

Development Contributions Plan (No. 3) June 2007

Development Contribution Rates and Explanatory Material
(Amended September 2019)

MILDURA RURAL CITY COUNCIL

This report has been prepared on behalf of:



Mildura Rural City Council

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1 Introduction

1.1 Background

Mildura Rural City Council has prepared a strategic land use and development framework for the 'transition' area between Mildura and Irymple. The strategic framework seeks to zone various land parcels along Fifteenth Street and Benetook Avenue for a mix of Retail, Commercial and Industrial uses.

This Development Contribution Plan (DCP 3 for Mildura Rural City Council) forms parts of the proposed rezoning of the relevant land areas and seeks to dovetail with two previous DCPs prepared for the municipality:

- Mildura South DCP (3 March 2005); and
- DCP 2 for Mildura Rural City Council (9 October 2006).

Mildura Rural City Council has resolved that new development in the Development Contributions Plan (DCP) Area is required to meet 100% of its share of the capital cost of scheduled infrastructure, in accordance with State Government policy on development contributions. This DCP has been prepared on that basis.

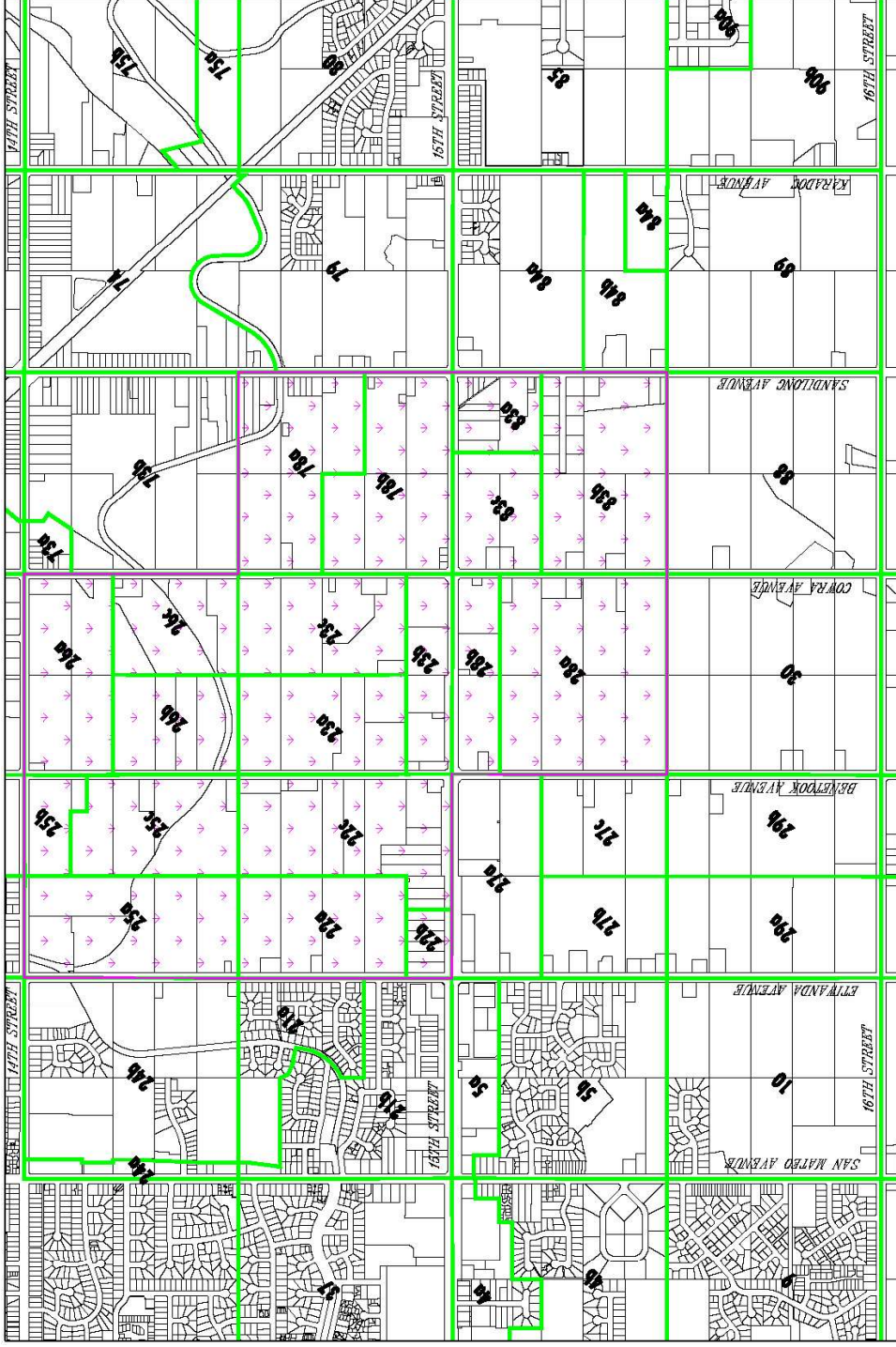
1.2 DCP Purpose

This Development Contributions Plan has been prepared:

- To list infrastructure items Mildura Rural City Council expects to provide over time to service the DCP Area;
- To calculate development contribution charges for all development types based on anticipated share of usage; and
- To explain and justify all information inputs and the method of calculating charges.

