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# **HUNTLY DEVELOPMENT CONTRIBUTIONS PLAN**

City of Greater Bendigo

**July 2020** 



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# **SUMMARY OF CHARGES**

Table 1 provides an overview of the charges for transport, open space, shared path and planning infrastructure projects included in this DCP. A more detailed explanation of the strategic basis, apportionment, methods of calculation and proposed infrastructure projects are provided within the body of this document.

TABLE 1 SUMMARY OF CHARGES

Project Type	Total Cost to Charge Area	Per Ha Rate
ROADS	\$11,328,337	\$58,224
INTERSECTIONS	\$5,550,745	\$28,529
DISTRICT PLAY GROUND	\$468,938	\$2,410
OFF-ROAD PEDESTRIAN & CYCLE TRAILS	\$970,534	\$4,988
PLANNING COSTS & OTHER ITEMS	\$239,300	\$1,230
Total	\$18,557,854	\$95,380.87
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Summary of Contributions by Funding Source	Funding Source
Total Cost attributed to DCP	\$18,557,854
Total Cost attributed to UGZ land	\$3,993,821
Total Cost attributed to 24ha of land west of Midland Highway	\$466,967
Total Cost attributed to existing demand	\$689,994
TOTAL Project Cost	\$23,708,637



# INTRODUCTION

The Huntly Development Contributions Plan (HDCP) has been prepared by Mesh with the assistance of the City of Greater Bendigo.

The HDCP has been prepared to enable the equitable and efficient delivery of a range of infrastructure to service planned growth within the Huntly East growth area.

The Huntly East growth area comprises of land east of Midland Highway and forms part of the broader Huntly Township growth area that will provide for establishment of a new community of approximately 6,000 people.

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

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



#### 2.1 STRATEGIC BASIS

Huntly Township is located 15km from the Central Business District of Bendigo. The area surrounding the existing township has been identified by the Greater Bendigo Residential Strategy as a future growth area to accommodate large scale residential growth. The City of Greater Bendigo has actively set about planning for the future growth around the Huntly Township and commissioned preparation of the Huntly Township Plan to provide a strategic framework for the future development of Huntly.

The Vision for the Huntly Township Plan (Parsons Brinkerhoff: 2009:7) is:

"To retain the bushland character, environmental assets and village setting of Huntly by integrating the forest and ecological values into a range of lifestyle opportunities; improving the accessibility and amenity of the town centre and new local services through enhanced pedestrian and cycling linkages and reinforcing the existing built form; encouraging ecologically sustainable development that is connected and resilient: and. promoting development that takes advantage of public transport."

The Huntly Township Plan, whilst not incorporated within the Bendigo Planning Scheme, identifies appropriate planning controls and recommendations for future development including preparation of a development contributions plan.

The strategic suitability of the land for urban development has been identified by both the Huntly Township Plan (2009) and the Greater Bendigo Residential Strategy (2014). However, it is important to recognise that the Township Plan does not identify key infrastructure items suitable for inclusion in a DCP and it lacks strategic justification to support potential DCP projects, which is a key limitation. In light of this, Council has made a deliberate decision to focus on including only essential infrastructure projects in the HDCP and to ensure coordination of development outcomes is achieved as a first priority.

Recently approved Development Plans (Viewpoint and Hermitage) for the area have begun to identify and justify essential infrastructure, however these Development Plans lack coordination and a clear implementation strategy. Therefore, the DCP adopts a clear and deliberate coordination role to ensure the timely delivery of a reduced list of essential infrastructure projects.



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

# SIMPLICITY

simplifying the number and type of projects included in the HDCP;

# **EQUITY**

maintaining and not compromising on transparency or equity; and

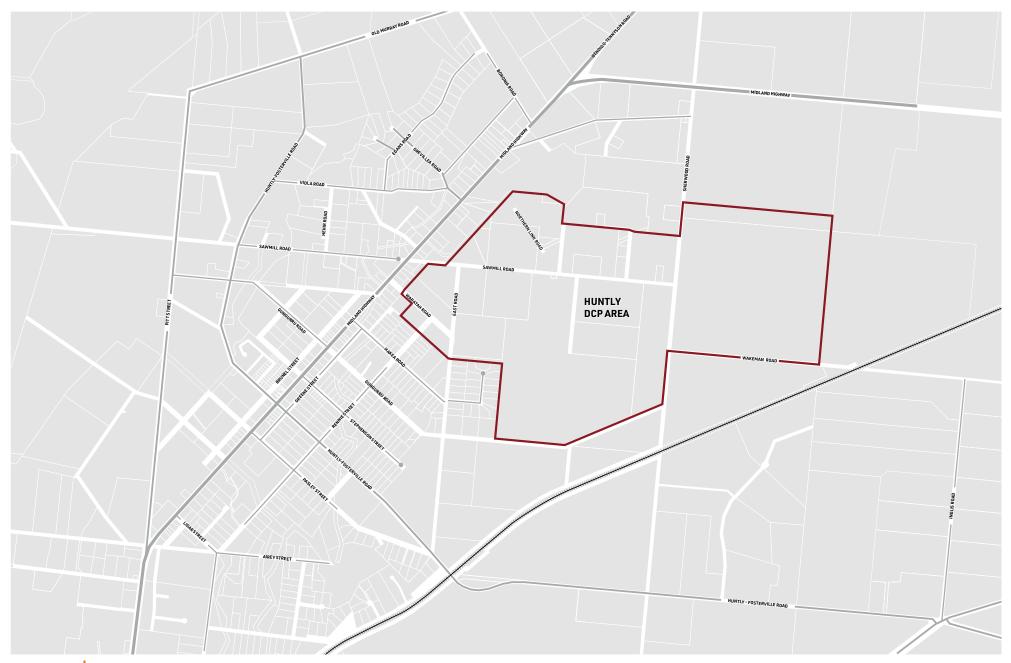
# **PRACTICALITY**

maximising the practicality of the HDCP to ensure the HDCP can be readily implemented through focusing on a development coordination role.

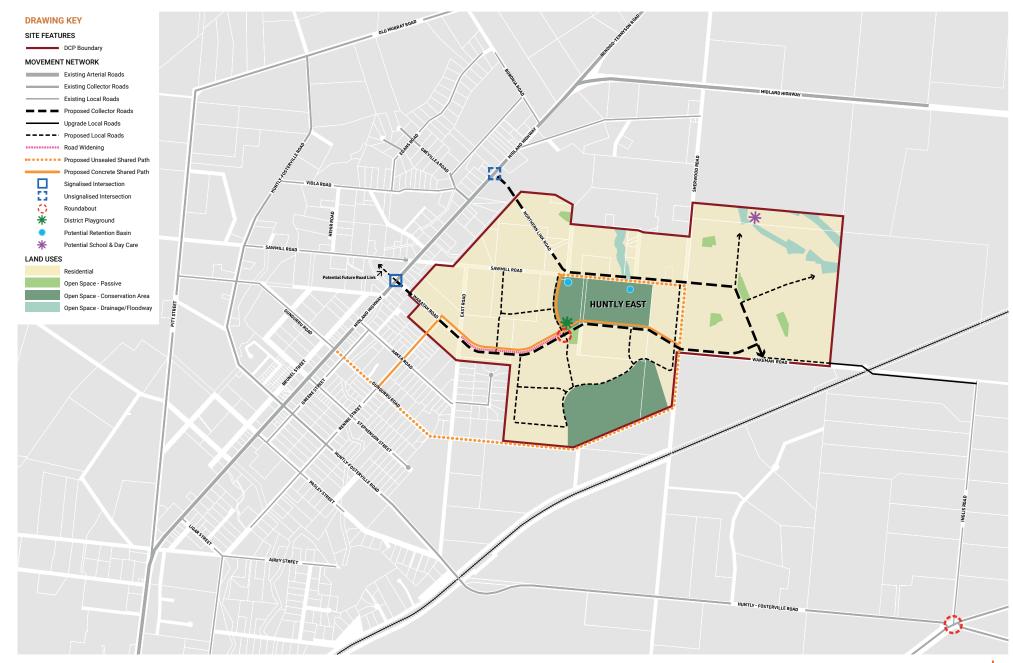
In summary, the HDCP (see Figure 1, overleaf) covers an area of approximately 247 hectares and will provide for an overall yield of approximately 2,000 lots or 6,000 people. The HDCP comprises a single charge area.

Figure 2 illustrates the future structure for the Huntly East growth area and clearly identifies the key infrastructure projects that are to be funded via the HDCP.











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

# Location and existing services

The HDCP area is an extension of the existing Huntly Township and as such it is in close proximity to existing services and facilities. The City of Greater Bendigo has not completed a needs analysis for community and recreational infrastructure, however it is understood that there is sufficient capacity within the Epsom Huntly Recreation Reserve, located to the south of the Huntly Township area, to service the active recreation needs of the future Huntly community in the short term.

Therefore, there is currently no need to include the funding of additional active recreation land and facilities in the HDCP. In addition, City of Greater Bendigo has made a deliberate decision not to seek financial contributions via the HDCP for the land and construction of a new community activity centre at this stage.

# Strategic Issue

City of Greater Bendigo will need to actively monitor the development of the DCP area to ensure that the existing services can accommodate the needs of the new residents and if not. City of Greater Bendigo will need to plan for future additional/expanded services to be provided through their capital works program.



# **Existing Access**

The Huntly East growth area contains an existing grid based road network, comprising many unsealed roads which service the current residents. However, the current state of these roads is unable to support planned future development and the unmade roads are all required to be upgraded and in several instances realigned having regard to significant native vegetation. In addition, the railway line physically constrains the HDCP area to the east and serves to reduce the number of available road based connections which results in limited through traffic.

The Huntly East growth area requires establishment of a key loop road and Waratah Road, Sawmill Road and the Northern Link Road are planned to assume a collector road status supported by a network of new access streets. Waratah Road and the Northern Link Road will provide access onto Midland Highway and Wakeman Road will be realigned to provide an alternative access point from the east of the DCP area. Collector roads are not normally included within DCPs, however, given the level of land fragmentation within the growth area and the desire to actively coordinate the timely delivery of the infrastructure it is considered appropriate to include the construction of Waratah Road, Sawmill Road and the Northern Link Road within this DCP.

This approach is viewed as the most equitable means of sharing the overall cost and ensuring that the infrastructure is delivered as development occurs. The roads funded by the DCP will provide direct access to the majority of land holdings in the Huntly East growth area.

To ensure safe access from the Huntly East growth area to existing services one signalised intersection is proposed at the intersection of Waratah Road and Midland Highway. Pedestrian signals have been constructed outside this project.

# Strategic Issue

delivery of the internal loop road comprising
Waratah, Sawmill and Northern Link Road occurs
in an orderly manner. The internal loop road
plays both a key urban design and transport role
and it is important that this is recognised from
the outset. The HDCP will also need to actively
consider the means by which an integrated
shared pathway system can be delivered with
provision for external connections to promote
non car based travel options and to complement
proposed vehicular connections.



# Fragmentation

The HDCP area comprises 30 land holdings ranging in size from 74 hectares to less than 1 hectare in area. The HDCP area currently has a consolidated ownership pattern and a number of developers present who have the scale and ability to directly deliver a number of key infrastructure projects.

# Strategic Issue

The HDCP actively supports the presence of several developers who control large tracts of the land to negotiate direct delivery of several key infrastructure projects.

Summary of benefits that developers will gain in

- The cost to develop the collector road systen through the Huntly East growth area will be included in the DCP and therefore the construction cost will be shared equitably;
- There is currently no requirement to provide active open space due to existing capacity at the Strauch and Epsom Huntly Recreation Reserves that will meet additional demand in the short term:

- . There is currently no requirement for a additional community centre;
- 4. The main drainage infrastructure required for the Huntly East growth area will be provided directly by developers which will enable the respective developers to provide this essentia infrastructure when they require it; and
- The total cost of the HDCP is lower compared with similar areas.



# 2.2 APPROVED DEVELOPMENT PLANS

As mentioned in Section 2.1 Development Plans have been approved for the Viewpoint and Hermitage Estates. In accordance with the Viewpoint Development Plan the developer has already delivered:

- + First carriageway of Waratah Road between Midland Highway and Whirrakee Pararde (DCP Project RD01a);
- + Interim intersection of Waratah Road and Midland Highway (DCP Project IT01a); and
- + District Play Ground (DCP Project OS01).

The developer of the Hermitage Estate will need to deliver as works in kind the section of RD02 which runs within its property.

# 2.3 THE LAND TO WHICH THIS CONTRIBUTIONS PLAN APPLIES

The HDCP area is generally bounded by Midland Highway to the west; the existing residential area and Tuckers Road reservation to the south; urban growth zoned land adjacent to the railway line to the east; and existing low density land adjacent to the residential development to the north.

The HDCP area comprises a total of 247 hectares.



# 2.4 METHOD OF PREPARING THE DEVELOPMENT CONTRIBUTIONS PLAN AND COMPLIANCE WITH STATUTORY REQUIREMENTS

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

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

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

This DCP will form part of the Greater Bendigo Planning Scheme pursuant to section 46I of the Act and is an incorporated document listed under Clause 72.04 of the Greater Bendigo Planning Scheme.



