov-14

LEGEND										AMENDMENTS			CIVIL DESIGN CONSULTING ENGINEERS		
ITEM NO.	DESCRIPTION	REVISION	DATE	BY	CHKD	DATE	BY	CHKD	DATE	BY	CHKD	DATE	BY	CHKD	
1	PROPOSED BRIDGE PILE	1	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
2	PROPOSED BRIDGE PILE	2	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
3	PROPOSED BRIDGE PILE	3	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
4	PROPOSED BRIDGE PILE	4	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
5	PROPOSED BRIDGE PILE	5	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
6	PROPOSED BRIDGE PILE	6	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
7	PROPOSED BRIDGE PILE	7	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
8	PROPOSED BRIDGE PILE	8	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
9	PROPOSED BRIDGE PILE	9	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
10	PROPOSED BRIDGE PILE	10	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
11	PROPOSED BRIDGE PILE	11	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
12	PROPOSED BRIDGE PILE	12	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
13	PROPOSED BRIDGE PILE	13	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
14	PROPOSED BRIDGE PILE	14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
15	PROPOSED BRIDGE PILE	15	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
16	PROPOSED BRIDGE PILE	16	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
17	PROPOSED BRIDGE PILE	17	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
18	PROPOSED BRIDGE PILE	18	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
19	PROPOSED BRIDGE PILE	19	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
20	PROPOSED BRIDGE PILE	20	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
21	PROPOSED BRIDGE PILE	21	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
22	PROPOSED BRIDGE PILE	22	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
23	PROPOSED BRIDGE PILE	23	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
24	PROPOSED BRIDGE PILE	24	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
25	PROPOSED BRIDGE PILE	25	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
26	PROPOSED BRIDGE PILE	26	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
27	PROPOSED BRIDGE PILE	27	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
28	PROPOSED BRIDGE PILE	28	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
29	PROPOSED BRIDGE PILE	29	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
30	PROPOSED BRIDGE PILE	30	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
31	PROPOSED BRIDGE PILE	31	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
32	PROPOSED BRIDGE PILE	32	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
33	PROPOSED BRIDGE PILE	33	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
34	PROPOSED BRIDGE PILE	34	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
35	PROPOSED BRIDGE PILE	35	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
36	PROPOSED BRIDGE PILE	36	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
37	PROPOSED BRIDGE PILE	37	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
38	PROPOSED BRIDGE PILE	38	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
39	PROPOSED BRIDGE PILE	39	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
40	PROPOSED BRIDGE PILE	40	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
41	PROPOSED BRIDGE PILE	41	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
42	PROPOSED BRIDGE PILE	42	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
43	PROPOSED BRIDGE PILE	43	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
44	PROPOSED BRIDGE PILE	44	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
45	PROPOSED BRIDGE PILE	45	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
46	PROPOSED BRIDGE PILE	46	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
47	PROPOSED BRIDGE PILE	47	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
48	PROPOSED BRIDGE PILE	48	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
49	PROPOSED BRIDGE PILE	49	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
50	PROPOSED BRIDGE PILE	50	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
51	PROPOSED BRIDGE PILE	51	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
52	PROPOSED BRIDGE PILE	52	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
53	PROPOSED BRIDGE PILE	53	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
54	PROPOSED BRIDGE PILE	54	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
55	PROPOSED BRIDGE PILE	55	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
56	PROPOSED BRIDGE PILE	56	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
57	PROPOSED BRIDGE PILE	57	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
58	PROPOSED BRIDGE PILE	58	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
59	PROPOSED BRIDGE PILE	59	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
60	PROPOSED BRIDGE PILE	60	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
61	PROPOSED BRIDGE PILE	61	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
62	PROPOSED BRIDGE PILE	62	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
63	PROPOSED BRIDGE PILE	63	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
64	PROPOSED BRIDGE PILE	64	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
65	PROPOSED BRIDGE PILE	65	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	
66	PROPOSED BRIDGE PILE	66	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14	11/11/14		



ROAD	INTERSECTION AREA COSTED



SCHEMATIC LAYOUT FOR  
COSTING PURPOSES ONLY



Access D

reserve and cross section vary

Reserve and cross section vary

**Notes:** Costs based on Greater Shepparton City Council specification for road construction & typical road cross sections provided