This Development Contributions Plan forms part of the Mildura Rural City Council Planning Scheme and must be read in conjunction with it.

Figure 1 – DCP Area (Development Contributions Plan No.3 for Mildura Rural City Council)



Source: Mildura Rural City Council

1.3 Information Inputs and Justification

For this DCP, the following demarcation of responsibilities has been adopted:

- Infrastructure funding policy and procedural matters – Mildura Rural City Council;
- Strategic base for the DCP - Mildura Rural City Council;
- Development stocktake and projections – Mildura Rural City Council with support from SGS Economics & Planning;
- Infrastructure project information and justification – Mildura Rural City Council; and
- Methodology and calculations – SGS Economics & Planning.

1.4 Report Structure

This report comprises the following sections:

- Section 2 - Infrastructure Funding Principles and Policy;
- Section 3 – Strategic Base for the DCP;
- Section 4 – Charging Areas and Development Scenario;
- Section 5 - Infrastructure Projects;
- Section 6 - Development Contribution Charging Rates; and
- Section 7 - Procedural Matters.

Detailed information inputs and calculations are presented in the Appendices as follows:

- Appendix 1 – Development Conditions;
- Appendix 2 – Demand Equivalence Ratios;
- Appendix 3 – Infrastructure Project Details; and
- Appendix 4 – Infrastructure Project Calculations.

2 Infrastructure Funding Principles and Policy

2.1 Infrastructure Funding Principles

As development in the DCP Area progresses, each developer will be required to build on-site infrastructure to service the development site to specifications approved by Mildura Rural City Council. For these developments to fit properly as an extension of the Mildura community, certain off-site works will also need to be constructed. These infrastructure projects include road and drainage projects that will be shared by a number of developments.

The purpose of this DCP is to ensure that the cost of providing new infrastructure is shared between the various developers of the DCP Area and the wider community on a fair and reasonable basis. Fairness requires that costs be apportioned according to share of usage of the required infrastructure.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question are likely to make use of the infrastructure in question.

Costs are apportioned according to projected share of infrastructure usage. Since development contributions are levied 'up-front', an accurate measure of infrastructure usage by individual sites / users (called demand units) is not possible. Hence costs must be shared in accordance with *projected* share of usage (i.e. using best estimates).

This DCP calculates what each demand unit should pay towards provision of an infrastructure item. As suggested above, this is the total cost of the infrastructure item divided by total demand units within its usage catchment. Where necessary, an allowance for other or external usage of the infrastructure (from outside the main catchment area) is factored into the calculation in order to ensure users are charged fairly.

The DCP in practice is used to charge new development for its share of infrastructure cost. On this basis existing development is not charged through this funding tool – but is used in the calculation of charges. The proportion of infrastructure costs attributable to past development must be funded by means other than development contributions.

2.2 Infrastructure Funding Policy

New development in the DCP Area is required to meet 100% of its share of the capital cost of warranted infrastructure – as measured by its projected share of usage of the infrastructure – through development contributions collected under this DCP.

The balance of the capital cost of the infrastructure projects not recovered under the DCP will be funded from alternative sources including general rates and Federal and State government funding.

Council reserves the right to collect the balance of the capital cost (or part thereof) of the infrastructure projects not recovered under the DCP (and funded by general rates) if this balance is due to development outside the current DCP Area, and where a future DCP is applied.

3 Strategic Base for the DCP

The strategic base for the DCP is provided by the Mildura Rural City Council planning framework and a range of strategies, policies, reports and internal Council documents that address planning and infrastructure development. A brief summary of the key reference documents follows. Refer to the documents for details.

3.1 General Planning

The reference documents are:

- Mildura Rural City Council Planning Scheme (incorporating Municipal Strategic Statement and Local Planning Policy Framework);
- Mildura Irymple Urban Transition Area – Urban Design Guidelines: April 2007;
- Mildura Industrial Land Strategy Update – Final Report: December 2006;
- Mildura Irymple Interface Study Final Report: May 2006;
- Mildura South Development Contributions Plan: March 2005;
- DCP No. 2 for Mildura Rural City Council: October 2006;
- Water Sensitive Urban Design Guidelines Final Draft Report: August 2005; and
- Review of the Mildura Retail Strategy 2000 – Final Report: June 2004.

The DCP Area is based on the existing statutory framework and expanded to include the latest strategic framework as described below.

Existing Statutory Framework

Mildura – Irymple Urban Transition area - The Mildura – Irymple Urban Transition area consists of predominantly Farming zoned (FZ) land, with a pocket of Business 4 (B4Z) zoned land on the north-west side of Benetook Avenue. Other land use zones include a Public Use zone for stormwater management (PUZ6) and education facilities (PUZ2) with a small pocket of Residential 1 zoned (R1Z) land. The majority of the land area is subject to a Development Contributions Plan Overlay, and to Design Development Overlays for Business 4 and Industrial 1 zoned land.