## 2.5 GUIDING PRINCIPLES

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

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

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

- + They are essential to the health, safety and wellbeing of the community;
- + They will be used by a broad cross- section of the community; and
- + They reflect the vision and strategic aspirations as expressed in the Huntly Township Plan.



#### 2.6 INFRASTRUCTURE PROJECT JUSTIFICATION

The location of infrastructure relating to key transport, open space and shared path infrastructure is shown in Figure 3. Table 2 - Infrastructure Project Justification provides a detailed explanation of all projects in the HDCP

The HDCP has been limited to non-recurrent capital project costs. The need for infrastructure has been determined according to the anticipated development scenario for the growth area as set out in the Huntly Township Plan and more recently approved development plans.

Whilst Figure 3 outlines the future urban structure for the Huntly East growth area and identifies the key infrastructure to be funded by the DCP further substantiation for the projects can be found in the following documents:

- + Huntly Township Plan;
- + Viewpoint Estate Approved Development Plan;
- + Viewpoint Estate Traffic Report (CPG):
- + Hermitage Approved Development Plan;
- + Hermitage (formally Bagshot) Development Plan traffic report (GTA);
- + Huntly Township Traffic Impact Assessment, October 2017 (Trafficworks) updated 2019;
- + Huntly Township DCP Projects: Engineering Concept Design & Cost Estimates (2014) (Tomkinson Group);
- + Greater Bendigo Residential Strategy (2014);
- + Greater Bendigo Housing Strategy (adopted January 2018);
- + Public Space Plan (2018); and
- + Walking and Cycling Strategy (2019).

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

The City of Greater Bendigo acknowledge that the HDCP needs to adopt a development coordination role ensuring the delivery of a reduced number of essential infrastructure projects, as opposed to taking on a more traditional DCP form that generally includes a larger list of projects without rigorous regard to the delivery of infrastructure projects.



## 2.6 INFRASTRUCTURE PROJECT JUSTIFICATION

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

- + All internal local and collector roads (except Waratah Road, Sawmill Road and the Northern Link Road) and associated traffic management measures:
- + Local drainage systems;
- + Intersections connecting the development to the existing road network (except where specified in Table 2);
- + Local site specific water, sewerage, underground power, gas, telecommunications services (except where specified in Table 2);
- + Local pathways and connections to the shared pathway network;
- + Shared pathways within road reservations (except where specified in Table 2);
- + Basic levelling, water tapping and landscaping of open space (except where specified in Table 2);
- + Council's plan checking and supervision fees.

# 2.7 NET DEVELOPABLE LAND

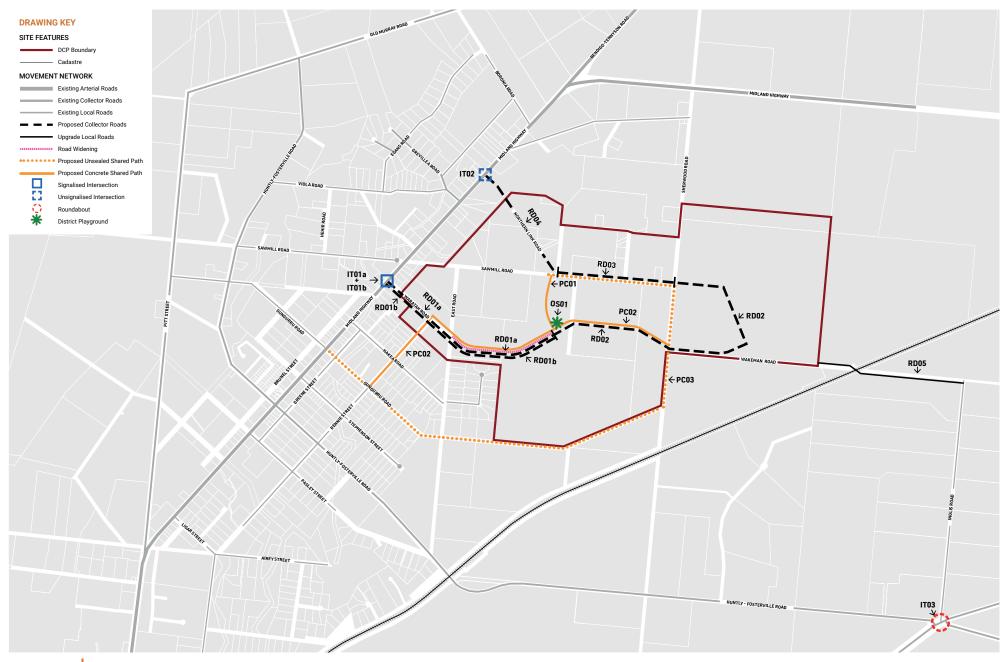
In the HDCP contributions are payable on all net developable land on any given development site. For the purposes of the HDCP net developable land is defined as all land with the exception of:

- + unencumbered passive open space;
- encumbered land including conservation areas and drainage lines identified in the Viewpoint and Hermitage Development Plans;
- + collector road reservations: and
- + paper roads.

A detailed land budget for the entire HDCP area is provided in Appendix 1. The total NDA for the HDCP is 194.6ha. The property specific land budget included in Appendix 1 and illustrated in Figure 4 is based on the parent titles prior to the recent subdivision within the DCP area.

The area of net developable land on a given land parcel is shown in Table 2, and can be referenced against Figure 4. It should be noted that future plans of subdivision will not be used for calculating net developable areas for the purposes of administering the HDCP. Development contributions will be payable according to the net developable area shown in the Land Budget Tables provided in Appendix 1 irrespective of whether land budget figures are modified as a result of detailed design during the subdivision design process.







## **DESCRIPTION OF PROJECTS**

This section provides a general description of the infrastructure projects that have been included in the HDCP. Figure 3 clearly identifies the type and location of the various infrastructure projects included in this DCP.

#### 3.1 ROAD BASED TRANSPORT PROJECTS

The key transport-related projects in the HDCP are based on the transport network depicted previously in Figure 2. This plan was prepared taking into account the contained nature of the growth area and the proposed layout of both the Viewpoint Estate and Hermitage Estate in the absence of a broader overall strategic plan. It is evident that both Waratah Road and the Northern Link Road play a key role in providing access to the growth area. Collectively, Waratah Road, Sawmill Road and the Northern Link Road form a key loop road through the Huntly East growth area linking the area to Midland Highway and the broader Huntly Township area.

It is important to note that the Viewpoint Development Plan was approved prior to preparation of this DCP and the Hermitage Development Plan was approved during preparation of this DCP. As a result City of Greater Bendigo and the developer have previously agreed to the construction of Midland Highway and Waratah Road intersection (as an interim treatment) to provide safe access into the estate and for the construction of Waratah Road from Midland Highway through to Whirrakee Parade, as a single carriageway only.

To provide the necessary strategic justification for the transport projects Council commissioned Trafficworks to complete a Traffic Impact Assessment (2017) which considered the impacts of traffic growth as a result of urban growth in Huntly between 2016 and 2036 on

Huntly's road network. The study area included the Urban Growth Zoned land located outside of the DCP area, given this area is shown to generate demand for the transport projects it has been treated as external demand and the calculations have been adjusted accordingly. Trafficworks (2017) report supports the findings of the earlier work completed by CPG and GTA for the Viewpoint and Hermitage Estates which show the internal loop road as a collector road. The Trafficworks (2017) report shows that projects RDO1a and RDO1b will cater for approximately 12,000 vpd whilst the rest of the loop comprising RDO2, RDO3 and RDO4 will cater for just over 3,000 vpd.

As part of the Viewpoint Estate, City of Greater Bendigo and the developer agreed that Waratah Road east of East Road would comprise a 34m reservation, of which 9m would be included in the HDCP and the developer would provide the balance of 25m at no cost to City of Greater Bendigo. As part of the preparation of the HDCP and a review of the road network and predicted traffic volumes City of Greater Bendigo have agreed to reduce the reservation for the balance of Waratah Road and the collector loop road to 25m. The entire reservation of 25m is to be set aside at no cost to City of Greater Bendigo, however, the full construction cost is included in the HDCP and shared equitably among the Huntly East growth area and Urban Growth Zoned land.



## **DESCRIPTION OF PROJECTS**

# 3.1 ROAD BASED TRANSPORT PROJECTS (CONT.)

With regard to existing road reserves within the Huntly East growth area, the HDCP has endeavoured to utilise as much existing road reserve as possible, however, a large extent is encumbered with significant vegetation and new road reserves are required to be set aside. In instances where the existing road reserve cannot be fully utilised such as Sawmill Road, the new road has been placed adjacent to the existing road and the new road reservation has been reduced to 24.1m as there will be a shared path traversing through the existing road reserve around the vegetation.

The HDCP includes the intersections of Waratah Road and the Northern Link Road with Midland Highway and the intersection of Inglis Street and Huntly Fosterville Road which will need to be constructed in response to the planned extent of development. Collector road projects include: land, pavement, seal, kerb, drainage (for road only), traffic control and excludes driveways, drainage for residential purpose, footpaths (except the nominated shared paths), and public lighting.

# 3.2 DISTRICT PLAYGROUND / OPEN SPACE

Public Space Plan (2018) identifies the need for a District Play Space in the Huntly East growth area. Accordingly, a District Play Space is located within the Viewpoint Estate and offers a wide range of play opportunities. This play space/ground is designed and located to service the Huntly East growth area. The location of the District Play Space is set out in Figure 3.

# 3.3 OFF-ROAD PEDESTRIAN AND CYCLE TRAILS

The strategic importance of the discontinued sections of road throughout the HDCP area is recognised as an opportunity to promote non-car based modes of transport. The network of off road shared paths has been designed to meet the objectives of the Walking and Cycling Strategy 2019 and to connect places of interest within the plan area. The location and length of shared paths to be funded via the HDCP are set out in Figure 3.

#### 3.4 DRAINAGE

Within the Huntly East growth area each development proponent will be responsible to provide all local drainage works to service their respective developments and the HDCP does not include any drainage work for the area.

#### 3.5 PLANNING COSTS

The cost of preparing this DCP has been included within the HDCP



#### TABLE 2 STRATEGIC JUSTIFICATION

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project	Main Catchment Area (MCA) Determination	Indicative Provision Trigger	Strategic Justification
ROADS							
RD01a	Construction of a single carriageway of Waratah Road between Midland Highway and Whirrakee Parade - INTERIM. The project has three costs sections, these being Midland Highway - East Road 475m, East Road - Aspect St 225m and East Road and Whirrakee Parade 440m. Land for a road widening is also include (6,426m) for a 9m widening of the existing road reserve.	\$600,000	\$1,756,329	\$2,356,329	Waratah Road is integral to the movement network of the entire Huntly East growth area and UGZ land located south east of the DCP area.	Delivered by Viewpoint Estate.	Waratah Road forms part of the main internal road network within the HDCP area. The development of the Huntly East growth area triggers the need to upgrade this road to an urban standard. Due to the degree of land fragmentation within the DCP area the upgrade of this road is fully funded by the DCP.
RD01b	Duplication of Waratah Road between Midland Highway and Whirrakee Parade - ULTIMATE. The section of Waratah Road between Midland Highway and Whirrakee Parade 1,140 m in length.	\$0	\$2,200,582	\$2,200,582	Waratah Road is integral to the movement network of the entire Huntly East growth area and UGZ land located south east of the DCP area.	Within 12 months of traffic volumes exceeding 4,000 VPD	Waratah Road forms part of the main internal road network within the DCP area. The development of the Huntly East growth area triggers the need to upgrade this road to an urban standard. Due to the degree of land fragmentation within the DCP area the upgrade of this road is fully funded by the DCP.
RD02	Construction of Waratah Road from Whirrakee Parade through the Hermitage Estate to the junction of Sawmill Road and Sherwood Road reserves. Collector road reserve of 25m required, development proponents must provide the entire road reserve at no cost to Council. Total length of road is 1,920 lm.	\$0	\$4,127,228	\$4,127,228	Waratah Road is integral to the movement network of the entire Huntly East growth area and UGZ land located south east of the DCP area.	As development of adjacent land occurs	Waratah Road forms part of the main internal road network within the DCP area. The development of the Huntly East growth area triggers the need to upgrade this road to an urban standard. Due to the degree of land fragmentation within the DCP area the upgrade of this road is fully funded by the DCP.
RD03	Construction of Sawmill Road between the Northern Link Road and Sherwood Road. Collector road reserve of 25m to be set aside at no cost to Council. Total road length is 780 lm.	\$0	\$1,676,686	\$1,676,686	Sawmill Road is integral to the movement network of the entire Huntly East growth area and UGZ land located south east of the DCP area.	As development of adjacent land occurs	Sawmill Road forms part of the main internal road network within the HDCP area. The development of the Huntly East growth area triggers the need to upgrade this road to an urban standard. Due to the degree of land fragmentation within the DCP area the upgrade of this road is fully funded by the DCP.
RD04	Construction of Northern Link Road, between Midland Highway and the existing Sawmill Road (western edge of RD03). Collector road reserve of 25 m to be set aside at no cost to Council for land located within the DCP area. 0.476ha is required from Crown land located outside the DCP area and no cost to secure this land has been included in the DCP. Total road length is 710 lm.	\$0	\$1,526,214	\$1,526,214	The Northern Link Road (which is an extension of Sawmill Road) is integral to the movement network of the entire Huntly East growth area and UGZ land located south east of the DCP area.	As development of adjacent land occurs	The Northern Link Road forms part of the main internal road network within the HDCP area. The development of the Huntly East growth area triggers the need to realign and upgrade of this road to an urban standard. Due to the degree of land fragmentation within the DCP area the upgrade of this road is fully funded by the DCP.
RD05	Upgrade of Wakeman Road to provide an alternative access route to Huntly East- external to the development area. Upgrade of the rural road using existing road reservation, upgrade of road comprising 9 m wide sealed carriageway. Total length of Wakeman Road upgrade (Sherwood Road from the eastern boundary of the DCP to Inglis Road) is 911 lm. The construction cost includes upgrade to straighten Wakeman Road approaches to the Bendigo-Echuca Rail Crossing. It also includes provision of 1 creek culvert on Wakeman Road.	\$0	\$1,962,238	\$1,962,238	·	When traffic volumes exceed 300 VPD. Railway crossing works may be staged	Wakeman Road and Inglis Road will provide an alternative access point for traffic into the Huntly East growth area.
Sub-Total		\$600,000	\$13,249,277	\$13,849,277			