**Notes:** Costs based on Greater

Item	Unit	Rate	wide	units	cost/m	Unit cost	Quantity	subest	subtotal	Amount
			m		width		metres	cost		
<b>Roadworks</b>										
Bulk Earthworks	subtotal								\$ 295,145.00	\$ 295,145.00
Paement (Urban)	m²	\$ 30.00	1078 metres		\$ 3.30	\$ 32,340.00	1 m		\$ 32,340.00	\$ -
Crushed Rock Shoulder	m²	\$ 65.00	1681 metres		\$ 65	\$ 109,265.00			\$ -	\$ -
Paement Removal	m²	\$ 20.00	0 metres		\$ 20				\$ 109,265.00	\$ -
Paement and Chained Barrier	m²	\$ 48.00	68 metres		\$ 48	\$ 680.00			\$ 680.00	\$ -
CHWY drain Chert Cratering 2x300 dia	unit	\$ 2,400.00	410 sides		\$ 48	\$ 19,680.00			\$ 19,680.00	\$ -
CHWY drain Chert Cratering 2x300 dia	unit	\$ 2,400.00	410 sides		\$ 48	\$ 19,680.00			\$ 19,680.00	\$ -
Shoulder pathway 2.5m wide concrete	m²	\$ 10.00	125 metres		\$ 90	\$ 8,900.00			\$ 8,900.00	\$ -
Pedestrian Footpath 1.5m wide concrete	m²	\$ 10.00	219 metres		\$ 90	\$ 15,060.00			\$ 15,060.00	\$ -
Drainage - subgrade drain	m	\$ 7.50	410		\$ 18	\$ 7,175.00			\$ 7,175.00	\$ -
Drainage - subgrade drain	m	\$ 12.00	337 metres		\$ 12	\$ 4,044.00			\$ 4,044.00	\$ -
Landscaping refer plantings	m	\$ 20.00	0 metres		\$ 20				\$ -	\$ -
Concrete rail	m²	\$ 5.00	1652 metres		\$ 46	\$ 2,115.00			\$ 2,115.00	\$ -
Concrete rail self raising strip	m²	\$ 5.00	1652 metres		\$ 46	\$ 2,115.00			\$ 2,115.00	\$ -
Tree Planting 2 - 2.5m tall	unit	\$25m-150tree	88 rows of lines		\$ 25	\$ 2,150.00			\$ 2,150.00	\$ -
1.5m Stock Fittings	unit	\$5.27 - \$5.74	0 metres wide		\$ 6				\$ -	\$ -
300mm dia conc drain Stormwater Cr BF	per metre	\$152	69 metres		\$ 13,072.00	\$ 13,072.00			\$ 13,072.00	\$ -
375mm dia conc drain Stormwater Cr Bk Rl	per metre	\$175	86 metres		\$ 15,050.00	\$ 15,050.00			\$ 15,050.00	\$ -
450mm dia conc drain Stormwater Cr BF	per metre	\$270	0 metres		\$ -	\$ -			\$ -	\$ -
500mm dia conc drain Stormwater Cr BF	per metre	\$275	0 metres		\$ -	\$ -			\$ -	\$ -
1.5m dia Traffic Signal	unit	\$ 134,500.00	4	No. of intersection		\$ 134,500.00			\$ 134,500.00	\$ 410,000.00
Traffic Signal	unit	\$ 102,500.00	4	No. of intersection		\$ 102,500.00			\$ 102,500.00	\$ 12,705.00
Traffic Signal Conduit subast	unit	\$ 35.00	353 metres		\$ 123.00	\$ 33,285.00			\$ 33,285.00	\$ 12,705.00
Street Lighting	m	\$ 129.00	258 rows of lights		\$ 33,285.00	\$ 33,285.00			\$ 33,285.00	\$ 12,705.00
Lighting conduit	m	\$ 10.00	258 No. of runs/sides		\$ 12,900.00	\$ 12,900.00			\$ 12,900.00	\$ -
<b>Subtotal</b>						\$ 295,145.00			\$ 717,850.00	\$ 717,850.00
Traffic Management									\$ 717,850.00	\$ 717,850.00
Land Acquisition									\$ 143,370.00	\$ 143,370.00
Survey and Design	term								\$ 35,000.00	\$ 35,000.00
Survey and Design	term								\$ 50,250.00	\$ 50,250.00
Overheads (supervision etc)									\$ 1,077,678.00	\$ 1,077,678.00
<b>Total excluding land cost</b>									\$ 1,126,132.00	\$ 1,126,132.00
Land Acquisition	hectares	\$ -	-	hectares					\$ -	\$ -
<b>Total Estimated Cost</b>									\$ 1,126,132.00	\$ 1,126,132.00

Estimate Prepared by: **CDCE** Nov-14

NCV-14

NCV-14

[illegible]

## 6.2.2 Community facility construction cost estimate



10 July 2018

## **Introduction**

The Cost Plan is based on Concept Design documents from Outlines.

## **Cost Estimates**

The current anticipated total costs are based on a competitive lump sum tender.

<b>New Building</b>
\$5,258,000

Refer to the attached Cost Plan 1 rev C for details.

## **Inclusions**

The Cost Plan includes allowances for the following:

- Building works
- External works and external services
- Demolition
- Landscaping
- Design contingencies
- Contract contingencies
- Consultants' fees
- Supply authority charges
- Management support costs

## **Exclusions**

The Cost Plan excludes the following:

- Rock excavation
- Asbestos removal
- Site decontamination
- ESD options
- IT and communications equipment
- Additional costs due to Construction Management or Negotiated Contracts
- Disbursements
- Furniture, furnishings and equipment
- Cost escalation up to completion of construction July, 2020
- Cost escalation after July, 2020
- GST
- Additional costs for staging of construction
- Project risk contingency
- Temporary accommodation and decanting
- Locality allowance
- Property purchase