Benetook Avenue - The Benetook Avenue area between Fourteenth and Fifteenth Street is generally Farming zoned land (52.5ha), with a pocket of Business 4 zoned land (15ha) on the south-west corner and north-west corner (4ha) of Benetook Avenue respectively. The Business 4 (B4Z) zoned land was approved as part of Amendment C29 (Part 2) on 2 March 2006. Benetook Avenue is zoned as a Road Zone Category 1. The Development Contributions Plan Overlay applies to the land zoned Farming zone from Benetook Avenue to Cowra Avenue and between Fourteenth and Fifteenth Street.

Fifteenth Street - The Fifteenth Street area between Benetook Avenue and Sandilong Avenue is predominantly zoned Farming. Other land use zones include a Public Use zone for stormwater management (PUZ6) and education facilities (PUZ2) with a small pocket of Residential 1 zoned land. The Calder Highway (15th Street) is zoned as a Road Zone Category 1. The Development

Contributions Plan Overlay applies to the land zoned Farming zone between Benetook Avenue and Cowra Avenue.

Proposed Strategic Framework

The strategic framework for the DCP Area is based on adopted Council strategies for Retail, Commercial and Industrial development for the area. The Industrial Land Strategy Update December 2006 has determined additional industrial and other consequential land rezoning required to meet current and future long term demand including:

- Benetook Avenue between Fourteenth and Fifteenth Street proposed to be rezoned to Industrial 3 zone (IN3Z);
- Fifteenth Street between Benetook Avenue and Cowra Avenue proposed to be rezoned to Business 4 zone (B4Z); and
- Fifteenth Street between Cowra Avenue and Sandilong Avenue proposed to be rezoned to Special Use zone (SUZ).

The introduction of Development Contribution Plan 3 and the proposed land rezoning forms part of Amendment C38 to the Mildura Planning Scheme.

The Mildura Irymple Interface Study May 2006 provides Council with a long term vision to guide future planning scheme policy and controls for subdivision, development and use in the Interface area. The preparation of the Mildura Irymple Urban Transition area – Urban Design Guidelines April 2007 were a recommendation of the study and have been developed as a means of assisting Council in considering future development applications within this area and to provide guidance to landowners, stakeholders and developers on specific design standards that should be considered when developing.

Together, these strategies build on the statutory framework and identify a clear direction for the future development of the DCP Area. This DCP is based on this strategic framework.

3.2 Road Projects

The reference documents are:

- The Mildura Irymple Urban Transition area – Urban Design Guidelines April 2007;
- Mildura South DCP Road Works Schedules (Mildura Rural City Council, Internal Documents, 2002-06);
- DCP No.2 for Mildura Rural City Council (Irymple–Nichols Point) Road Works Schedules (Internal Documents, 2006);
- Mildura Traffic Study Framework Report to the Year 2005 (City of Mildura, VicRoads and Shire of Mildura, February 1991);
- Mildura Road Hierarchy Major Traffic Route Proposals (Mildura Rural City Council, June 1997);
- Review of the Mildura South Development Contributions Plan (ARRB Transport Research, 2004); and
- Mildura Road Management Plan – October 2004.

The aim of the road and traffic studies is to determine road user travel demands and prepare a strategic road plan that provides a framework for future development. The Mildura Irymple Interface Study establishes the basis for provision of additional landscaping and mounding along Fifteenth Street to: *“Establish an attractive transition experience along Fifteenth Street by introducing significant landscape treatment that evolves along the corridor reflecting the transition of character from Irymple to Mildura”*.

The high exposure highway frontage afforded by Fifteenth Street provides excellent opportunities to accommodate a mix of higher amenity highway service and retailing based uses with the improved visual amenity of landscaped roads to enhance the retail function in this location as compared with existing bulky goods retailing on Fifteenth Street.

Detailed infrastructure projects for Mildura South were identified within this framework by Mildura Rural City Council. See Section 5 and Appendices 3 and 4 for details.

3.3 Drainage Projects

The reference documents are:

- Drainage Concept Works Schedules (Mildura Rural City Council, Internal Documents, 2002-06);
- Mildura Rural City Council Sunraysia Drainage Strategy (Sinclair Knight Mertz et al, Volume 1 Strategy and Volume 2 Final Draft, January 2002);
- Mildura Rural City Council Mildura Irymple Interface Drainage Concept Plan – May 2007 (Connell Wagner Pty Ltd) – Internal Document;
- Mildura Rural City Council Irymple Drainage Concept Plan – July 2005 (TGM Group Pty Ltd) – Internal Document;
- ResCode Residential Development Provisions (Department of Infrastructure, 2001); and
- Final Audit Report on Proposed Developer Charges Relating to the Drainage Component of the South Mildura Development Contributions Plan (Ron Dudley, 2004).

The Sunraysia Drainage Strategy provides a Masterplan that outlines how urban and irrigation development will be serviced with surface and subsurface drainage to the year 2050. The Strategy is built upon the planning framework and drainage management principles.