# TABLE 2 STRATEGIC JUSTIFICATION

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project	Main Catchment Area (MCA) Determination	Indicative Provision Trigger	Strategic Justification
INTERSECT	IONS						
IT01a	Construction of interim intersection of Waratah Road and Midland Highway. Construction includes turn lanes and street lighting.	\$0	\$678,807	\$678,807	This intersection will be used by the entire Huntly East growth area.	Delivered by Viewpoint Estate.	This intersection is required due to the upgrade of the local road network and increased traffic volumes which is triggered by the residential development of the Huntly East growth area.
IT01b	Construction of ultimate signalised intersection of Waratah Road and Midland Highway. Construction includes signalisation and provision of right and left turn lanes directing traffic to the east. 0.056 ha of land is required from 8 properties.	\$103,000	\$4,923,703	\$5,026,703	Waratah Road is integral to the movement network of the entire Huntly East growth area, UGZ land located south east of the DCP area and small area of land located to the west.	Within 24 months of intersection projected (via TIAR) to exceed capacity	This intersection is required due to the upgrade of the local road network and increased traffic volumes which is triggered by the residential development of both the Huntly East and land to the west.
IT02	Construction of the new intersection of the Northern Link Road and Midland Highway. The land required for this intersection is included in the land take required for RD04.	\$0	\$1,093,216	\$1,093,216	This intersection will be used by the entire Huntly East growth area.	As required	This intersection is required due to the upgrade of the local road network and increased traffic volumes which is triggered by the residential development of the Huntly East growth area.
ІТОЗ	Upgrade of Epsom-Barnadown Road/ Huntly-Fosterville Road/ Inglis Road intersection to alter priorities and improve operation of existing five leg intersection	\$0	\$1,061,530	\$1,061,530	This intersection will be used by the entire Huntly East growth area.	Within 24 months of intersection projected (via TIAR) to exceed capacity or within 12 months of the sealing of Wakeman Road	This intersection is required due to the upgrade of the local road network and increased traffic volumes which is triggered by the residential development of the Huntly East growth area.
Sub-Total		\$103,000	\$7,757,256	\$7,860,256			
DISTRICT P	LAY GROUND						
OS01	Construction of the district park within Huntly East.	\$0	\$573,293	\$573,293	This district playground will be used by the broader Huntly growth area.	Delivered by Viewpoint Estate.	This district play ground has been identified in City of Greater Bendigo's Public Space Plan 2018.
Sub-Total		\$0	\$573,293	\$573,293			



# TABLE 2 STRATEGIC JUSTIFICATION

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project	Main Catchment Area (MCA)  Determination	Indicative Provision Trigger	Strategic Justification
OFF-ROAD	PEDESTRIAN & CYCLE TRAILS						
PC01	Construction of off-road shared pedestrian and cycle path along Whirrakee Parade between Sawmill Road and Waratah Road. Construction of 2.5m wide concrete path. Path length 310 lm.	\$0	\$105,412	\$105,412	Pedestrian/cycle network within the closed road reserves will be used by the entire Huntly East growth area.		This infrastructure project is required to provide pedestrian and cycle access through the Huntly East area. The trail locations are identified in the Public Space Plan (2018) and Walking and Cycling Strategy (2019).
PC02	Construction of off-road shared pedestrian and cycle path within existing Rennie Street reserve between Waratah Road and Gungurru Road and along Waratah Road between Rennie Street and Sherwood Road. Construction of 2.5m wide concrete path. Path length 2,075 lm.	\$0	\$705,003	\$705,003	Pedestrian/cycle network within the closed road reserves will be used by the entire Huntly East growth area.		This infrastructure project is required to provide pedestrian and cycle access through the Huntly East area. The trail locations are identified in the Public Space Plan (2018) and Walking and Cycling Strategy (2019).
PC03	Construction of off-road shared pedestrian and cycle path within existing Sawmill Road reserve, along Sherwood Road reserve and Tuckers Road reserve/Gungurru Road to Midland Highway.  Construction of unsealed (granitic sand) 2.5m wide unsealaed path. Path length 3,630 lm.	\$0	\$376,096	\$376,096	Pedestrian/cycle network within the closed road reserves will be used by the entire Huntly East growth area.	with the completion of RD02	This infrastructure project is required to provide pedestrian and cycle access through the Huntly East area. The trail locations are identified in the Public Space Plan (2018) and Walking and Cycling Strategy (2019).
Sub-Total		\$0	\$1,186,511	\$1,186,511			
PLANNING	G COSTS & OTHER ITEMS						
PL01	Preparation costs for preparing the Huntly DCP	\$0	\$198,300	\$198,300	Preparation of the Development Contributions Plan enables the Huntly East growth area to develop.	Delivered	This project is required to facilitate development of the Huntly East growth area.
OI01	Purchase of Development Contributions Accounting Program	\$0	\$41,000	\$41,000	Purchase of the accounting program will be used to efficiently implement the DCP to the benefit of the Huntly East growth area.	2021	This item is required to provide adequate accounting and reporting of development contributions and infrastructure provision in the Huntly East growth area.
Sub-Total		\$0	\$239,300	\$239,300			



#### INTERPRETING THE CALCULATION OF CHARGES TABLES

As noted earlier, Table 2 provides a detailed description of, and strategic justification for, each item included within the HDCP. Table 3 – Calculation of Contributions and Table 4 Schedule of Contributions together represent the key component of the HDCP. This section explains the workings of these tables.

#### 41 CALCULATION OF CONTRIBUTIONS TABLE

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

A contingency of 20% of the construction cost has been allocated to all construction items.

The analysis area (or catchment area) for most DCP projects extends beyond the DCP area to include the existing urban growth zoned land (UGZ land) located immediately to the south east of the DCP area. In addition, DCP project ITO1b serves the catchment to the west of Midland Highway (referred to as Huntly West). Figure 4 illustrates the location of the DCP area, UGZ land and Huntly West area.

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

The TrafficWorks (2017) report included the Urban Growth Zoned land located immediately to the south of the Huntly DCP area in their Traffic Impact Assessment.

As a result the Urban Growth Zoned land generates demand for 18% of all projects attributed to the Huntly East growth area. ITO1b is designed to include slip lanes along the western boundary to facilitate the future link to the west. In summary, 9 % of project ITO1b is attributed

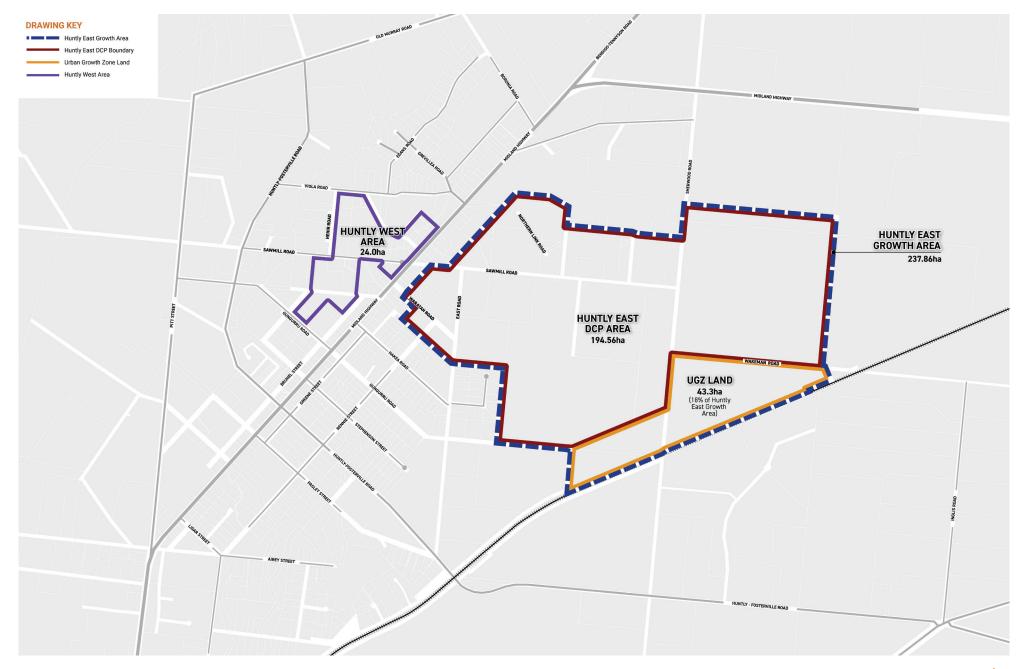
to development west of the intersection and 17% is attributed to the UGZ land. Therefore, the Huntly DCP area generates 74 % of the demand for project IT01b.

With respect to DCP project IT03 - Upgrade of Epsom-Barnadown Road/ Huntly-Fosterville Road/ Inglis Road intersection, the future development of Huntly East growth area only generates 35% of the demand for this upgrade, the balance is therefore treated as external apportionment.

For the purposes of the HDCP all developable land will contribute funds for identified infrastructure projects. Development contributions will be gathered on the Net Developable Area as defined for each property identified in Figure 5. The final two columns in Table 3 give, for each infrastructure project, the total number of net developable hectares in the MCA and the contribution per net developable hectare respectively.

It is important to note that the number of net developable hectares for each charge area is based on the land budget provided in Table 5. The per hectare contributions payable will not be amended to respond to minor changes to land budgets that may result from the subdivision design process. In other words, the HDCP is permanently linked to the Detailed Land Budget set out in Appendix 1. The Table provided in Appendix 1 should be used to determine the number of developable hectares (for DCP purposes) on individual land parcels. For the purposes of the HDCP, the number of developable hectares for each charge area will only change if Council formally amends the Precinct and Detailed Land Budgets and associated tables.







#### TABLE 3 CALCULATION OF CONTRIBUTIONS

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project	Estimated External Usage/External Funding %	Total Cost Attributable to Main Catchment Area	Main Catchment Area (MCA)	Development Types Making Contribution	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare
ROADS										
RD01a	Construction of a single carriageway of Waratah Road between Midland Highway and Whirrakee Parade - INTERIM. The project has three costs sections, these being Midland Highway - East Road 475m, East Road - Aspect St 225m and East Road and Whirrakee Parade 440m. Land for a road widening is also include (6,426m) for a 9m widening of the existing road reserve.	\$600,000	\$1,756,329	\$2,356,329	18%	\$1,927,414	East	Res	194.57	\$9,906.23
RD01b	Duplication of Waratah Road between Midland Highway and Whirrakee Parade - ULTIMATE. The section of Waratah Road between Midland Highway and Whirrakee Parade 1,140 m in length.	\$0	\$2,200,582	\$2,200,582	18%	\$1,800,017	East	Res	194.57	\$9,251.46
RD02	Construction of Waratah Road from Whirrakee Parade through the Hermitage Estate to the junction of Sawmill Road and Sherwood Road reserves. Collector road reserve of 25m required, development proponents must provide the entire road reserve at no cost to Council. Total length of road is 1,920 lm.	\$0	\$4,127,228	\$4,127,228	18%	\$3,375,962	East	Res	194.57	\$17,351.26
RD03	Construction of Sawmill Road between the Northern Link Road and Sherwood Road.  Collector road reserve of 25m to be set aside at no cost to Council. Total road length is 780 lm.	\$0	\$1,676,686	\$1,676,686	18%	\$1,371,485	East	Res	194.57	\$7,048.95
RD04	Construction of Northern Link Road, between Midland Highway and the existing Sawmill Road (western edge of RD03). Collector road reserve of 25 m to be set aside at no cost to Council for land located within the DCP area. 0.476ha is required from Crown land located outside the DCP area and no cost to secure this land has been included in the DCP. Total road length is 710 lm.	\$0	\$1,526,214	\$1,526,214	18%	\$1,248,402	East	Res	194.57	\$6,416.35
RD05	Upgrade of Wakeman Road to provide an alternative access route to Huntly East-external to the development area. Upgrade of the rural road using existing road reservation, upgrade of road comprising 9 m wide sealed carriageway. Total length of Wakeman Road upgrade (Sherwood Road from the eastern boundary of the DCP to Inglis Road) is 911 lm. The construction cost includes upgrade to straighten Wakeman Road approaches to the Bendigo-Echuca Rail Crossing. It also includes provision of 1 creek culvert on Wakeman Road.	\$0	\$1,962,238	\$1,962,238	18%	\$1,605,058	East	Res	194.57	\$8,249.43
Sub-Total		\$600,000	\$13,249,277	\$13,849,277		\$11,328,337				\$58,223.68