## COST PLAN SUMMARY

## Community Facility



COST COMPONENT		Area m2	\$/m <sup>2</sup>	\$
Site preparation and demolition				Excluded
Dual Room Kindergarten	New	240m <sup>2</sup>	\$2,900	696,000
Community meeting space	New	110m <sup>2</sup>	\$2,600	286,000
Group Room	New	30m <sup>2</sup>	\$2,800	84,000
MCH rooms	New	40m <sup>2</sup>	\$2,800	112,000
Breastfeeding room	New	16m <sup>2</sup>	\$2,800	44,800
Meeting/interview rooms	New	20m <sup>2</sup>	\$2,600	52,000
Techers Office	New	20m <sup>2</sup>	\$2,800	56,000
Staff rooms	New	25m <sup>2</sup>	\$2,800	70,000
Kitchen	New	26m <sup>2</sup>	\$4,000	104,000
Toilets for staff and children	New	64m <sup>2</sup>	\$4,000	256,000
Cleaners Cupboard	New	9m <sup>2</sup>	\$2,400	21,600
Waiting area	New	12m <sup>2</sup>	\$2,800	33,600
Equipment Storage	New	40m <sup>2</sup>	\$2,400	96,000
Foyer, lobby and corridors	New	260m <sup>2</sup>	\$2,600	676,000
Entry Canopy and verandah	New	150m <sup>2</sup>	\$1,200	180,000
<b>TOTAL - BUILDING COST (TBC)</b>		<b>1062 m2</b>	<b>\$2,606</b>	<b>2,768,000</b>
Asbestos removal				excluded
Site decontamination				excluded
Carparking, civil, landscape and irrigation works		1814m <sup>2</sup>	\$250	453,500
Outdoor area for kindergarten and community		1124m <sup>2</sup>	\$400	449,600
External services and infrastructure upgrades	5.00%			138,000
Building maintenance - 1 year				Excluded
Landscape maintenance - 1 year				Excluded
ESD Options				excluded
Locality allowance				excluded
Additional costs for staging				excluded
Design Contingency	5.00%			190,000
Construction Contingency	10.00%			381,000
<b>TOTAL - CONSTRUCTION COST (TCC)</b>		<b>1062 m2</b>	<b>\$4,125</b>	<b>4,381,000</b>



## COST PLAN SUMMARY

### Community Facility



COST COMPONENT						Area m2	\$/m <sup>2</sup>	\$
Council fes					3.25%			Excluded
Authority Fees					1.00%			44,000
Traffic management					2.00%			88,000
Environment Management					0.50%			22,000
Survey/Design					5.00%			219,000
Supervision & project management					9.00%			394,000
Site establishment					2.50%			110,000
Temporary relocation of existing facilities								excluded
Furniture, furnishings and equipment								excluded
IT and communications equipment								excluded
Property purchase								excluded
<b>TOTAL - PROJECT COST (TPC) (Jul, 2018)</b>						<b>1062 m2</b>	<b>\$4,951</b>	<b>5,258,000</b>
Cost Escalation								
Up To	Date	Months	% / year	Weighting	Total %			
Tender	Jul, 19	12	3.00%	100%	3.00%			excluded
Completion	Jul, 20	12	3.00%	70%	2.10%			excluded
Project Risk and Delay Contingency						1.50%		excluded
Goods and Services Tax						10.00%		excluded
<b>TOTAL - END COST (TEC) (Jul, 2020)</b>						<b>1062 m2</b>	<b>\$4,951</b>	<b>5,258,000</b>

### 6.2.3 Open space project cost estimates

## **Introduction**

The Cost Plan is based on Concept Design documents from Outlines.

## **Cost Estimates**

The current anticipated Total End Cost is \$3,755,000.

District Park	\$2,615,000
Local Park	\$640,000
Retardation Basin	\$500,000

Refer to the attached Cost Plan No. 1 for details.

## **Inclusions**

The Cost Plan includes allowances for the following:

- Building works
- External works and external services
- Demolition
- Landscaping
- Design contingencies
- Contract contingencies
- Consultants' fees
- Supply authority charges

## **Exclusions**

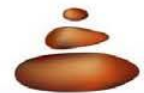
The Cost Plan excludes the following:

- Rock excavation
- Site decontamination
- Rainwater harvesting
- IT and Communications equipment
- Disbursements
- Furniture, furnishings and equipment
- Cost escalation up to completion of construction May, 2019
- Cost escalation after May, 2019
- GST
- Additional costs for staging of the works

5 July 2018

COST COMPONENT		m <sup>2</sup>	\$/m <sup>2</sup>	Total
District Park		22000 m <sup>2</sup>	\$83/m <sup>2</sup>	1,835,000
Local Park		7000 m <sup>2</sup>	\$64/m <sup>2</sup>	447,000
Retardation Basin		20000 m <sup>2</sup>	\$22/m <sup>2</sup>	432,000
Design Contingency		5.00%		137,000
Contract Contingency		10.00%		286,000
<b>TOTAL CONSTRUCTION COST (TCC) (May, 2018)</b>				<b>3,137,000</b>
Council Fees		3.25%		86,000
Authority Fees		1.00%		28,000
Traffic Management		2.00%		54,000
Environmental Management		0.50%		14,000
Survey/Design		5.00%		132,000
Supervision & Project Management		9.00%		238,000
Site establishment		2.50%		66,000
Furniture, furnishings and equipment				excluded
<b>TOTAL PROJECT COST (TPC) (May, 2018)</b>				<b>3,755,000</b>
Cost Escalation				
Up To	Date	Months	% / year	Weighting
Tender	Nov, 18	6	3.00%	100%
Completion	May, 19	6	3.00%	70%
Goods and Services Tax				10.00%
<b>TOTAL END COST (TEC) (May, 2019)</b>				<b>3,755,000</b>

District Park	Local Park	Retardation Basin
1,835,000	-	-
-	447,000	432,000
92,000	23,000	22,000
193,000	47,000	46,000
<b>2,120,000</b>	<b>517,000</b>	<b>500,000</b>
69,000	17,000	inc in Eng Cost
22,000	6,000	inc in Eng Cost
43,000	11,000	inc in Eng Cost
11,000	3,000	inc in Eng Cost
106,000	26,000	inc in Eng Cost
191,000	47,000	inc in Eng Cost
53,000	13,000	inc in Eng Cost
excluded	excluded	inc in Eng Cost
<b>2,615,000</b>	<b>640,000</b>	<b>500,000</b>
excluded	excluded	excluded
excluded	excluded	excluded
excluded	excluded	excluded
<b>2,615,000</b>	<b>640,000</b>	<b>500,000</b>