The Drainage Concepts set out required works to service the Mildura Irymple Interface area and surrounds. The Concept seeks to meet required standards for drainage management. This Concept forms the basis for the Drainage Schemes in this DCP.

Detailed infrastructure projects for Mildura South were identified within this framework by Mildura Rural City Council. See Section 5 and Appendices 3 and 4 for details.

4 Charging Areas and Development Scenario

4.1 Charging Areas

In a DCP, contribution rates are set for areas known as 'charging areas'. A charging area is a small land area for which a discrete development contribution rate is calculated. All development within a particular charging area will be required to pay the same contribution amount.

In setting the boundaries of a charging area, the key principle is to ensure that the potential for serious 'cross-subsidies' should be kept as low as possible. A cross-subsidy occurs when development is asked to pay for infrastructure that it will not (or hardly ever) use, or is asked to pay above its fair share.

A DCP will often include more than one charging area to ensure that development in any one area pays for infrastructure it will be deemed to make use of, and not other infrastructure. Contribution rates will often vary across different charging areas depending on the number and cost of infrastructure projects provided to service each area.

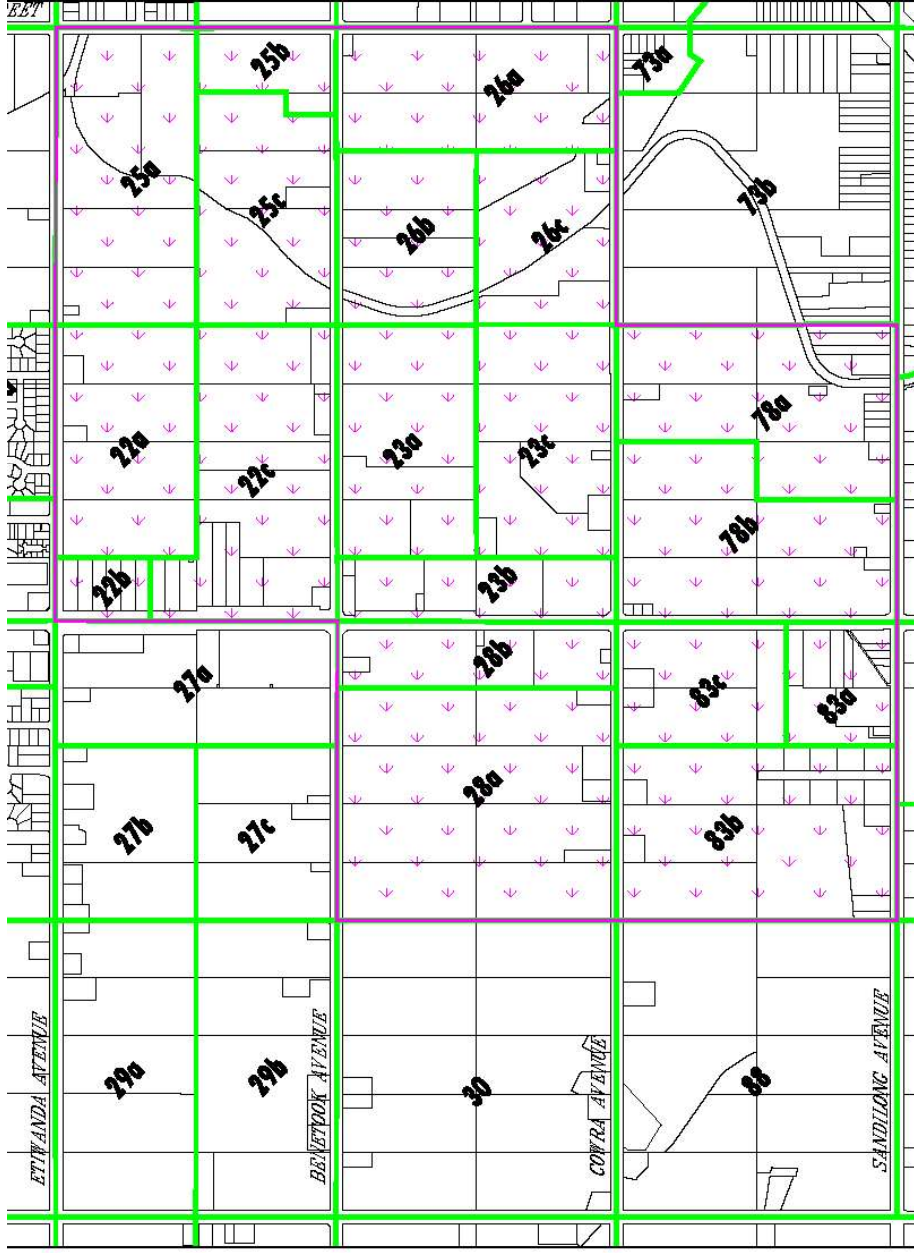
However, the avoidance of cross-subsidies ought not to be taken to extremes. It is proper to allow a reasonable margin of error between usage nexus. In some cases where there is an overriding community of interest in place, a common charge could be reasonable across many areas.

In this DCP, **19 charging areas numbered 22a to 83c** have been identified - see Figure 2 below.