#### TABLE 3 CALCULATION OF CONTRIBUTIONS

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project	Estimated External Usage/External Funding %	Total Cost Attributable to Main Catchment Area	Main Catchment Area (MCA)	Development Types Making Contribution	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare
INTERSECTION	S									
IT01a	Construction of interim intersection of Waratah Road and Midland Highway. Construction includes turn lanes and street lighting.	\$0	\$678,807	\$678,807	18%	\$555,246	East	Res	194.57	\$2,853.77
IT01b	Construction of ultimate signalised intersection of Waratah Road and Midland Highway. Construction includes signalisation and provision of right and left turn lanes directing traffic to the east. 0.056 ha of land is required from 8 properties.	\$103,000	\$4,923,703	\$5,026,703	26%	\$3,729,742	East	Res	194.57	\$19,169.56
IT02	Construction of the new intersection of the Northern Link Road and Midland Highway.  The land required for this intersection is included in the land take required for RD04.	\$0	\$1,093,216	\$1,093,216	18%	\$894,222	East	Res	194.57	\$4,595.99
IT03	Upgrade of Epsom-Barnadown Road/ Huntly-Fosterville Road/ Inglis Road intersection to alter priorities and improve operation of existing five leg intersection	\$0	\$1,061,530	\$1,061,530	65%	\$371,535	East	Res	194.57	\$1,909.56
Sub-Total		\$103,000	\$7,757,256	\$7,860,256		\$5,550,745				\$28,528.88
DISTRICT PLAY	GROUND									
OS01	Construction of the district park within Huntly East.	\$0	\$573,293	\$573,293	18%	\$468,938	East	Res	194.57	\$2,410.18
Sub-Total		\$0	\$573,293	\$573,293		\$468,938				\$2,410.18



#### TABLE 3 CALCULATION OF CONTRIBUTIONS

Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Cost of Project		Total Cost Attributable to Main Catchment Area	Main Catchment Area (MCA)	Development Types Making Contribution	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare
OFF-ROAD PEI	DESTRIAN & CYCLE TRAILS									
PC01	Construction of off-road shared pedestrian and cycle path along Whirrakee Parade between Sawmill Road and Waratah Road. Construction of 2.5m wide concrete path. Path length 310 lm.	\$0	\$105,412	\$105,412	18%	\$86,224	East	Res	194.57	\$443.16
PC02	Construction of off-road shared pedestrian and cycle path within existing Rennie Street reserve between Waratah Road and Gungurru Road and along Waratah Road between Rennie Street and Sherwood Road. Construction of 2.5m wide concrete path. Path length 2,075 lm.	\$0	\$705,003	\$705,003	18%	\$576,674	East	Res	194.57	\$2,963.90
PC03	Construction of off-road shared pedestrian and cycle path within existing Sawmill Road reserve, along Sherwood Road reserve and Tuckers Road reserve/Gungurru Road to Midland Highway. Construction of unsealed (granitic sand) 2.5m wide unsealaed path. Path length 3,630 lm.	\$0	\$376,096	\$376,096	18%	\$307,637	East	Res	194.57	\$1,581.14
Sub-Total		\$0	\$1,186,511	\$1,186,511		\$970,534				\$4,988.21
PLANNING CO	STS & OTHER ITEMS									
PL01	Preparation costs for preparing the Huntly DCP	\$0	\$198,300	\$198,300	0%	\$198,300	East	Res	194.57	\$1,019.19
0101	Purchase of Development Contributions Accounting Program	\$0	\$41,000	\$41,000	0%	\$41,000	East	Res	194.57	\$210.73
Sub-Total		\$0	\$239,300	\$239,300		\$239,300				\$1,230
TOTAL		\$703,000	\$23,005,637	\$23,708,637		\$18,557,854				\$95,380.87
TOTAL CHAI	RGE PER NET DEVELOPABLE HECTARE									\$95,380.87





# INTERPRETING THE CALCULATION OF CHARGES TABLES

# 4.2 SUMMARY OF CHARGES

Whilst Table 3 sets out the per hectare contribution for each infrastructure project in the HDCP, Table 4 sets out a summary of the per hectare charges for each charge area, broken down into each infrastructure Category.

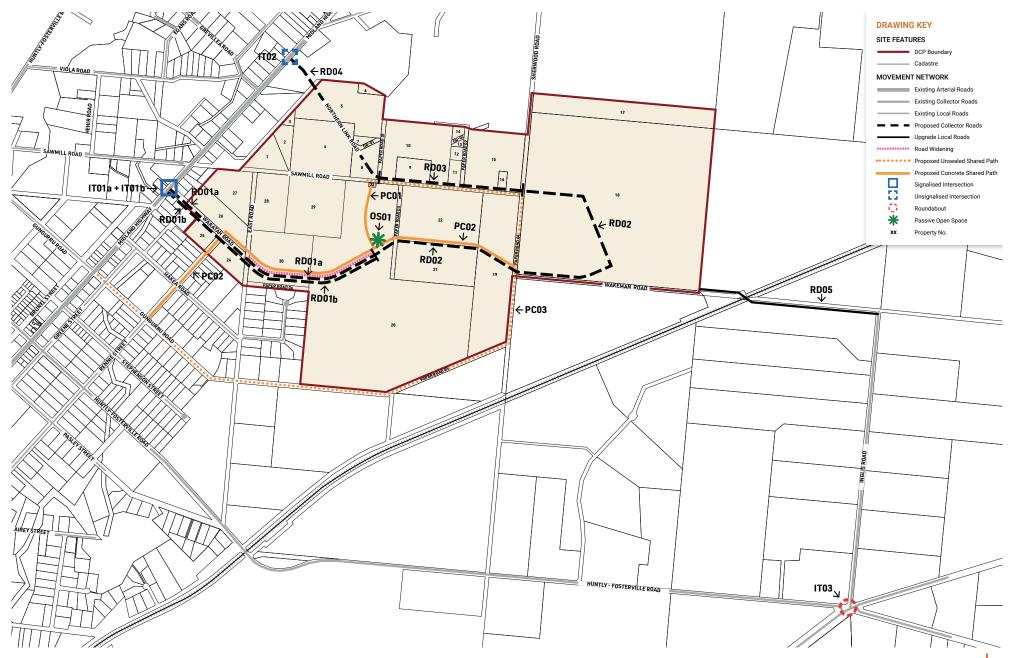
#### TABLE 4 SCHEDULE OF CHARGES

Project Type	Total Cost to Charge Area	Per Ha Rate
ROADS	\$11,328,337	\$58,224
INTERSECTIONS	\$5,550,745	\$28,529
DISTRICT PLAY GROUND	\$468,938	\$2,410
OFF-ROAD PEDESTRIAN & CYCLE TRAILS	\$970,534	\$4,988
PLANNING COSTS & OTHER ITEMS	\$239,300	\$1,230
Total	\$18,557,854	\$95,380.87
Summary of Contributions by Fund	ling Source	Funding Source
Total Cost attributed to DCP		\$18,557,854
Total Cost attributed to UGZ land		\$3,993,821
Total Cost attributed to 24ha of lar	\$466,967	
Total Cost attributed to existing de	mand	\$689,994
TOTAL Project Cost		\$23,708,637

#### TABLE 5 HUNTLY EAST CHARGE AREA SUMMARY LAND BUDGET

Total Area	247.32
Encumbered Land	
1:100 Floodway, retarding basins	8.15
Native Vegetation to be protected	29.53
Coliban Water Site	0.08
Gross Developable Area (GDA)	209.56
Collector Road Reservation	10.67
Unemcumbered Passive Open Space	4.33
Residential Net Developable Area	194.57





5

# **OPEN SPACE PERCENTAGES AND FUNDING**

# DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

The HDCP does not contain an open space equalisation scheme.

Whilst the HDCP does not administer the provision of passive open space, the proposed larger unencumbered local passive parks, as identified in the existing Development Plans have been deducted from the land budget, and therefore contributions are not payable on these areas. A 5% unencumbered passive open space obligation is to be satisfied via a land and/or cash contribution and will be determined through the development plan and planning permit process.

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

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

The HDCP does not contain any infrastructure projects that have been categorised as community infrastructure. All infrastructure projects are considered to be development infrastructure.



## **DCP ADMINISTRATION**

## 7.1 TIMING OF PAYMENT OF DEVELOPMENT CONTRIBUTION LEVIES

#### For subdivision of land

If the development of the land involves a plan under the Subdivision Act 1988, the Development Infrastructure Levy must be paid to the Collecting Agency for the land after certification of the relevant plan of subdivision but cannot be required more than 21 days prior to the issue of a Statement of Compliance with respect to that plan.

If the subdivision is to be developed in stages,
Development Infrastructure Levy for the stage to be
developed is required paid to the Collecting Agency
within 21 days prior to the issue of a Statement of
Compliance for that stage, provided that a Schedule of
Infrastructure Contributions is submitted with each stage
of the plan of subdivision. The Schedule must show the
amount of the infrastructure contributions payable for
each stage and the value of the contributions for prior
stages to the satisfaction of the Collecting Agency.

If the Collecting Agency agrees to works in lieu of payment of the Development Infrastructure Levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed works or provision of land in lieu.

# For development of land where no subdivision is proposed

Provided a Development Infrastructure Levy has not yet been collected for development of the subject land, the Development Infrastructure Levy must be paid to the Collecting Agency before the issue of a building permit for each net developable hectare proposed to be developed prior to the commencement of any development (development includes buildings, car park, access ways, landscaping and ancillary components).

If the Collecting Agency agrees to works in lieu of payment of the Development Infrastructure Levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed works or provision of land in lieu.

# Where no building permit is required

Where no building permit is required, the Development Infrastructure Levy must be paid to the Collecting Agency prior to the commencement of any development in accordance with a permit issued under the Act, unless otherwise agreed by the Collecting Agency in a Section 173 agreement.

If the Collecting Agency agrees to works in lieu of payment of the Development Infrastructure Levy, the land owner must enter into an agreement under Section 173 of the Planning and Environment Act 1987 in respect of the proposed works or provision of land in lieu.

# 7.2 DEVELOPMENT EXEMPT FROM CONTRIBUTIONS

The following development is exempt from a development contribution:

- + A permit for boundary realignment.
- + Construction of a building or construction or carrying out works for:
- Additions or alterations to a single dwelling or development ancillary to use of land for a single dwelling:
- + A single dwelling on a lot; and
- + A sign.

See 45.06-1 for relevant provisions.



# **DCP ADMINISTRATION**

#### 7.3 WORKS IN KIND

For some infrastructure projects, it may be possible for development proponents to carry out works in lieu of making a cash contribution. However, this will only be possible where the Collecting Agency and Development Agency agrees to this.

The Collecting Agency should only accept the provision of works in kind if:

- + The works in kind constitute part or all of the delivery of an infrastructure project(s) identified in this DCP, to the satisfaction of the Collecting Agency and Development Agency;
- + The Collection Agency and Development Agency have agreed that the timing of the works in kind is consistent with priorities in this DCP (alternatively a credit for works may be delayed to align with clearly identified and published development priorities);
- + The works in kind are defined and agreed in a section 173 agreement or similar agreement as determined by the Collecting Agency; and
- + The detailed design of the works in kind is to the satisfaction of the Development Agency and any others identified in permit conditions.

If the Collecting and Development Agencies accept the provision of works in kind (subject to the arrangements specified above):

- + The credit value of the works provided (unless an alternative approach is agreed with the Collecting Agency) shall equal the final cost of the works identified in the DCP, taking into account the impact of indexation;
- + The development infrastructure contribution liability payable by the applicant will be offset by the agreed value of the works in kind: and
- + No further financial contributions will be required until the agreed value of any credits are used.

An implementation strategy has been included in Part 8 of the HDCP to assist with administration of the HDCP into the future.

#### 7.4 INTERIM AND TEMPORARY WORKS

Interim and temporary works are not considered as eligible for works in kind credits against this DCP, unless agreed to by the Collecting and Development Agencies.



#### **DCP ADMINISTRATION**

#### 7.5 WORKS IN KIND REIMBURSEMENT

If the Collecting Agency agrees to accept works in kind and the value of those works is greater than the development infrastructure levy liability payable by the applicant, the applicant is entitled to be reimbursed the difference between the two amounts.

The details of a reimbursement must be negotiated with, and agreed to by the Collecting Agency and Development Agency.

#### 7.6 FUNDS ADMINISTRATION

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

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

The HDCP commences on the date of incorporation into the Greater Bendigo Planning Scheme. The HDCP will end when development within the DCP area is complete, which is projected to be 20 years after gazettal, or when this DCP is removed from the Greater Bendigo Planning Scheme.

The HDCP will be reviewed and updated every five years (or more frequently if required). This review may result in minor changes or have no changes at all, alternatively this may require an amendment to the Greater Bendigo Planning Scheme to replace this document with an alternative, revised document.