<b>Buildings and Paved Area</b>	1540 m <sup>2</sup>
<b>Soft Landscape Area</b>	20460 m <sup>2</sup>
<b>Total</b>	22000 m <sup>2</sup>

	Quantity	Rate	Total
<b>EXTERNAL WORKS</b>			
<b>XP Site Preparation</b>			
Demolition/site scraping	Provisional		265,000
Bulk earthworks including cut and fill to new levels	Provisional		60,000
Site decontamination	Excluded		-
<b>Total Site Preparation</b>	\$211.04/m <sup>2</sup> FECA \$14.77/m <sup>2</sup> GFA		<b>325,000</b>
<b>XR Roads and Paving</b>			
100mm thick pedestrian grade plain concrete paving	1092 m <sup>2</sup>	100.00	109,200
Asphalt multi-use half court on base	293 m <sup>2</sup>	80.00	23,440
Line marking	Item		2,500
50mm cement stabilised granitic sand with steel edging and brushed rock base	155 m <sup>2</sup>	40.00	6,200
<b>Total Roads and Paving</b>	\$91.78/m <sup>2</sup> FECA \$6.42/m <sup>2</sup> GFA		<b>141,340</b>
<b>XN Fences and Walls</b>			
Perimeter post and rail fencing	221 m	250.00	55,250
Tree protection fencing	Nil		-
<b>Total Fences and Walls</b>	\$35.88/m <sup>2</sup> FECA \$2.51/m <sup>2</sup> GFA		<b>55,250</b>
<b>XB External Buildings, Structures and Furniture</b>			
<b>Furniture and Fixtures</b>			
Bike racks including footings	3 No	600.00	1,800
Rubbish bins (dual)	3 No	2,500.00	7,500
Park bench with backrest	4 No	2,000.00	8,000
Picnic table	3 No	4,000.00	12,000
Picnic shelter (Prefab)	Item		20,000
BBQ	Provisional		10,000



<b>Buildings and Paved Area</b>	1540 m <sup>2</sup>
<b>Soft Landscape Area</b>	20460 m <sup>2</sup>
<b>Total</b>	22000 m <sup>2</sup>

	Quantity	Rate	Total
Basketball ring	Item		5,000
Playground equipment	Provisional		350,000
Single prefabricated toilet	Provisional		150,000
<b>Total External Buildings, Structures and Furniture</b>	\$366.43/m <sup>2</sup> FECA \$25.65/m <sup>2</sup> GFA		<b>564,300</b>
<b>XL Landscaping</b>			
Hydromulched grass and 100mm topsoil	19915 m <sup>2</sup>	10.00	199,150
Garden bed with 200mm topsoil and 75mm organic mulch	179 m <sup>2</sup>	30.00	5,370
Irrigation - to all garden beds and grass	Provisional		205,000
Organic softfall mulch	366 m <sup>2</sup>	25.00	9,150
150mm pot plants to garden beds (6/m <sup>2</sup> )	Item		21,500
45L pot trees	110 No	250.00	27,500
Establishment and maintenance for 104 weeks	Item		104,000
Artwork	Excluded		-
<b>Total Landscaping</b>	\$371.21/m <sup>2</sup> FECA \$25.99/m <sup>2</sup> GFA		<b>571,670</b>
<b>Sub-total EXTERNAL WORKS</b>	\$1076.62/m <sup>2</sup> FECA \$75.36/m <sup>2</sup> GFA		<b>1,658,000</b>
<b>EXTERNAL SERVICES</b>			
<b>XK Stormwater Drainage</b>			
Stormwater drainage	Provisional		65,000
Swale	Provisional		37,000
<b>Total Stormwater Drainage</b>	\$66.23/m <sup>2</sup> FECA \$4.64/m <sup>2</sup> GFA		<b>102,000</b>
<b>XD Sewer Drainage</b>			
Sewer drainage	Provisional		15,000
<b>Total Sewer Drainage</b>	\$9.74/m <sup>2</sup> FECA \$0.68/m <sup>2</sup> GFA		<b>15,000</b>
<b>XW External Water Services</b>			
Connection to existing water system	Provisional		11,000



<b>Buildings and Paved Area</b>	1540 m <sup>2</sup>
<b>Soft Landscape Area</b>	20460 m <sup>2</sup>
<b>Total</b>	22000 m <sup>2</sup>

	Quantity	Rate	Total
Drinking fountain and refill post	1 No	7,000.00	7,000
<b>Total External Water Services</b>	\$11.69/m <sup>2</sup> FECA \$0.82/m <sup>2</sup> GFA		<b>18,000</b>
<b>XF External Fire Services</b>			
External fire services	Excluded		-
<b>Total External Fire Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XG External Gas Services</b>			
Connection to existing gas system	Nil		-
<b>Total External Gas Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XE External Electrical Services</b>			
Electrical services	Provisional		42,000
<b>Total External Electrical Services</b>	\$27.27/m <sup>2</sup> FECA \$1.91/m <sup>2</sup> GFA		<b>42,000</b>
<b>XC External Communications</b>			
Nil	Excluded		-
<b>Total External Communications</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XS External Special Services</b>			
External special services	Nil		-
<b>Total External Special Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>Sub-total EXTERNAL SERVICES</b>	\$114.94/m <sup>2</sup> FECA \$8.05/m <sup>2</sup> GFA		<b>177,000</b>
<b>PRELIMINARIES, OVERHEADS AND PROFIT</b>	8.00%		-
<b>TOTAL - SITEWORKS COST (TSC)</b>			<b>1,835,000</b>
<b>TOTAL - END COST (TEC) (Refer Cost Plan Summary)</b>			<b>3,755,000</b>