The charging areas were originally based on a series of 40 hectares 'development cells' which can generally accommodate about 400 houses (and are therefore similar in size to a typical Census Collection District). These units are deemed small enough to eliminate the prospect of serious cross-subsidisation.

Some charging areas have been broken into smaller units (e.g. parts a, b and c) in order to follow catchment boundaries more accurately - to make more precise the nexus between use of projects and development contribution liability.

Figure 2 - Charging Areas



Source: Mildura Rural City Council

4.2 Development Stocktake and Projections

A stocktake of, and projections for, all major anticipated development types is provided for each charging area in Appendix 1. Table 1 summarises the information.

The stocktake provides an estimate of existing development in 2007. The development projections are provided for each year to 2030. This information is provided for five development types:

- Residential (number of dwellings);
- Major Retail (square meters of leaseable floorspace);
- Local Shop (square meters of leaseable floorspace);
- Office (square meters of leaseable floorspace); and
- Industrial (square meters of leaseable floorspace).

This DCP makes a distinction between Major Retail and Local Shop. A Local Shop is a single tenant commercial premises as permitted in a Residential 1 (R1Z) zone. Major Retail refers to all other forms of retailing (on land zoned for retail use) including shopping centres, bulky goods retailing and fast food premises. This distinction is necessary because Mildura Rural City Council has determined that the demand loading on Roads is different (per unit area) between Major Retail and Local Shops. More information on this point is provided in Section 4.4 below.

Table 1 - Development Stocktake and Projections Summary – DCP Area

Development Type	Current 2007	Development 2008-2030	Total as at 2030
Residential dwellings	245	179	424
Major Retail sqm	19,164	72,522	91,686
Local Shop sqm	48	45	93
Office sqm	2,613	7,958	10,571
Industrial sqm	0	273,850	273,850

Note: sqm = leaseable space

4.3 Development and Infrastructure Usage Nexus

This DCP has two infrastructure categories: Roads and Drainage (Section 5 provides more detail).

It is determined that all development types will make use of the two infrastructure categories, and will be liable to pay a contribution for provision of these items (in accordance with share of usage principles). This information is summarised in Table 2 below. Development contribution calculations are made on this basis.

Table 2 - Development-Infrastructure Usage Nexus

Infrastructure	Residential	Major Retail	Local Shop	Office	Industrial
Roads	✓	✓	✓	✓	✓
Drainage	✓	✓	✓	✓	✓

4.4 Equivalence Ratios and Total Demand Units

To make DCP calculations in situations where more than one development type is deemed a user of an infrastructure type (i.e. as is the case with Roads and Drainage projects here), it is necessary to express all development types in a consistent 'demand unit' format before calculations are undertaken. For the purpose of this DCP, one dwelling is chosen as one demand unit. Other development forms are then converted into this demand unit based on usage / demand ratios placed on particular infrastructure items, as shown in the following table.

The table shows the accepted rates adopted by Mildura Rural City Council. Refer to Appendix 2 for more detail on how these ratios were derived.

Table 3 - Definition of One Demand Unit

Infrastructure	Residential	Major Retail	Local Shop	Office	Industrial
Roads	1 Dwelling	19 sqm	80 sqm	121 sqm	121 sqm
Drainage	1 Dwelling	180 sqm	180 sqm	270 sqm	270 sqm

The above equivalence ratios are used to calculate total demand units (existing and projected) for each charging area and for each infrastructure category. That is, the development stocktake and projections are converted into common demand units for the purpose of DCP calculations.

Refer to individual infrastructure project sheets in Appendix 4 to view total demand units by main catchment area for each project.

5 Infrastructure Projects

5.1 Works Required

Mildura Rural City Council has determined through its strategic planning processes (refer to Section 3 for details) that 21 infrastructure projects will be included in this DCP. Note that other infrastructure projects may be warranted in the area but at the time of DCP preparation these were omitted from the DCP for varying reasons.

The breakdown of the 21 DCP projects is as follows:

- 19 Road Projects (3 Road Intersection, 13 Road Reconstruction, 1 Road Bus, 2 Road Landscaping); and
- 2 Drainage Projects.

The full list of projects follows. More detail on infrastructure projects and their justification is provided in Appendix 3. Appendix 4 shows details of infrastructure charge calculations by infrastructure project.