#### Indexation

Both the capital and land costs of all infrastructure items are in 2018 dollars and will be indexed by Council annually in July for inflation. Table 6 sets out the indexation method to be applied to the respective infrastructure categories.



### **DCP ADMINISTRATION**

#### 7.7 TYPE OF DEVELOPMENT THAT IS SUBJECT TO THE LEVY

#### TABLE 6 INDEXATION AND TIMING

Timing Infrastructure Type	Method of Indexation	Timing of Indexation
Roads, Drainage, Shared Paths and Recreation Infrastructure Construction	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, Victoria (Catalogue 6427.0, Table 17 Output of the Construction Industries)	July 1
Land	Estimates of land value will be revised annually by a registered valuer based on a site-specific methodology for each lot that includes land for a Development Contributions Plan project.	July 1
	Project RD01a will be indexed subject to CPI (All Groups Melbourne) as this land has already been provided and applying CPI will ensure the charges keep pace with inflation.	

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

#### 7.8 COLLECTING AGENCY

The collecting agency is the City of Greater Bendigo.

#### 7.9 DEVELOPMENT AGENCY

The development agency is the City of Greater Bendigo.



## 8

#### **IMPLEMENTATION STRATEGY**

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

#### 8.1 IMPLEMENTATION STRATEGY RATIONALE

This Implementation Strategy has been incorporated into the HDCP to provide certainty to both the Collecting Agency and development proponents. The Implementation Strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the Collecting Agency, Development Agency, development proponents and the community. The Implementation Strategy has been formulated by:

- + Assessing the risk posed by the infrastructure projects (identifying high risk items);
- + Having regard to the development context;
- + Assessing the need for finance requirements upfront financing and pooling of funds;
- + Agreeing the land value and indexing it appropriately;
- + Seeking direct delivery of infrastructure and land by development proponents where appropriate;
- + Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended, and
- + Providing adequate resources to administer the DCP.



8

#### **IMPLEMENTATION STRATEGY**

#### 8.2 PREFERRED IMPLEMENTATION MECHANISM

Under Section 46P of the Planning and Environment Act 1987, the Collecting Agency may accept (with the consent of the Development Agency where the Collecting Agency is not also the Development Agency), the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable. This can be agreed with the Collecting Agency before or after the application for the permit is made or before or after the development is carried out.

To co-ordinate the provision of infrastructure this section sets out an implementation strategy which identifies projects suitable for delivery as works in kind and identifies six implementation precincts that are best suited to deliver nominated DCP projects.

#### 8.2.1 Implementation Precincts

The DCP has divided the development area into four key implementation precincts which are illustrated in Figure 6. The precinct boundaries have been identified having regard to current ownership patterns, location of physical boundaries and physical proximity to key DCP projects. Table 7 provides the NDA for each property and precinct and each properties HDCP liability in 2018 \$.

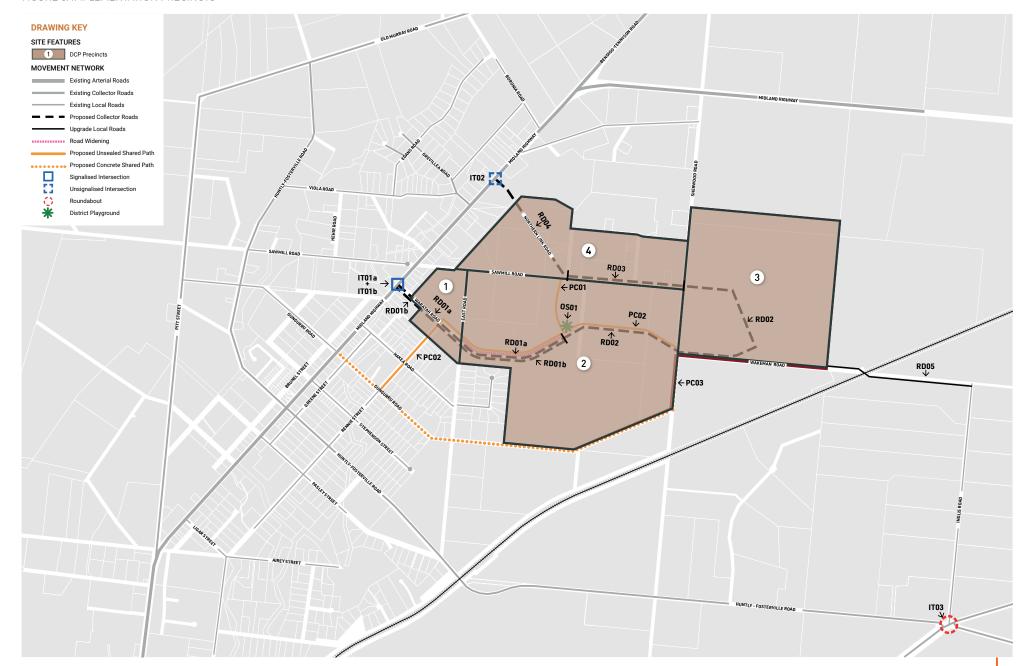


			Encumbe	ered Land					East Charge Area
DCP Implementation Precinct Number	Property Number	Total Area (Hectares)	1:100 Floodway, retarding basins	Native Vegetation to be protected	Gross Developable Area (GDA)	Collector Road Reservation	Unencumbered Passive Open Space (hectares)	Residential Net Developable Area (Hectares)	Total DCP Liability per property and precinct \$95,380.87
	24	1.91	0.00	0.00	1.91	0.00	0.00	1.9130	\$182,463.60
	25	1.37	0.00	0.00	1.37	0.00	0.00	1.3726	\$130,919.78
1	26	3.68	0.00	0.00	3.68	0.00	0.00	3.6833	\$351,316.34
•	27	4.04	0.00	0.00	4.04	0.00	0.00	4.0393	\$385,271.93
	Sub-Total	11.01	0.00	0.00	11.01	0.00	0.00	11.0082	\$1,049,971.65
	19	14.18	0.00	2.95	11.23	0.58	0.00	10.6507	\$1,015,872.99
	20	57.05	2.00	16.11	38.94	1.51	1.60	35.8248	\$3,417,000.45
	21	8.11	0.00	0.00	8.11	0.81	0.00	7.2995	\$696,232.63
	22	10.81	0.00	10.47	0.34	0.34	0.00	0.0000	\$0.00
2	23	0.08	0.00	0.00	0.00	0.00	0.00	0.0000	\$0.00
	28	4.59	0.00	0.00	4.59	0.00	0.00	4.5930	\$438,084.32
	29	8.07	0.00	0.00	8.07	0.00	0.00	8.0720	\$769,914.35
•	30	7.93	0.00	0.00	7.93	1.09	0.00	6.8456	\$652,939.26
	Sub-Total	110.82	2.00	29.53	79.21	4.33	1.60	73.2856	\$6,990,043.99
	17	8.67	1.35	0.00	7.32	0.00	0.00	7.3192	\$698,111.63
3	18	74.00	3.14	0.00	70.86	3.20	2.23	65.4316	\$6,240,922.67
	Sub-Total	82.68	4.49	0.00	78.18	3.20	2.23	72.7508	\$6,939,034.30



			Encumbe	ered Land					East Charge Area
DCP Implementation Precinct Number	Property Number	Total Area (Hectares)	1:100 Floodway, retarding basins	Native Vegetation to be protected	Gross Developable Area (GDA)	Collector Road Reservation	Unencumbered Passive Open Space (hectares)	Residential Net Developable Area (Hectares)	Total DCP Liability per property and precinct \$95,380.87
	1	2.13	0.00	0.00	2.13	0.00	0.00	2.1254	\$202,722.49
	2	1.33	0.00	0.00	1.33	0.00	0.00	1.3341	\$127,247.61
	3	0.29	0.00	0.00	0.29	0.12	0.00	0.1673	\$15,957.22
	4	8.05	0.00	0.00	8.05	1.08	0.00	6.9744	\$665,224.31
	5	8.11	0.00	0.00	8.11	0.00	0.50	7.6075	\$725,609.94
	6	0.40	0.00	0.00	0.40	0.00	0.00	0.4023	\$38,371.72
	7	0.34	0.00	0.00	0.34	0.00	0.00	0.3432	\$32,734.71
	8	2.15	0.00	0.00	2.15	0.32	0.00	1.8280	\$174,356.22
4	9	2.06	0.00	0.00	2.06	0.41	0.00	1.6482	\$157,206.74
	10	8.00	1.33	0.00	6.67	0.39	0.00	6.2782	\$598,820.15
	11	0.80	0.33	0.00	0.47	0.14	0.00	0.3269	\$31,180.01
	12	0.40	0.00	0.00	0.40	0.00	0.00	0.4037	\$38,505.26
	13	0.15	0.00	0.00	0.15	0.00	0.00	0.1536	\$14,650.50
	14	0.32	0.00	0.00	0.32	0.00	0.00	0.3165	\$30,188.04
	15	7.88	0.00	0.00	7.88	0.58	0.00	7.2988	\$696,165.86
	16	0.41	0.00	0.00	0.41	0.10	0.00	0.3131	\$29,863.75
	Sub-Total	42.82	1.66	0.00	41.16	3.14	0.50	37.5212	\$3,578,804.55
TOTAL EAST CHARGE A	REA	247.32	8.15	29.53	209.56	10.67	4.33	194.5658	\$18,557,854







#### **IMPLEMENTATION STRATEGY**

#### 8.2 PREFERRED IMPLEMENTATION MECHANISM (CONT.)

## 8.2.2 Allocation of Projects Suitable for Delivery as Works in Kind

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

To assist Council in the coordinated delivery of the HDCP projects, Table 8 nominates which Implementation Precinct is responsible to deliver suitable HDCP projects as works in kind. In some instances, two precincts will jointly deliver an item which extends across precinct boundaries i.e. for project RDO2.

Developers are required to discuss and come to an agreement with the relevant Collecting Agency as to the potential for provision of works and land to offset their development contribution. A key objective is to ensure that the timing of infrastructure delivery matches the timing of development therefore Table 8 provides a starting point for the Collecting Agencies and developers in coming to an agreement on a schedule of land and works that each developer can provide as an offset to their development contribution. It is envisaged, that the implementation Strategy will be revised over time to take into account change in ownership, development fronts and potential changes to infrastructure projects.

## 8.2.3 Projects Not Suitable for Delivery as Works in Kind

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



Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Project Cost	Implementation Precinct to Deliver Project as Works in Kind	Implementation Precinct to make a Cash Contribution and Council to coordinate construction of project
ROADS						
RD01a	Construction of a single carriageway of Waratah Road between Midland Highway and Whirrakee Parade - INTERIM. The project has three costs sections, these being Midland Highway - East Road 475m, East Road - Aspect St 225m and East Road and Whirrakee Parade 440m. Land for a road widening is also include (6,426m) for a 9m widening of the existing road reserve.	\$600,000	\$1,756,329	\$2,356,329	Precinct 2	
RD01b	Duplication of Waratah Road between Midland Highway and Whirrakee Parade - ULTIMATE. The section of Waratah Road between Midland Highway and Whirrakee Parade 1,140 m in length.	\$0	\$2,200,582	\$2,200,582	Precinct 2	
RD02	Construction of Waratah Road from Whirrakee Parade through the Hermitage Estate to the junction of Sawmill Road and Sherwood Road reserves. Collector road reserve of 25m required, development proponents must provide the entire road reserve at no cost to Council. Total length of road is 1,920 lm.	\$0	\$4,127,228	\$4,127,228	Precincts 2 & 3	
RD03	Construction of Sawmill Road between the Northern Link Road and Sherwood Road. Collector road reserve of 25m to be set aside at no cost to Council. Total road length is 780 lm.	\$0	\$1,676,686	\$1,676,686	Precinct 4	
RD04	Construction of Northern Link Road, between Midland Highway and the existing Sawmill Road (western edge of RD03). Collector road reserve of 25 m to be set aside at no cost to Council for land located within the DCP area. 0.476ha is required from Crown land located outside the DCP area and no cost to secure this land has been included in the DCP. Total road length is 710 lm.	\$0	\$1,526,214	\$1,526,214	Precinct 4	
RD05	Upgrade of Wakeman Road to provide an alternative access route to Huntly East- external to the development area. Upgrade of the rural road using existing road reservation, upgrade of road comprising 9 m wide sealed carriageway. Total length of Wakeman Road upgrade (Sherwood Road from the eastern boundary of the DCP to Inglis Road) is 911 lm. The construction cost includes upgrade to straighten Wakeman Road approaches to the Bendigo-Echuca Rail Crossing. It also includes provision of 1 creek culvert on Wakeman Road.	\$0	\$1,962,238	\$1,962,238		External apportionment
Sub-Total		\$600,000	\$13,249,277	\$13,849,277		