<b>Buildings and Paved Area</b>	346 m <sup>2</sup>
<b>Soft Landscape Area</b>	6654 m <sup>2</sup>
<b>Total</b>	7000 m <sup>2</sup>

	Quantity	Rate	Total
Irrigation - to kick about area and garden beds	Provisional		30,000
Organic softfall mulch	268 m <sup>2</sup>	25.00	6,700
150mm pot plants to garden beds (6/m <sup>2</sup> )	Item		8,000
45L pot trees	58 No	250.00	14,500
Establishment and maintenance for 104 weeks	Item		52,000
Artwork	Excluded		-
<b>Total Landscaping</b>	\$509.60/m <sup>2</sup> FECA \$25.19/m <sup>2</sup> GFA		<b>176,320</b>
<b>Sub-total EXTERNAL WORKS</b>	\$1153.18/m <sup>2</sup> FECA \$57.00/m <sup>2</sup> GFA		<b>399,000</b>
<b>EXTERNAL SERVICES</b>			
<b>XK Stormwater Drainage</b>			
Stormwater drainage	Provisional		25,000
Swale	Provisional		23,000
<b>Total Stormwater Drainage</b>	\$138.73/m <sup>2</sup> FECA \$6.86/m <sup>2</sup> GFA		<b>48,000</b>
<b>XD Sewer Drainage</b>			
Sewer drainage	Nil		-
<b>Total Sewer Drainage</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XW External Water Services</b>			
Connection to existing water system	Nil		-
Drinking fountain and refill post	Nil		-
<b>Total External Water Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XF External Fire Services</b>			
External fire services	Excluded		-
<b>Total External Fire Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XG External Gas Services</b>			



<b>Buildings and Paved Area</b>	346 m <sup>2</sup>
<b>Soft Landscape Area</b>	6654 m <sup>2</sup>
<b>Total</b>	7000 m <sup>2</sup>

	Quantity	Rate	Total
Connection to existing gas system	Nil		-
<b>Total External Gas Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XE External Electrical Services</b>			
Electrical services	Nil		-
<b>Total External Electrical Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XC External Communications</b>			
Nil	Excluded		-
<b>Total External Communications</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XS External Special Services</b>			
External special services	Nil		-
<b>Total External Special Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>Sub-total EXTERNAL SERVICES</b>	\$138.73/m <sup>2</sup> FECA \$6.86/m <sup>2</sup> GFA		<b>48,000</b>
<b>PRELIMINARIES, OVERHEADS AND PROFIT</b>		8.00%	-
<b>TOTAL - SITEWORKS COST (TSC)</b>			<b>447,000</b>
<b>TOTAL - END COST (TEC) (Refer Cost Plan Summary)</b>			<b>3,755,000</b>



<b>Buildings and Paved Area</b>	874 m <sup>2</sup>
<b>Soft Landscape Area</b>	19126 m <sup>2</sup>
<b>Total</b>	20000 m <sup>2</sup>

	Quantity	Rate	Total
<b>EXTERNAL WORKS</b>			
<b>XP Site Preparation</b>			
Demolition/site scraping	Provisional		inc in Eng Costing
Bulk earthworks including basin and cut and fill to new levels	Provisional		inc in Eng Costing
Site decontamination	Excluded		-
<b>Total Site Preparation</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XR Roads and Paving</b>			
50mm cement stabilised granitic sand with steel edging and brushed rock base	627 m <sup>2</sup>	40.00	25,080
Fine crushed rock maintenance access track	247 m <sup>2</sup>	35.00	8,645
<b>Total Roads and Paving</b>	\$38.59/m <sup>2</sup> FECA \$1.69/m <sup>2</sup> GFA		<b>33,725</b>
<b>XN Fences and Walls</b>			
Bollards	2 No	800.00	1,600
Tree protection fencing	Nil		-
<b>Total Fences and Walls</b>	\$1.83/m <sup>2</sup> FECA \$0.08/m <sup>2</sup> GFA		<b>1,600</b>
<b>XB External Buildings, Structures and Furniture</b>			
<b>Furniture and Fixtures</b>			
Park bench with backrest	2 No	2,000.00	4,000
<b>Total External Buildings, Structures and Furniture</b>	\$4.58/m <sup>2</sup> FECA \$0.20/m <sup>2</sup> GFA		<b>4,000</b>
<b>XL Landscaping</b>			
Hydromulched grass and 100mm topsoil	14125 m <sup>2</sup>	10.00	141,250
Wetland planting	4231 m <sup>2</sup>	40.00	169,240
Rock lining to bed creek	770 m <sup>2</sup>	55.00	42,350
Rock lining to sed basin	337 m <sup>2</sup>	70.00	23,590
Irrigation	Nil		-
45L pot trees	62 No	250.00	15,500



<b>Buildings and Paved Area</b>	874 m²
<b>Soft Landscape Area</b>	19126 m²
<b>Total</b>	20000 m²

	Quantity	Rate	Total
Establishment and maintenance for 52 weeks	Excluded		-
Artwork	Excluded		-
<b>Total Landscaping</b>	\$448.43/m²FECA \$19.60/m²GFA		<b>391,930</b>
<b>Sub-total EXTERNAL WORKS</b>	\$494.28/m²FECA \$21.60/m²GFA		<b>432,000</b>
<b>EXTERNAL SERVICES</b>			
<b>XK Stormwater Drainage</b>			
Stormwater drainage	Item		Inc in Eng Costing
<b>Total Stormwater Drainage</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XD Sewer Drainage</b>			
Sewer drainage	Nil		-
<b>Total Sewer Drainage</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XW External Water Services</b>			
External water services	Nil		-
<b>Total External Water Services</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XF External Fire Services</b>			
External fire services	Excluded		-
<b>Total External Fire Services</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XG External Gas Services</b>			
Connection to existing gas system	Nil		-
<b>Total External Gas Services</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XE External Electrical Services</b>			
Electrical services	Nil		-
<b>Total External Electrical Services</b>	\$0.00/m²FECA \$0.00/m²GFA		-
<b>XC External Communications</b>			