Table 4 - List of Infrastructure Projects

Project	Code
Roads	
Sixteenth Street / Benetook Avenue Intersection Treatment	RI020
Fourteenth Street / Cowra Avenue Intersection Treatment	RI032
Fourteenth Street / Sandilong Avenue Intersection Treatment	RI033
Etiwanda Avenue - Fourteenth Street to Fifteenth Street (1st half - about 660m)	RR051
Etiwanda Avenue - Fourteenth Street to Fifteenth Street (2nd half - about 660m)	RR052
Etiwanda Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)	RR053
Benetook Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)	RR061
Benetook Avenue - Fifteenth Street to Sixteenth Street (2nd half - about 660m)	RR062
Cowra Avenue - Fourteenth Street to Fifteenth Street (1st half - about 660m)	RR067
Cowra Avenue - Fourteenth Street to Fifteenth Street (2nd half - about 660m)	RR068
Cowra Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)	RR069
Fourteenth Street - Etiwanda Avenue to Benetook Avenue	RR102
Fourteenth Street - Benetook Avenue to Cowra Avenue	RR103
Sandilong Avenue - Fourteenth Street to Fifteenth Street (2nd half - about 660m)	RR209
Sandilong Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)	RR210
Sandilong Avenue - Fifteenth Street to Sixteenth Street (2nd half - about 660m)	RR211
Bus stops / shelters - Industrial and interface area	RB004
15th St between Benetook and Cowra Ave's Landscaping and Mounding	RL001
15th St between Cowra and Sandilong Ave's Landscaping	RL002
Drainage	
Mildura / Irymple Transition - construction	DG050
Mildura / Irymple Transition SMA Land - acquisition	DG051

5.2 Distinction Between Development Infrastructure and Community Infrastructure

The Planning and Environment Act requires that infrastructure in a DCP be classified in one of two categories: Development Infrastructure and Community Infrastructure. The distinction is made because the collection of contributions for Community Infrastructure is limited to the building permit stage and there is a cap on Community Infrastructure contributions. Development Infrastructure may be charged at the planning permit stage and there is no cap on contribution amounts.

In this DCP, all Road and Drainage infrastructure works are deemed Development Infrastructure in accordance with State Government Development Contribution Guidelines and Ministerial Direction. All of these projects are required for basic community health, safety and well-being.

5.3 Project Timing and Delivery

This DCP adopts a long-term outlook for development and infrastructure delivery. A horizon of 2030 has been adopted based on the strategic planning framework. The development projections suggest full development of the DCP Area at 2030.

The infrastructure projects listed in this DCP have notional delivery dates shown, based on best estimates at the time of DCP preparation. The dates provide the DCP calculations with the ability to factor in the time value of money (in terms of when funds are expected to be collected versus when they are expected to be spent).

For the purpose of this DCP, the projects shall be delivered in accordance with the timing shown for each project in Appendix 4, which specifies the level of total demand to be reached for each Trigger. Any project triggered in accordance with the timing shown for each project shall be completed by the end of the DCP.

Council reserves the right to deliver projects earlier than the delivery dates shown.

6 Development Contribution Charging Rates

6.1 Method of Calculating Charges

The cost apportionment methodology adopted in this DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question will make use of the infrastructure in question. Costs are apportioned according to projected share of infrastructure usage.

The general cost apportionment method is to:

- Define and schedule the infrastructure items required to service the DCP Area, other than on-site work carried out by the developer;
- For each infrastructure project, identify the main catchment area;
- Adjust the cost of each infrastructure item downwards in line with the estimated share of usage coming from outside each project's main catchment area, or outside the time frame of the DCP;
- Project the change in demand units (equivalent dwellings) in each charging area over the life of the funding plan;
- Express both the stream of demand units and the infrastructure costs in present value terms, to take into account of the time value of money (in terms of when funds are expected to be collected versus when they are expected to be spent);
- Divide the infrastructure cost by the number of demand units to arrive at a charge per demand unit; and
- Aggregate all charges that apply to a particular charging area to arrive at a total charge.

Appendix 4 of this DCP provides the DCP calculation sheets for each of the infrastructure projects in this DCP. This provides the charge rate by each project, and all information inputs used for each project.

6.2 Development Contribution Rates Per Demand Unit

The development contributions that apply to each charging area are shown in Table 5 below, for one demand unit.

Note that the Drainage charges for Areas 22c and 25c shown below replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

These contribution amounts are current as at 1st July 2007. They will be adjusted annually on July 1 each year to cover inflation, by applying: Building Price Index June Quarter for Melbourne in Rawlinsons Australian Construction Handbook for capital works items in the DCP; and Land value

change index derived by an Independent Certified Practising Valuer for the land components of the DCP.

Table 5 - Development Contribution Rates for One Demand Unit

PER DEMAND UNIT

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per Demand Unit	Per Demand Unit	Per Demand Unit	Per Demand Unit
Area 022a	\$0	\$14	\$0	\$14
Area 022b	\$0	\$14	\$0	\$14
Area 022c	\$5,870	\$6	\$0	\$5,876
Area 023a	\$5,870	\$85	\$0	\$5,955
Area 023b	\$5,870	\$85	\$285	\$6,240
Area 023c	\$0	\$56	\$0	\$56
Area 025a	\$0	\$24	\$0	\$24
Area 025b	\$0	\$24	\$0	\$24
Area 025c	\$5,870	\$16	\$0	\$5,886
Area 026a	\$0	\$89	\$0	\$89
Area 026b	\$5,870	\$89	\$0	\$5,959
Area 026c	\$0	\$60	\$0	\$60
Area 028a	\$0	\$50	\$0	\$50
Area 028b	\$5,870	\$50	\$285	\$6,205
Area 078a	\$0	\$530	\$0	\$530
Area 078b	\$5,870	\$530	\$285	\$6,685
Area 083a	\$0	\$797	\$0	\$797
Area 083b	\$0	\$797	\$0	\$797
Area 083c	\$5,870	\$797	\$285	\$6,952

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

6.3 Development Contribution Rates For Development Types

The tables that follow show the above charges for each area converted into development categories. The charges are shown for Development Infrastructure only, as there are no Community Infrastructure projects in this DCP.