Project Number	Project Description	2018 Estimated Land Cost	2018 Construction Cost	2018 Total Project Cost	Implementation Precinct to Deliver Project as Works in Kind	Implementation Precinct to make a Cash Contribution and Council to coordinate construction of project
INTERSE	CTIONS					
IT01a	Construction of interim intersection of Waratah Road and Midland Highway. Construction includes turn lanes and street lighting.	\$0	\$678,807	\$678,807	Precinct 2	
IT01b	Construction of ultimate signalised intersection of Waratah Road and Midland Highway. Construction includes signalisation and provision of right and left turn lanes directing traffic to the east. 0.056 ha of land is required from 8 properties.	\$103,000	\$4,923,703	\$5,026,703	Precinct 3	
IT02	Construction of the new intersection of the Northern Link Road and Midland Highway. The land required for this intersection is included in the land take required for RD04.	\$0	\$1,093,216	\$1,093,216	Precinct 3	
IT03	Upgrade of Epsom-Barnadown Road/ Huntly-Fosterville Road/ Inglis Road intersection to alter priorities and improve operation of existing five leg intersection	\$0	\$1,061,530	\$1,061,530		Precinct 1
Sub-Tota		\$103,000	\$7,757,256	\$7,860,256		
DISTRIC	F PLAY GROUND					
OS01	Construction of the district park within Huntly East.	\$0	\$573,293	\$573,293	Precinct 2	
Sub-Tota		\$0	\$573,293	\$573,293		
OFF-ROA	D PEDESTRIAN & CYCLE TRAILS					
PC01	Construction of off-road shared pedestrian and cycle path along Whirrakee Parade between Sawmill Road and Waratah Road. Construction of 2.5m wide concrete path. Path length 310 lm.	\$0	\$105,412	\$105,412	Precinct 2	
PC02	Construction of off-road shared pedestrian and cycle path within existing Rennie Street reserve between Waratah Road and Gungurru Road and along Waratah Road between Rennie Street and Sherwood Road. Construction of 2.5m wide concrete path. Path length 2,075 lm.	\$0	\$705,003	\$705,003		Precinct 1
PC03	Construction of off-road shared pedestrian and cycle path within existing Sawmill Road reserve, along Sherwood Road reserve and Tuckers Road reserve/Gungurru Road to Midland Highway. Construction of unsealed (granitic sand) 2.5m wide unsealed path. Path length 3,630 lm.	\$0	\$376,096	\$376,096	Precincts 3 & 4	External apportionment
Sub-Tota		\$0	\$1,186,511	\$1,186,511		
PLANNIN	G COSTS & OTHER ITEMS					
PL01	Preparation costs for preparing the Huntly DCP	\$0	\$198,300	\$198,300		All Precincts
OI01	Purchase of Development Contributions Accounting Program	\$0	\$41,000	\$41,000		All Precincts
Sub-Tota		\$0	\$239,300	\$239,300		
TOTAL		\$703,000	\$23,005,637	\$23,708,637		



# **APPENDICES**



		Encumbered L	and (Hectares)					
Property Number	Total Area (Hectares)	1:100 Floodway, retarding basins	Native Vegetation to be protected	Coliban Water	Gross Developable Area (GDA) (Hectares)	Collector Road Reservation (Hectares)	Unencumbered Passive Open Space (Hectares)	Residential Net Developable Area (Hectares)
1	2.1254	0.0000	0.0000	0.0000	2.1254	0.0000	0.0000	2.1254
2	1.3341	0.0000	0.0000	0.0000	1.3341	0.0000	0.0000	1.3341
3	0.2914	0.0000	0.0000	0.0000	0.2914	0.1241	0.0000	0.1673
4	8.0500	0.0000	0.0000	0.0000	8.0500	1.0756	0.0000	6.9744
5	8.1075	0.0000	0.0000	0.0000	8.1075	0.0000	0.5000	7.6075
6	0.4023	0.0000	0.0000	0.0000	0.4023	0.0000	0.0000	0.4023
7	0.3432	0.0000	0.0000	0.0000	0.3432	0.0000	0.0000	0.3432
8	2.1526	0.0000	0.0000	0.0000	2.1526	0.3246	0.0000	1.8280
9	2.0566	0.0000	0.0000	0.0000	2.0566	0.4084	0.0000	1.6482
10	7.9995	1.3331	0.0000	0.0000	6.6664	0.3882	0.0000	6.2782
11	0.7950	0.3256	0.0000	0.0000	0.4694	0.1425	0.0000	0.3269
12	0.4037	0.0000	0.0000	0.0000	0.4037	0.0000	0.0000	0.4037
13	0.1536	0.0000	0.0000	0.0000	0.1536	0.0000	0.0000	0.1536
14	0.3165	0.0000	0.0000	0.0000	0.3165	0.0000	0.0000	0.3165
15	7.8750	0.0000	0.0000	0.0000	7.8750	0.5762	0.0000	7.2988
16	0.4140	0.0000	0.0000	0.0000	0.4140	0.1009	0.0000	0.3131
17	8.6721	1.3529	0.0000	0.0000	7.3192	0.0000	0.0000	7.3192
18	74.0040	3.1392	0.0000	0.0000	70.8648	3.2018	2.2314	65.4316
19	14.1800	0.0000	2.9494	0.0000	11.2306	0.5799	0.0000	10.6507
20	57.0500	2.0000	16.1146	0.0000	38.9354	1.5106	1.6000	35.8248
21	8.1070	0.0000	0.0000	0.0000	8.1070	0.8075	0.0000	7.2995
22	10.8100	0.0000	10.4700	0.0000	0.3400	0.3429	0.0000	0.0000
23	0.0751	0.0000	0.0000	0.0751	0.0000	0.0000	0.0000	0.0000
24	1.9130	0.0000	0.0000	0.0000	1.9130	0.0000	0.0000	1.9130
25	1.3726	0.0000	0.0000	0.0000	1.3726	0.0000	0.0000	1.3726
26	3.6833	0.0000	0.0000	0.0000	3.6833	0.0000	0.0000	3.6833
27	4.0393	0.0000	0.0000	0.0000	4.0393	0.0000	0.0000	4.0393
28	4.5930	0.0000	0.0000	0.0000	4.5930	0.0000	0.0000	4.5930
29	8.0720	0.0000	0.0000	0.0000	8.0720	0.0000	0.0000	8.0720
30	7.9313	0.0000	0.0000	0.0000	7.9313	1.0857	0.0000	6.8456
TOTAL	247.3231	8.1508	29.5340	0.0751	209.5632	10.6689	4.3314	194.5658

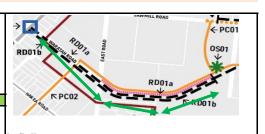




### **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** Waratah Rd - Midland Hwy to Wirrakee Parade - INTERIM RD01a

PROJECT TYPE:	Collector Road	Collector Road L-			Land					
Costing Source:	Spire Consultar	nts (2012 As built costs) and CoGB	Independent Valuer							
Project Units:	1,140	Metres		6,426	m2					
Project Cost:	\$ 1,528,351	July 2012 Dollars	\$	600,000	July 2018 Dollars Annual Site Specific Land Valaution, and					
INDEX FACTOR	1.149	As per ABS Indexation PPI		1.000	then CPI (All Groups Melbourne) once land is provided.					
FINAL COST:	\$ 1,756,329	July 2018 Dollars	\$	600,000	July 2018 Dollars					
Adopted DCP Figure:	\$ 1,756,329		\$	600,000						



DATE:

July 2018 Dollars

Land Project				Cost Year :	July 2018 Dollars
Location	Dimensions	Area		Valuation Rate (\$/m2)	Value
Section 2 & 3 - LAND	714m x 9m	6426	m2	\$93.37	\$ 600,000