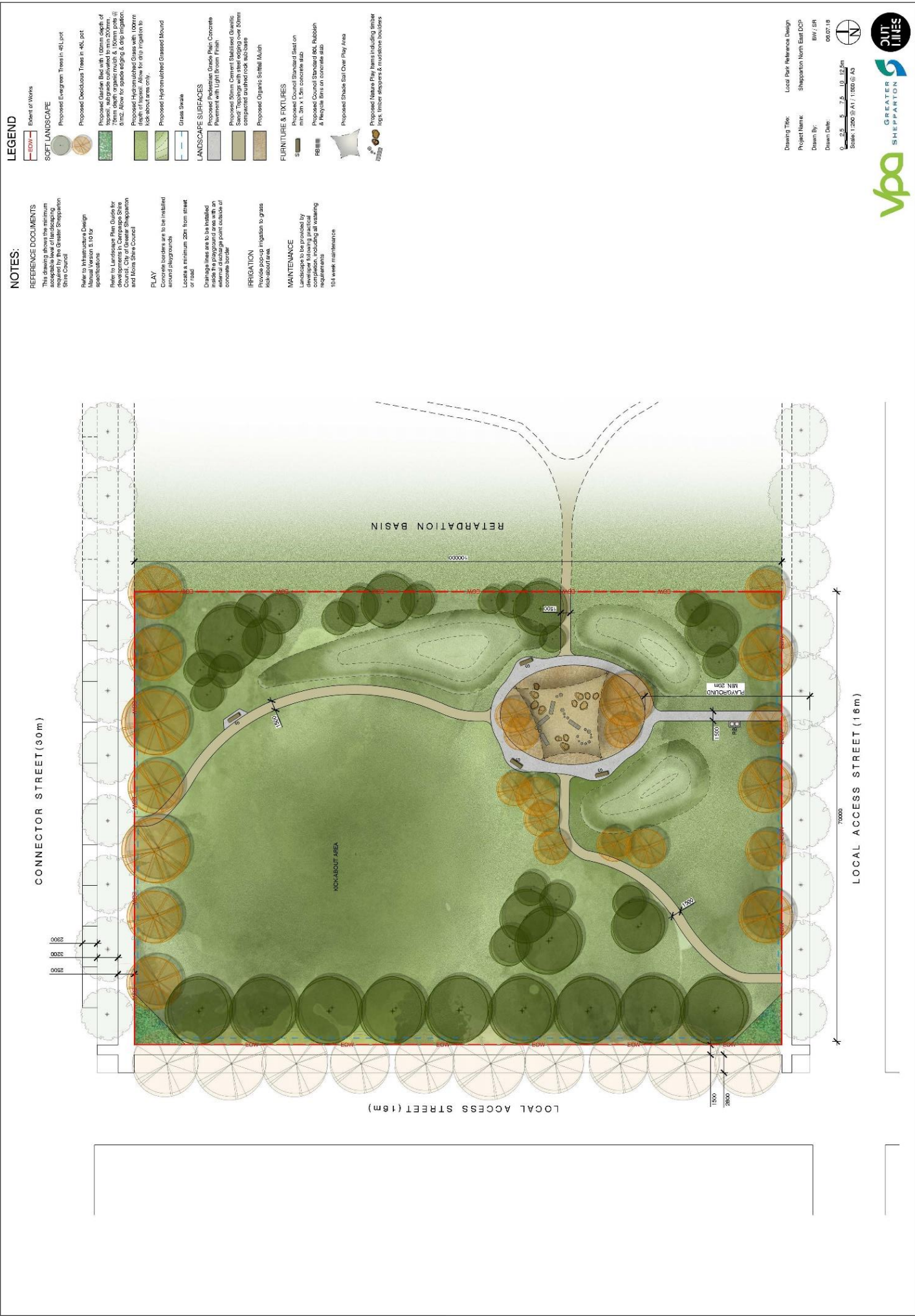
<b>Buildings and Paved Area</b>	874 m <sup>2</sup>
<b>Soft Landscape Area</b>	19126 m <sup>2</sup>
<b>Total</b>	20000 m <sup>2</sup>

	Quantity	Rate	Total
Nil	Excluded		-
<b>Total External Communications</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>XS External Special Services</b>			
External special services	Nil		-
<b>Total External Special Services</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>Sub-total EXTERNAL SERVICES</b>	\$0.00/m <sup>2</sup> FECA \$0.00/m <sup>2</sup> GFA		-
<b>PRELIMINARIES, OVERHEADS AND PROFIT</b>		8.00%	-
<b>TOTAL - SITEWORKS COST (TSC)</b>			<b>432,000</b>











**NOTE:**

**REFERENCE DOCUMENTS**

This drawing shows the minimum acceptable level of landscaping required by the Greater Shepparton Shire Council.