Table 6 lists contributions for Residential Development (for 1 dwelling), Table 7 for Major Retail Development (for 100 sqm leaseable space), Table 8 for Local Shop Development (for 100 sqm leaseable space), Table 9 for Office Development (for 100 sqm leaseable space) and Table 10 for Industrial Development (for 100 sqm leaseable space).

Development Infrastructure is able to be charged at either planning / subdivision stage or building permit stage. Should Council elect to charge at subdivision stage, and no information is available at the time on square metres of leaseable space for non-residential development types, the following conversion rates will apply for the purposes of charge calculations:

- Major Retail leaseable space is deemed to equal 40% of lot area;
- Local Shop leaseable space is deemed to equal 60% of lot area;
- Office leaseable space is deemed to equal 60% of lot area; and
- Industrial leaseable space is deemed to equal 40% of lot area.

These contribution amounts are current as at 1st July 2007. They will be adjusted annually on July 1 each year to cover inflation, by applying: Building Price Index June Quarter for Melbourne in Rawlinsons Australian Construction Handbook for capital works items in the DCP; and Land value change index derived by an Independent Certified Practising Valuer for the land components of the DCP.

Table 6 – Development Contribution Rates for Residential Development

RESIDENTIAL

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per Dwelling	Per Dwelling	Per Dwelling	Per Dwelling
Area 022a	\$0	\$14	\$0	\$14
Area 022b	\$0	\$14	\$0	\$14
Area 022c	\$5,870	\$6	\$0	\$5,876
Area 023a	\$5,870	\$85	\$0	\$5,955
Area 023b	\$5,870	\$85	\$285	\$6,240
Area 023c	\$0	\$56	\$0	\$56
Area 025a	\$0	\$24	\$0	\$24
Area 025b	\$0	\$24	\$0	\$24
Area 025c	\$5,870	\$16	\$0	\$5,886
Area 026a	\$0	\$89	\$0	\$89
Area 026b	\$5,870	\$89	\$0	\$5,959
Area 026c	\$0	\$60	\$0	\$60
Area 028a	\$0	\$50	\$0	\$50
Area 028b	\$5,870	\$50	\$285	\$6,205
Area 078a	\$0	\$530	\$0	\$530
Area 078b	\$5,870	\$530	\$285	\$6,685
Area 083a	\$0	\$797	\$0	\$797
Area 083b	\$0	\$797	\$0	\$797
Area 083c	\$5,870	\$797	\$285	\$6,952

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

Table 7 - Development Contribution Rates for 100 sqm of Major Retail Development**MAJOR
RETAIL**

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per 100 SQM Gross Leaseable Major Retail Floorspace	Per 100 SQM Gross Leaseable Major Retail Floorspace	Per 100 SQM Gross Leaseable Major Retail Floorspace	Per 100 SQM Gross Leaseable Major Retail Floorspace
Area 022a	\$0	\$72	\$0	\$72
Area 022b	\$0	\$72	\$0	\$72
Area 022c	\$3,261	\$33	\$0	\$3,295
Area 023a	\$3,261	\$448	\$0	\$3,709
Area 023b	\$3,261	\$448	\$1,500	\$5,209
Area 023c	\$0	\$294	\$0	\$294
Area 025a	\$0	\$125	\$0	\$125
Area 025b	\$0	\$125	\$0	\$125
Area 025c	\$3,261	\$86	\$0	\$3,347
Area 026a	\$0	\$469	\$0	\$469
Area 026b	\$3,261	\$469	\$0	\$3,730
Area 026c	\$0	\$315	\$0	\$315
Area 028a	\$0	\$264	\$0	\$264
Area 028b	\$3,261	\$264	\$1,500	\$5,025
Area 078a	\$0	\$2,791	\$0	\$2,791
Area 078b	\$3,261	\$2,791	\$1,500	\$7,552
Area 083a	\$0	\$4,197	\$0	\$4,197
Area 083b	\$0	\$4,197	\$0	\$4,197
Area 083c	\$3,261	\$4,197	\$1,500	\$8,958

Major Retail refers to all forms of retailing (on land zoned for retail use) but does not include Local Shop as defined in this DCP. Major Retailing includes shopping centres, bulky goods retailing and fast food premises.