Length (m)			Cost Year	July 2012 Dollars
Cost/Km	Whirrakee Parade	eet - Whirrakee Parade	Unit Lengths	TOTALS
Total	440.0	440.0	m	1,140.00
Set up, TMP, EMP	1,563,36	1,563,36	m	
Set up, TMP, EMP	:			
Earthworks	\$ 687,87	\$ 687,87		\$ 1,528,351
Earthworks	\$ 3,32	MD ¢ 221		
Temp Access & Traffic   Management	\$ 34,85			
Topsoil & Seed \$ 14,440   Topsoil & Seed \$ 12,500   Topsoil & Seed   Topsoil & Topsoil & Seed   Topsoil & Seed   Topsoil & Topsoil & Topsoil & Topsoil & Seed   Topsoil & Topsoil & Topsoil & Topsoil & Topsoil & Seed   Topsoil & Tops	3 34,03	9 34,00		
Asphalt Seal				
160mm Class 2 FCR \$ 60,181   160mm Class 2 FCR \$ 35,757   160mm Class 2 FCR   220mm Class 3 FCR   220mm Class 3 FCR   220mm Class 3 FCR   220mm Line Stabiisation   26,181   Subgrade Works   5 6,732   Subgrade Works   5 6,732   Subgrade Works   5 6,732   Subgrade Works   5 6,732   Subgrade Works   5 2,423   Subgrade Works   62,423   Subgrade Works   62,423   Subgrade Works   62,423   Subgrade Works   62,424   TGSI   S 1,404   B3 Kerb   B2 Kerb   S 22,240   TGSI   Kerb & Channel-Laybacks   8 2 Kerb   S 16,657   B3 Kerb   S 16,657   B3 Kerb   S 8,743   Subgrade Works   62,424   TGSI   Kerb & Channel-Laybacks   8 - 1   Intersection Islands   S 2 Kerb   S 16,657   B3 Kerb   S 8,743   Subgrade Works   600 RCP   S 1,665   B3 Kerb   S 8,743   S 7 RCP   S 26,500   212   375 RCP   S 255 RCP   S 6,426   S 44,578   S 7,600   40   375 RCP   S 26,500   212   375 RCP   S 26,500   212   375 RCP   S 26,500   212   375 RCP   S 26,500   300 RCP   S 2,554   S 2,	\$ 32,06	i \$ 32,06		
220mm Class 3 FCR	\$ 78,85	\$ 78,85		
200mm Lime Stabiisation   \$ 26,181   \$ 26,181   \$ Subgrade Works   \$ 2,423   \$ Subgrade Works   \$ 6,732   \$ Subgrade Works   \$ 2,423   \$ Subgrade Works   \$ 2,423   \$ Subgrade Works   \$ 2,040   \$ 10,834   \$ Kerb & Channel- Laybacks   \$ 2,940   \$ 22,240   \$ 22,240   \$ 24,050	\$ 83,39	2 FCR \$ 83,39		
Subgrade Works         \$ 6,732         Subgrade Works Equivalent area of concrete pavement         \$ 2,423         Subgrade Works Equivalent area of concrete pavement         \$ 10,834         Kerb & Channel-Laybacks         Kerb & Channel-Laybacks         Kerb & Channel-Laybacks         B2 Kerb         B2 Kerb         B2 Kerb         B3 Kerb         B4 K				
Equivarient	sation \$ 35,00	Stabiisation \$ 35,00		
Temporary Access         \$ 3,370         Kerb & Channel-Laybacks         \$ 2,940         B2 Kerb         B3 Kerb         Intersection Islands           B3 Kerb         \$ 21,673         B2 Kerb         \$ 16,657         Intersection Islands           B2 Kerb         \$ 16,657         B3 Kerb         \$ 8,743         Drainage           B0 RCP         \$ 1,665         B3 Kerb         \$ 26,500         212         375 RCP           525 RCP         \$ 6,426         300 RCP         \$ 7,790         118         300 RCP           450 RCP         \$ 44,578         375 RCP FCR         \$ 7,600         40         375 RCP FCR           450 RCP FCR         \$ 1,601         300 RCP FCR         \$ 5,291         30         300 RCP FCR           450 RCP FCR         \$ 1,601         300 RCP FCR         \$ 5,291         30         300 RCP FCR           450 RCP FCR         \$ 1,601         300 RCP FCR         \$ 5,291         30         300 RCP FCR           600 x 900 SEP         \$ 1,506         \$ 6,878         600 x 900 SEP         \$ 1,506         \$ 7,790	\$ 2,72	ks \$ 2,72		
Kerb & Channel- Laybacks         \$ 2,940         B2 Kerb         B2 Kerb         B2 Kerb         B3 Kerb         Intersection Islands           Drainage         Drainage         Drainage         Drainage         Drainage         Drainage         Drainage         375 RCP         \$ 26,500         212         375 RCP         300 RCP         \$ 375 RCP         300 RCP         \$ 300 RCP         <		el-		
B2 Kerb \$ 22,240 Kerb & \$ 22,673 Kerb & Channel-Laybacks \$ 5 - Intersection Islands B2 Kerb & \$ 16,657 B3 Kerb & \$ 16,657 B3 Kerb & \$ 16,657 B3 Kerb & \$ 8,743 B2 Kerb & \$ 16,657 B3 Kerb & \$ 8,743 B2 Kerb & \$ 16,657 B3 Kerb & \$ 8,743 B2 Kerb & \$ 8,758 CP & \$ 8,758 C				
Rerb   S   21,673   Rerb   S   16,657   B2 Kerb   S   16,657   B3 Kerb   S   16,657   B3 Kerb   S   16,657   B3 Kerb   S   8,743   S   S   S   S   S   S   S   S   S	\$ 17,17			
B3 Kerb \$ 21,673   Laybacks \$ - Intersection Islands   B2 Kerb \$ 16,657   B3 Kerb \$ 16,657   B3 Kerb \$ 16,657   B3 Kerb \$ 16,657   B3 Kerb \$ 8,743   B7 Kerb \$ 16,657   B3 Kerb \$ 8,743   B7 Kerb \$ 16,057   B3 Kerb \$ 16,657   B3 Kerb \$ 16,657   B3 Kerb \$ 16,057   B3 Kerb \$ 15,057   B3 Kerb \$ 16,057   B3 Kerb \$ 17,057	\$ 16,81	\$ 16,81		
B3 Kerb	\$ 12,03	lands \$ 12,03		
Drainage				
600 RCP \$ 1,665   375 RCP \$ 26,500   212   375 RCP   525 RCP \$ 6,426   300 RCP \$ 7,790   118   300 RCP   450 RCP \$ 2,554   300 RCP \$ 7,790   118   300 RCP   300 RCP \$ 2,554   300 RCP \$ 7,600   40   375 RCP FCR   375 RCP FCR \$ 7,600   40   375 RCP FCR   300 RCP FCR \$ 5,291   30   300 RCP FCR   450 RCP FCR \$ 1,601   300 RCP FCR \$ 5,291   30   300 RCP FCR   300 RCP FCR \$ 5,291   30   300 RCP FCR   450 RCP FCR \$ 1,601   600 x 900 SEP \$ 17,278   8   600 x 900 SEP   500 x 900 SEP				
525 RCP \$ 6,426 450 RCP \$ 7,790 118 300 RCP \$ 300 RCP \$ 7,790 118 300 RCP \$ 2,554 300 RCP \$ 2,554 300 RCP \$ 34,578 500 RCP FCR \$ 44,578 500 RCP FCR \$ 2,414 450 RCP FCR \$ 1,601 300 RCP FCR \$ 1,501 500 RCP \$ 1,50				
450 RCP \$ 2,554 300RCP \$ 44,578 375 RCP FCR \$ 7,600 40 375 RCP FCR 600 RCP FCR \$ 2,414 450 RCP FCR \$ 1,601 300 RCP FCR \$ 1,601 300 RCP FCR \$ 1,601 300 RCP FCR \$ 1,2843 P00 x 900 SEP \$ 12,843 P00 x 900 SEP \$ 4,725 Endwall for 600 RCP \$ 1,506 Cap Ends \$ 331 Table Drains \$ 263 Testing/Minor works \$ 4,839 Design \$ 38,195 Design \$ 27,581 Design	\$ 56,25	\$ 56,25	450	l
300 RCP \$ 44,578   375 RCP FCR \$ 7,600 40 375 RCP FCR 600 RCP FCR \$ 1,601 300 RCP FCR \$ 1,2843 Festing/Minor works \$ 4,500 \$ Testing/Minor works \$ 1,506 Cap Ends \$ 331 Table Drains \$ 263 \$ Testing/Minor works \$ 4,839 \$ Design \$ 38,195 Design \$ 27,581 \$ Design	\$ 18,48	\$ 18,48	280	l
375 RCP FCR \$ 7,600 40 375 RCP FCR 45 0,600 RCP FCR \$ 2,414 300 RCP FCR \$ 5,291 30 300 RCP FCR 450 RCP FCR \$ 1,601 300 RCP FCR \$ 6,878 600 x 900 SEP \$ 17,278 8 600 x 900 SEP \$ 12,843 75 RCP FCR 500 x 900 SEP \$ 4,725 8 8 600 x 900 SEP \$ 4,725 8 8 600 x 900 SEP \$ 4,725 8 8 600 x 900 SEP \$ 1,506 8 8 331 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8				
600 RCP FCR \$ 2,414   450 RCP FCR \$ 1,601   300 RCP FCR \$ 1,7278   600 x 900 SEP \$ 17,278   8 600 x 900 SEP   600 x 900 SEP \$ 12,843   7 Esting/Minor works \$ 4,500   7 Esting/Minor works   600 x 900 SEP   7 Esting/Minor works \$ 4,500   7 Esting/Minor works   7 Esting/Minor works   8 A,839   8 Design \$ 38,195   8 Design \$ 27,581   8 Design \$ 2,591   9 Design \$ 2,591   9 Design \$ 2,591   9 Design \$ 300 RCP FCR \$ 5,291   9 Design \$ 5,291   9 Design \$ 5,291   9 Design \$ 5,291   9 Design \$ 300 RCP FCR \$ 5,291   9 Design \$ 5,291   9 Des				
450 RCP FCR \$ 1,601 300 RCP FCR \$ 6,878 600 x 900 SEP \$ 17,278 8 600 x 900 SEP 600 x 900 SEP \$ 17,278 8 600 x 900 SEP 600 x 900 SEP \$ 12,843 725 8 8 600 x 900 SEP 8 4,725 8 8 600 x 900 SEP	\$ 12,73		67	
300 RCP FCR \$ 6,878   600 x 900 SEP \$ 17,278   8 600 x 900 SEP   600 x 900 SEP   5 12,843   725	\$ 5,99	\$ 5,99	34	
600 x 900 SEP \$ 12,843   Testing/Minor works \$ 4,500   Testing/Minor works   900 x 900 SEP \$ 4,725   Endwall for 600 RCP \$ 1,506   Cap Ends \$ 331   Table Drains \$ 263   Testing/Minor works \$ 4,839   Design \$ 38,195   Design \$ 27,581   Design				
900 x 900 SEP \$ 4,725 Endwall for 600 RCP \$ 1,506 Cap Ends \$ 331 Table Drains \$ 263 Testing/Minor works \$ 4,839 Design \$ 38,195 Design \$ 27,581 Design	\$ 51,83	\$ 51,83	24	
Endwall for 600 RCP \$ 1,506   Cap Ends \$ 331   Table Drains \$ 263   Testing/Minor works \$ 4,839   Design \$ 38,195   Design \$ 27,581   Design	ks \$ 18,34	works \$ 18,34		
Cap Ends       \$ 331         Table Drains       \$ 263         Testing/Minor works       4,839         Design       \$ 38,195       Design       \$ 27,581       Design				
Table Drains       \$ 263         Testing/Minor works       \$ 4,839         Design       \$ 38,195       Design       \$ 27,581       Design				
Testing/Minor works \$ 4,839  Design \$ 38,195 Design \$ 27,581 Design				
Design \$ 38,195 Design \$ 27,581 Design				
	\$ 53,83	\$ 53,83		
Supervision \$ 25,464 Supervision \$ 18,387 Supervision	\$ 35,88	\$ 35,88		

These amounts include a 15% allowance for survey, design, set out & supervision

All Values where taken from Spiires 2012 costings (Plan Checking & Supervision Fees Calcualtions)

Amounts do not include footpaths / kerbs / other services

 $\label{lem:continuous} Drainage\ amounts\ do\ not\ include\ pipe\ sizes\ servicing\ the\ development.$ 

There is no contigency allocated to the project.

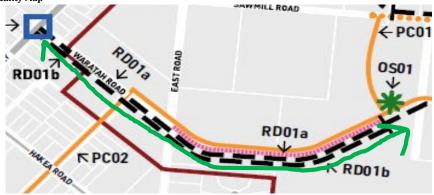
## **HUNTLY DCP COSTING PACKAGE (C222)**

Waratah Rd - Midland Hwy to Wirrakee Parade - ULTIMATE (Duplication) PROJECT NAME:

PROJECT No.: RD01b

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	1,140	Metres
Project Cost:	\$ 1,914,939	July 2012 Dollars
INDEX FACTOR	1.149	As per ABS Indexation PPI
FINAL COST:	\$ 2,200,582	July 2018 Dollars
Adopted DCP Figure:	\$ 2,200,582	

#### Locality Map



#### PROJET

**Level 2 Collector Street Duplication** 8.4 m Carriageway & Indented Parking

ET ESTIMATE	Cost Year :	July 2012 Dollars
1.2 Callacton Streat Dunlication		

July 2018 Dollars

Item	Quantity		Rate	Unit	Totals
Strip/minor Earthworks	2.85	\$	15.00	m3	\$ 42.75
Stabilisation of Subgrade (300mm)	9	\$	23.00	m2	\$ 207.00
Subbase (150mm Class 3)	9	\$	25.00	m2	\$ 225.00
Base (150mm Class 1)	7.8	\$	28.00	m2	\$ 218.40
Prime	7.8	\$	3.50	m2	\$ 27.30
Seal (30mm Asphalt)	7.8	\$	20.00	m2	\$ 156.00
Kerb & Channel (SM2)	2	\$	90.00	m	\$ 180.00
Indented Parking	1500	\$	0.05	each	\$ 75.00
Drainage Pits	0.025	\$	1,800	each	\$ 45.00
Pipes (300mm Cross Culverts)	0.0875	\$	150	per m	\$ 13.13
Design	1		5%		\$ 59.58
Traffic Control / Set out / Sundries	1		9%		\$ 106.79
				linear rate	\$ 1,356
Project Length	1,140	me	tres		\$ 1,545,782
Contigency	20%				\$ 309,156
Native Veg Offsets					\$ 60,000
					\$ 1,914,939

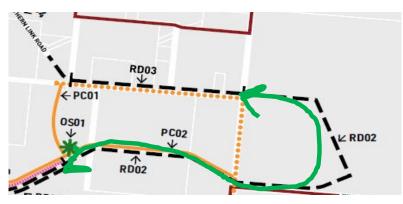
## **HUNTLY DCP COSTING PACKAGE (C222)**

PROJECT NAME: Waratah Road - Whirrakee Pde to Sherwood Road

PROJECT No.: RD 002

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	1,920	Metres
Project Cost:	\$ 3,591,499	July 2012 Dollars
INDEX FACTOR	1.149	As per ABS Indexation PPI
FINAL COST:	\$ 4,127,228	July 2018 Dollars
Adopted DCP Figure:	\$ 4,127,228	

#### **Locality Map**



#### PROJET ESTIMATE

Level 1 Collector Street Cost Year : July 2012 Dollars

July 2018 Dollars

DATE:

11.0m Carriageway

Item	Quantity		Rate	Unit	Totals
Strip/minor Earthworks	3.6	\$	15.00	m3	\$ 54.00
Stabilisation of Subgrade (300mm)	12	\$	23.00	m2	\$ 276.00
Subbase (150mm Class 3)	12	\$	25.00	m2	\$ 300.00
Base (150mm Class 1)	10.2	\$	28.00	m2	\$ 285.60
Prime	10.2	\$	3.50	m2	\$ 35.70
Seal (30mm Asphalt)	10.2	\$	20.00	m2	\$ 204.00
Kerb & Channel (B1 600)	2	\$	90.00	m	\$ 180.00
Drainage Pits	0.025	\$	1,800.00	each	\$ 45.00
Pipes (300mm Cross Culverts)	0.1375	\$	150.00	per m	\$ 20.63
Design	1		5%		\$ 70.05
Traffic Control / Set out / Sundries	1		6%		\$ 87.84
				Linear Rate	\$ 1,559
Project Length	1,920	met	tres		\$ 2,992,916
Contigency	20%				\$ 598,583
					\$ 3,591,499

## **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** New Sawmill Road - Sherwood Road to Northern Link Road

PROJECT No.: RD03

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	780	Metres
Project Cost:	\$ 1,459,047	July 2018 Dollars
INDEX FACTOR	1.149	As per ABS Indexation PPI
FINAL COST:	\$ 1,676,686	July 2018 Dollars
Adopted DCP Figure:	\$ 1,676,686	

#### **Locality Map**



#### PROJET ESTIMATE

Level 1 Collector Street Cost Year : July 2012 Dollars

July 2018 Dollars

DATE:

11.0m Carriageway

Item	Quantity		Rate	Unit	Totals
Strip/minor Earthworks	3.6	\$	15.00	m3	\$ 54.00
Stabilisation of Subgrade (300r	12	\$	23.00	m2	\$ 276.00
Subbase (150mm Class 3)	12	\$	25.00	m2	\$ 300.00
Base (150mm Class 1)	10.2	\$	28.00	m2	\$ 285.60
Prime	10.2	\$	3.50	m2	\$ 35.70
Seal (30mm Asphalt)	10.2	\$	20.00	m2	\$ 204.00
Kerb & Channel (B1 600)	2	\$	90.00	m	\$ 180.00
Drainage Pits	0.025	\$	1,800.00	each	\$ 45.00
Pipes (300mm Cross Culverts)	0.1375	\$	150.00	per m	\$ 20.63
Design	1		5%		\$ 70.05
Traffic Control / Set out / Sund	1		6%		\$ 87.84
			]	Linear Rate	\$ 1,559
Project Length	780	met	tres		\$ 1,215,872
Contigency	20%				\$ 243,174
					\$ 1,459,047

## **HUNTLY DCP COSTING PACKAGE (C222)**

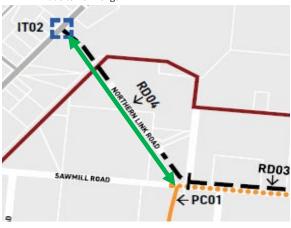
PROJECT NAME: Northern Link Road - Midland Hwy to Sawmills Rd

PROJECT No.: RD04

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	710	Metres
Project Cost:	\$ 1,328,106	July 2012 Dollars
INDEX FACTOR	1.149	As per ABS Indexation PPI
FINAL COST:	\$ 1,526,214	July 2018 Dollars
Adopted DCP Figure:	\$ 1,526,214	

Figure change due to new length

**Locality Map** 



#### PROJET ESTIMATE

Level 1 Collector Street Cost Year : July 2012 Dollars

July 2018 Dollars

DATE:

11.0m Carriageway

Item	Quantity	Rate	Unit	Totals
Strip/minor Earthworks	3.6	\$ 15.00	m3	\$ 54.00
Stabilisation of Subgrade (300mm)	12	\$ 23.00	m2	\$ 276.00
Subbase (150mm Class 3)	12	\$ 25.00	m2	\$ 300.00
Base (150mm Class 1)	10.2	\$ 28.00	m2	\$ 285.60
Prime	10.2	\$ 3.50	m2	\$ 35.70
Seal (30mm Asphalt)	10.2	\$ 20.00	m2	\$ 204.00
Kerb & Channel (B1 600)	2	\$ 90.00	m	\$ 180.00
Drainage Pits	0.025	\$ 1,800.00	each	\$ 45.00
Pipes (300mm Cross Culverts)	0.1375	\$ 150.00	per m	\$ 20.63
Design	1	5%		\$ 70.05
Traffic Control / Set out / Sundries	1	6%		\$ 87.84
		]	Linear Rate	\$ 1,559
Project Length	\$ 1,106,755			
Contigency	20%			\$ 221,351
				\$ 1,328,106

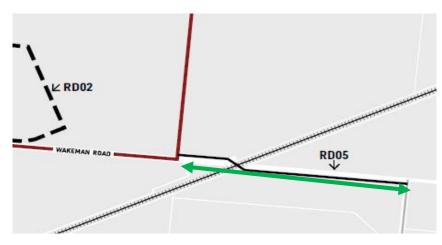
## **HUNTLY DCP COSTING PACKAGE (C222)**

PROJECT NAME: Wakeman Road - Upgrade to Seal

PROJECT No.: RD05

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	911	Metres
Project Cost:	\$ 1,707,532	July 2012 Dollars
INDEX FACTOR	1.149	As per ABS Indexation PPI
FINAL COST:	\$ 1,962,238	July 2018 Dollars
Adopted DCP Figure:	\$ 1,962,238	

#### **Locality Map**



#### PROJET ESTIMATE

Wakemans Road Construction Cost Year: July 2012 Dollars

July 2018 Dollars

DATE:

8.4 m Carriageway

Item	Quantity		Rate	Unit	Totals
Strip/minor Earthworks	3.3	\$	20.00	m3	\$ 66.00
Stabilisation of Subgrade (300mm)	8.4	\$	23.00	m2	\$ 193.20
Subbase (150mm Class 3)	8.4	\$	25.00	m2	\$ 210.00
Base (150mm Class 1)	8.4	\$	28.00	m2	\$ 235.20
Primer Seal	8.4	\$	3.50	m2	\$ 29.40
Seal (10/7 Seal)	8.4	\$	5.00	m2	\$ 42.00
Table Drains	2	\$	15.00	m	\$ 30.00
Drainage	1	\$	20.00	Item	\$ 20.00
Design	1		5%	%	\$ 41.29
Traffic Control / Set out / Sundries	1		5%	%	\$ 41.29
Desirat Level	011			Linear Rate	\$ 908
Project Length	911	metr	es		\$ 827,534
Specific Items:					
Wakemans Road Railway Crossing Wakemans Road Inglis Road	1	\$	500,000	Item	\$ 360,000.00
Intersection	1	\$	100,000	Item	\$ 115,000.00
Wakemans Road - Creek Culvert	1	\$	150,000	Item	\$ 125,000.00
Contigency	20%				\$ 279,998
					\$ 1,707,532

## **HUNTLY DCP COSTING PACKAGE (C222)**

PROJECT NAME: Midland Hwy / Waratah Rd Intersection - INTERIM

**PROJECT No.:** IT01a

PROJECT TYPE:	Collector Road						
Costing Source:	Spiire and CoGB.						
Project Units:	1	item					
Project Cost:	\$ 621,998	Sept 2014 Dollars					
INDEX FACTOR	1.091	As per ABS Indexation PPI					
FINAL COST:	\$ 678,807	July 2018 Dollars					
Adopted DCP Figure:	\$ 678,807						

#### **Locality Map**



#### PROJET ESTIMATE

Cost Year: Sept 2014 Dollars

DATE:

July 2018 Dollars

#### Notes

Cost incurred by View Point development to deliver the interium intersection treatment at Midland Hwy / Waratah Rd. The works were delivered in Spet 2014.

Item	Quantity	Rate	Unit		Total
Midland Hwy / Waratah Rd Intersection - Interim	1	\$ 621,998	item	\$\$	621,998
				\$	621,998

## **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** Midland Hwy / Waratah Rd Intersection - ULTIMATE (Signals)

PROJECT No.: IT1b

PROJECT TYPE: Costing Source:			FIA - Traffic Works, VicRoads and CoGB	Land Independent Valuer			
Project Units:	Item		Metres	560	m2		
Project Cost:	\$	4,500,000	Const. July 2014 Dollars	\$ 103,000	July 2018 Dollars		
INDEX FACTOR		1.093	As per ABS Indexation PPI	1.000	Annual Site Specific Land Valaution, and then CPI (All Groups Melbourne) once land is provided.		
FINAL COST:	\$	4,923,703	Const. July 2014 Dollars	\$ 103,000	Land. Oct 2019 Dollars		
Adopted DCP Figure:	\$	4,923,703		\$ 103,000			

Land Project		Cost Year :	July 2018 Dollars	
Location	Dimensions	Area	Valuation Rate (\$/m2)	Value
Intersection Widening	Various (8 properties)	560 m2	\$183.93	\$ 103,000

#### **Locality Map**



#### PROJET ESTIMATE

Cost Year : Const. July 2014 Dollars Land. Oct 2019 Dollars

July 2018 Dollars

#### Notes:

Cost estimate based on orignal estimate detailed in Traffic Work TIA report and refined after discussion with VicRoads and CoGB officers.

Item	Quantity	Rate	Unit	Total
Midland Hwy / Waratah Rd Intersection - Construction of Signalised Intersection (Ultimate )	1	\$ 4,500,000	item	\$ 4,500,000
				\$ 4,500,000

## **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** Midland Hwy / Northern Link Road (new)

PROJECT No.: IT02

PROJECT TYPE:	Collector Road						
Costing Source:	Huntly Township TIA - Traffic Works						
Project Units:	- Metres						
Project Cost:	\$ 1,000,000 July 2014 Dollars						
INDEX FACTOR	1.093 As per ABS Indexation PPI						
FINAL COST:	\$ 1,093,216 July 2018 Dollars						
Adopted DCP Figure:	\$ 1,093,216						

#### **Locality Map**



#### PROJET ESTIMATE

Cost Year: July 2014 Dollars

DATE:

July 2018 Dollars

#### Notes:

Cost estimate based on orignal estimate detailed in Traffic Work TIA report and refined after discussion with VicRoads and CoGB officers.

Item	Quantity	Rate	Unit	Total
Midland Hwy / Northern Link Road - New Intersection	1	\$ 1,000,000	item	\$ 1,000,000
				\$ 1,000,000

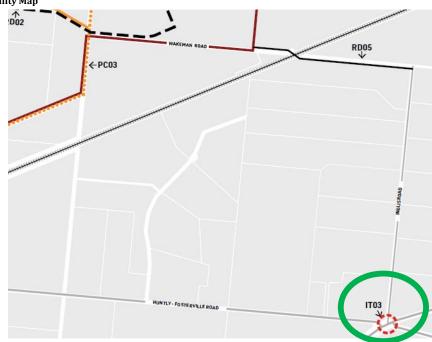
## **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** Upgrade Epsom-Barnadown / Huntly-Fosterville / Inglis Rds Intersection (Five Ways)

PROJECT No.: IT03

PROJECT TYPE:	Collector Road	
Costing Source:	CoGB	
Project Units:	Quantity	Metres
Project Cost:	\$ 960,000	July 2017 Dollars
INDEX FACTOR	1.106	As per ABS Indexation PPI
FINAL COST:	\$ 1,061,530	July 2018 Dollars
Adopted DCP Figure:	\$ 1,061,530	

# **Locality Map**



#### PROJET ESTIMATE

Preliminary estimates for various treatments at the five ways intersection put to costs at between \$960K - \$2M depending on scale of intersection treatment and amount of land acquisition that could

July 2018 Dollars

Cost Year: July 2017 Dollars

DATE:

Council has nominated IT03 as a contributions project that will allow funds to be contributed to a

Council will be responsible for the delivery of the intersection, including any land acquisition required to facilitate and ultimate solution.

#### **UNSEALED GRANITE PATHS**

Item	Quantity		Rate	Unit		Totals
Upgrade Epsom-Barnadown / Huntly-	Fosterville /	Inglis	Rds Intersec	tion (Five W	'ays)	
Contributions to Ultimate Intersection Improvement Works	1	\$	800,000	Item	\$	800,000
					\$	800,000
Intersection	1	item			\$	800,000
Contigency	20%				\$	160,000
					\$	960,000

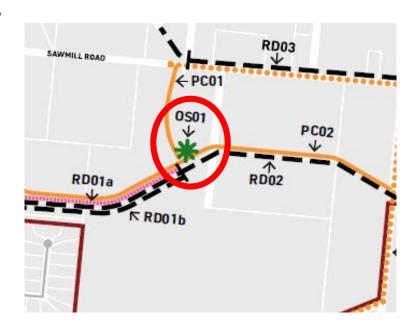
## **HUNTLY DCP COSTING PACKAGE (C222)**

**PROJECT NAME:** District Park

**PROJECT No.:** OS01

PROJECT TYPE:	Collector Road	
Costing Source:	Spiire and CoGB	
Project Units:	1	Item
Project Cost:	\$ 525,000	Sept 2014 Dollars
INDEX FACTOR	1.091	As per ABS Indexation PPI
FINAL COST:	\$ 573,293	July 2018 Dollars
Adopted DCP Figure:	\$ 573,293	

#### **Locality Map**



#### PROJET ESTIMATE

Cost Year: Sept 2014 Dollars

DATE:

July 2018 Dollars

#### Notes:

Cost for the District Park have been based on Spiire cost estimate for the View Point Estate and CoGB internal assessment for similar open space projects.

#### **UNSEALED GRANITE PATHS**

Item	Quantity Rate		Unit	Total	
Whirrekee Road District Park and Playground	1	\$	500,000	Item	\$ 500,000 <b>500,000</b>
esign Costs 5%					\$ 25,000
					\$ 525,000

## **HUNTLY DCP COSTING PACKAGE (C222)**

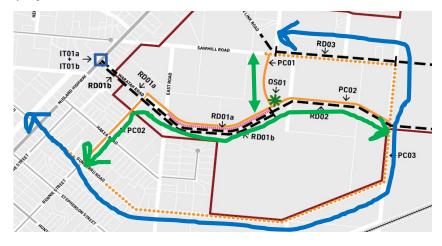
**PROJECT NAME:** Off-Road Pedestrain and Cycling Trails

**PROJECT No.:** PC01, PC02 and PC03

PROJECT TYPE:	PC 01		PC 02		PC 03	
Costing Source:	CoGB		CoGB	CoGB CoGE		
Project Units:	310		2,075		3,630	Linear metres
Project Cost:	\$ 96,500	\$	645,400	\$	344,300	Dec 2014 Dollars
INDEX FACTOR	1.092		1.092		1.092	As per ABS Indexation PPI
FINAL COST:	\$ 105,412	\$	705,003	\$	376,096	July 2018 Dollars
Adopted DCP Figure:	\$ 105,412	\$	705,003	\$	376,096	

Figure change due to new length

#### Locality Map



#### PROJET ESTIMATE

Paths and Trails Cost Year: Dec 2014 Dollars

July 2018 Dollars

#### CONCRETE PATHS

Item	Quantity	Rate	Unit	Total
PC 01				
Whirrekee Path	310	\$ 311	Lm	\$ 96,410
(2.5m wide concret path)				
				\$ 96,410
Total Cost			roundup.	\$ 96,500
PC 02				
East Road - WarrathaRd to Gungurru Rd	2,075	\$ 311	Lm	\$ 645,325
(2.5m wide concret path)				
			•	\$ 645,325
Total Cost	\$ 645,400			

#### UNSEALED GRANITE PATHS

Item	Quantity	R	ate	Unit		Total
PC 03 Sawmill Rd / Sherwood Rd / Tucker / Gunurru Rds	3,630	\$	95	Lm	\$	344,300
(2.4m unsealled grantite path)					¢	344,300
					Þ	
				roundup.	\$	344,300

### **HUNTLY DCP COSTING PACKAGE (C222)**

Planning Costs and Purchase Accounting Program PL01 and OI01 PROJECT NAME: PROJECT No.:

PROJECT TYPE:	PL01	0101				
Costing Source:	CoGB (Mesh Consultants & Legal Fees)	CoGB (based on software quote)				
Project Units:	item	item				
Project Cost:	\$ 198,300 July 2017 Dollars	\$ 41,000 July 2017 Dollars				
INDEX FACTOR	1.000 As per ABS Indexation PPI	1.000 As per ABS Indexation PPI				
FINAL COST:	\$ 198,300 July 2018 Dollars	\$ 41,000 July 2018 Dollars				
Adopted DCP Figure:	\$ 198,300	\$ 41,000				

DATE: July 2018 Dollars



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