Refer to Infrastructure Design Specifications 10.10 for

Refer to Landscape Plan Guidelines for development in Campaspe Shire Council, City of Greater Shepparton and More Shire Council

**WSUD ELEMENTS**

Specific selection is to be locally available indigenous species from the species list contained in the Landscape Plan Guidelines

Aquatic vegetation in shallow marsh, swales and ponds should be established in a period with the use of seedlings or cuttings with a 90% survival rate at handover

Footpaths and open native grassland areas should be established to have established grass cover of at least 90% at handover

Footpaths and open native grassland areas are to be seeded to have established grass cover of at least 90% at handover

**LEGEND**

**SOFT LANDSCAPE**

Proposed Evergreen Trees in 50L pot

Welland Planting

Proposed Hydro-mulched Grass

Permanent Water Body

Rock Lining / Base To Engineers Details

**LANDSCAPE SURFACES**

Proposed Street Curb / Stabilised Gravel

Sand/Toppings with weed matting over 50mm compacted crushed rock sub-base

Fine Crushed Rock / Maintenance Access

1000L 2.7m Vertical Access at path entry

**FURNITURE & FIXTURES**

Proposed Covered Seated Bench on min. 3m x 1.2m concrete slab

ESW

Extent of Works

Drawing Title: Remediation Basin Reference Design

Project Name: Shepparton North East DCP

Drawn By: BW / SR

Drawn Date: 06/07/18

Scale: 1:500 @ A1 / 1:1000 @ A3

**vpas**

**GREATER SHEPPARTON**

**CITY OF LINES**



#### 6.2.4 Drainage infrastructure cost estimates





## CATCHMENT 1 BASIN COSTS

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b><u>WORKS</u></b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Site preparation		Item			Refer to item 4.6.
1.2	Stripping of topsoil	20300	m2	\$0.25	\$5,075	
1.3	Basin excavation	56000	m3	\$5.00	\$280,000	
1.4	Sedimentation Pond and Bio Retention Excavation	1230	m3	\$10	\$12,300	
1.5	Final Trimming and Shaping	1	Item	\$10,000	\$10,000	
1.6	Topsoil replacement	20300	m2	\$0.50	\$10,150	
<b>2</b>	<b>DRAINAGE STRUCTURES</b>					
2.1	DRAINAGE PIPES					
2.1.1	300dia. RCP	50	LM	\$150	\$7,500	
2.1.2	675dia. RCP	11	LM	\$290	\$3,190	
2.1.3	1050dia. RCP	25	LM	\$590	\$14,750	
2.1.4	1200dia. RCP	15	LM	\$650	\$9,750	
2.2	DRAINAGE PITS					
2.2.1	Diversion Pit	1	No.	\$20,000	\$20,000	
2.2.2	600x600 Grated Junction Pit	1	No.	\$2,000	\$2,000	
2.2.3	900x900 Grated Junction Pit	2	No.	\$2,500	\$5,000	
2.3	HEADWALLS					
2.3.1	1050dia	1	No.	\$6,000	\$6,000	
2.3.2	1200dia	1	No.	\$7,000	\$7,000	
2.4	BIO RETENTION AREA					

2.4.1	150dia. slotted pipe including filter media 0.5m deep	600	m2	\$90	\$54,000	
2.4.2	Permeable liner	750	m2	\$7	\$5,250	
2.4.3	Fitting, risers, non-return valves, etc	1	item	\$5,000	\$5,000	
<b>3</b>	<b>MISCELLANEOUS</b>					
3.1	General Rock work (150dia.)	670	m2	\$40	\$26,800	
3.2	Sedimentation Pond Rockwork Base (300dia.)	330	m2	\$90	\$29,700	
3.3	Sedimentation Pond Clay Lining	860	m2	\$10	\$8,600	
3.4	Concrete Access Track	250	m2	\$80	\$20,000	
<b>SUB-TOTAL WORKS</b>					<b>\$542,065</b>	
<b>4</b>	<b><u>DELIVERY</u></b>					
4.1	Council Fees	3.25	%		\$17,617	
4.2	Traffic Management	5.00	%		\$27,103	
4.3	Environmental Management	0.50	%		\$2,710	
4.4	Survey & Design	10.00	%		\$54,207	
4.5	Supervision & Project Management	5.00	%		\$27,103	
4.6	Site Establishment	2.50	%		\$13,552	
4.7	Contingency	15.0	%		\$81,310	
<b>SUB-TOTAL DELIVERY</b>					<b>\$223,602</b>	
<b>5</b>	<b>TOTAL ESTIMATED COST</b>				<b>\$765,667</b>	

## OUTFALL INFRASTRUCTURE COSTS – CATCHMENT 1

Item	Description	Quantity	Unit	Rate	Amount	Comments
				\$	\$	
	<b><u>WORKS</u></b>					
<b>1</b>	<b>PUMPSTATION WORKS AND RISING MAIN WORKS</b>					
1.1	Stormwater Pump Station	1	Item	\$140,000	\$140,000	
1.2	Pump Station Installation	1	Item	\$50,000	\$50,000	
1.3	Pump Station Electrical Supply	1	Item	\$10,000	\$10,000	
1.4	160dia. Rising Main (100%) <i>Including flow control cable</i>	250	LM	\$100	\$25,000	
1.6	250dia. Rising Main (40%) <i>Including flow control cable</i>	960 x 40%	LM	\$140	\$53,760	Part share with catchment 3.
1.7	Dispersion Pit for Outlet	0.5	Item	\$10,000	\$5,000	
1.8	Rock Beaching in Drain	0.5	item	\$2500	\$1,250	
1.9	Rising Main Fittings	1	item	\$10,000	\$10,000	
<b>SUB-TOTAL WORKS</b>					<b>\$295,010</b>	
<b>2</b>	<b><u>DELIVERY</u></b>					
2.1	Council Fees	3.25	%		\$9,588	
2.2	Traffic Management	5.00	%		\$14,751	
2.3	Environmental Management	0.50	%		\$1,475	
2.4	Survey & Design	10.00	%		\$29,501	
2.5	Supervision & Project Management	5.00	%		\$14,751	
2.6	Site Establishment	2.50	%		\$7,376	
2.7	Contingency	15.0	%		\$44,252	
<b>SUB-TOTAL DELIVERY</b>					<b>\$121,694</b>	
<b>3</b>	<b>TOTAL ESTIMATED COST</b>				<b>\$416,704</b>	



## OUTFALL INFRASTRUCTURE COSTS – CATCHMENT 2

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b><u>WORKS</u></b>					
<b>1</b>	<b>PUMPSTATION WORKS AND RISING MAIN WORKS</b>					
1.1	Stormwater Pump Station	1	Item	\$140,000	\$140,000	
1.2	Pump Station Installation	1	Item	\$50,000	\$50,000	
1.3	Pump Station Electrical Supply	1	Item	\$10,000	\$10,000	
1.4	160dia. Rising Main (100%) <i>Including flow control cable</i>	600	LM	\$100	\$60,000	
1.5	Dispersion Pit for Outlet	0.5	Item	\$10,000	\$5,000	
1.6	Rock Beaching in Drain	0.5	item	\$2500	\$1,250	
1.7	Rising Main Fittings	1	item	\$10,000	\$10,000	
<b>SUB-TOTAL WORKS</b>					<b>\$276,250</b>	
<b>2</b>	<b><u>DELIVERY</u></b>					
2.1	Council Fees	3.25	%		\$8,978	
2.2	Traffic Management	5.00	%		\$13,813	
2.3	Environmental Management	0.50	%		\$1,381	
2.4	Survey & Design	10.00	%		\$27,625	
2.5	Supervision & Project Management	5.00	%		\$13,813	
2.6	Site Establishment	2.50	%		\$6,906	
2.7	Contingency	15.0	%		\$41,438	
<b>SUB-TOTAL DELIVERY</b>					<b>\$113,954</b>	
<b>3</b>	<b>TOTAL ESTIMATED COST</b>				<b>\$390,204</b>	

## OUTFALL INFRASTRUCTURE COSTS – CATCHMENT 3

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b><u>WORKS</u></b>					
<b>1</b>	<b>PUMPSTATION WORKS AND RISING MAIN WORKS</b>					
1.1	Stormwater Pump Station	1	Item	\$140,000	\$140,000	Part share with catchment 1.
1.2	Pump Station Installation	1	Item	\$50,000	\$50,000	
1.3	Pump Station Electrical Supply	1	Item	\$10,000	\$10,000	
1.4	200dia. Rising Main (100%) <i>Including flow control cable</i>	890	LM	\$120	\$106,800	
1.5	250dia. Rising Main (60%) <i>Including flow control cable</i>	960 x 60%	LM	\$140	\$80,640	
1.6	Dispersion Pit for Outlet	0.5	Item	\$10,000	\$5,000	
1.7	Rock Beaching in Drain	0.5	item	\$2500	\$1,250	
1.8	Rising Main Fittings	1	item	\$10,000	\$10,000	
<b>SUB-TOTAL WORKS</b>					<b>\$403,690</b>	
<b>2</b>	<b><u>DELIVERY</u></b>					
2.1	Council Fees	3.25	%		\$13,120	
2.2	Traffic Management	5.00	%		\$20,185	
2.3	Environmental Management	0.50	%		\$2,018	
2.4	Survey & Design	10.00	%		\$40,369	
2.5	Supervision & Project Management	5.00	%		\$20,185	
2.6	Site Establishment	2.50	%		\$10,092	
2.7	Contingency	15.0	%		\$60,554	
<b>SUB-TOTAL DELIVERY</b>					<b>\$166,523</b>	
<b>3</b>	<b>TOTAL ESTIMATED COST</b>				<b>\$570,213</b>	

## OUTFALL INFRASTRUCTURE COSTS – CATCHMENT 4

Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b><u>WORKS</u></b>					
<b>1</b>	<b>PUMPSTATION WORKS AND RISING MAIN WORKS</b>					
1.1	Stormwater Pump Station	1	Item	\$140,000	\$140,000	
1.2	Pump Station Installation	1	Item	\$50,000	\$50,000	
1.3	Pump Station Electrical Supply	1	Item	\$10,000	\$10,000	
1.4	200dia. Rising Main (100%) <i>Including flow control cable</i>	310	LM	\$120	\$37,200	
1.5	Dispersion Pit for Outlet	0.5	Item	\$10,000	\$5,000	
1.6	Rock Beaching in Drain	0.5	item	\$2500	\$1,250	
1.7	Rising Main Fittings	1	item	\$10,000	\$10,000	
<b>SUB-TOTAL WORKS</b>					<b>\$253,450</b>	
<b>2</b>	<b><u>DELIVERY</u></b>					
2.1	Council Fees	3.25	%		\$8,237	
2.2	Traffic Management	5.00	%		\$12,673	
2.3	Environmental Management	0.50	%		\$1,267	
2.4	Survey & Design	10.00	%		\$25,346	
2.5	Supervision & Project Management	5.00	%		\$12,673	
2.6	Site Establishment	2.50	%		\$6,337	
2.7	Contingency	15.0	%		\$38,019	
<b>SUB-TOTAL DELIVERY</b>					<b>\$104,552</b>	
<b>3</b>	<b>TOTAL ESTIMATED COST</b>				<b>\$358,002</b>	