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

Table 8 – Development Contribution Rates for 100 sqm of Local Shop Development**LOCAL SHOP**

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per 100 SQM Gross Leaseable Local Shop Floorspace	Per 100 SQM Gross Leaseable Local Shop Floorspace	Per 100 SQM Gross Leaseable Local Shop Floorspace	Per 100 SQM Gross Leaseable Local Shop Floorspace
Area 022a	\$0	\$17	\$0	\$17
Area 022b	\$0	\$17	\$0	\$17
Area 022c	\$3,261	\$8	\$0	\$3,269
Area 023a	\$3,261	\$106	\$0	\$3,367
Area 023b	\$3,261	\$106	\$356	\$3,724
Area 023c	\$0	\$70	\$0	\$70
Area 025a	\$0	\$30	\$0	\$30
Area 025b	\$0	\$30	\$0	\$30
Area 025c	\$3,261	\$20	\$0	\$3,282
Area 026a	\$0	\$111	\$0	\$111
Area 026b	\$3,261	\$111	\$0	\$3,372
Area 026c	\$0	\$75	\$0	\$75
Area 028a	\$0	\$63	\$0	\$63
Area 028b	\$3,261	\$63	\$356	\$3,680
Area 078a	\$0	\$663	\$0	\$663
Area 078b	\$3,261	\$663	\$356	\$4,280
Area 083a	\$0	\$997	\$0	\$997
Area 083b	\$0	\$997	\$0	\$997
Area 083c	\$3,261	\$997	\$356	\$4,614

A Local Shop is a single tenant commercial premises as permitted in a Residential 1 (R1Z) zone.

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

Table 9 – Development Contribution Rates for 100 sqm of Office Development**OFFICE**

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per 100 SQM Gross Leaseable Office Floorspace	Per 100 SQM Gross Leaseable Office Floorspace	Per 100 SQM Gross Leaseable Office Floorspace	Per 100 SQM Gross Leaseable Office Floorspace
Area 022a	\$0	\$11	\$0	\$11
Area 022b	\$0	\$11	\$0	\$11
Area 022c	\$2,174	\$5	\$0	\$2,179
Area 023a	\$2,174	\$70	\$0	\$2,244
Area 023b	\$2,174	\$70	\$236	\$2,480
Area 023c	\$0	\$46	\$0	\$46
Area 025a	\$0	\$20	\$0	\$20
Area 025b	\$0	\$20	\$0	\$20
Area 025c	\$2,174	\$14	\$0	\$2,188
Area 026a	\$0	\$74	\$0	\$74
Area 026b	\$2,174	\$74	\$0	\$2,248
Area 026c	\$0	\$49	\$0	\$49
Area 028a	\$0	\$41	\$0	\$41
Area 028b	\$2,174	\$41	\$236	\$2,451
Area 078a	\$0	\$438	\$0	\$438
Area 078b	\$2,174	\$438	\$236	\$2,848
Area 083a	\$0	\$659	\$0	\$659
Area 083b	\$0	\$659	\$0	\$659
Area 083c	\$2,174	\$659	\$236	\$3,069

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

Table 10 – Development Contribution Rates for 100 sqm of Industrial Development**INDUSTRIAL**

Area	Drainage	Road	Road Landscaping	Total Development Infrastructure Charge
	Per 100 SQM Gross Leaseable Industrial Floorspace	Per 100 SQM Gross Leaseable Industrial Floorspace	Per 100 SQM Gross Leaseable Industrial Floorspace	Per 100 SQM Gross Leaseable Industrial Floorspace
Area 022a	\$0	\$11	\$0	\$11
Area 022b	\$0	\$11	\$0	\$11
Area 022c	\$2,174	\$5	\$0	\$2,179
Area 023a	\$2,174	\$70	\$0	\$2,244
Area 023b	\$2,174	\$70	\$236	\$2,480
Area 023c	\$0	\$46	\$0	\$46
Area 025a	\$0	\$20	\$0	\$20
Area 025b	\$0	\$20	\$0	\$20
Area 025c	\$2,174	\$14	\$0	\$2,188
Area 026a	\$0	\$74	\$0	\$74
Area 026b	\$2,174	\$74	\$0	\$2,248
Area 026c	\$0	\$49	\$0	\$49
Area 028a	\$0	\$41	\$0	\$41
Area 028b	\$2,174	\$41	\$236	\$2,451
Area 078a	\$0	\$438	\$0	\$438
Area 078b	\$2,174	\$438	\$236	\$2,848
Area 083a	\$0	\$659	\$0	\$659
Area 083b	\$0	\$659	\$0	\$659
Area 083c	\$2,174	\$659	\$236	\$3,069

Note: The Drainage charges for Areas 22c and 25c shown above replace the charges shown in DCP 1 (Mildura South DCP 3 March 2005). Areas 22c and 25c are proposed to be rezoned from RZ1 to IN3Z and the drainage project in this DCP (DCP 3) has taken this into account.

7 Procedural Matters

7.1 Liability for Development Contributions

Proponents of all development types anywhere in the DCP Area shall be liable for development contributions, apart from residential development that has obtained a planning permit prior to the incorporation of this DCP in the Planning Scheme.

Should a development proposal technically fall outside of the Residential, Major Retail, Local Shop, Office and Industrial classifications used in this DCP, Mildura Rural City Council shall determine the most appropriate development charge to be used for the development. Such developments may require a case-by-case assessment of the number of demand units that they represent. This assessment may occur at the time a planning permit is applied for, or at the time a building permit is registered with the Council.

7.2 Method of Payment

Payment of development contributions is to be made in cash.

Council, at its discretion, may consider accepting works or land in lieu of cash contributions, provided the independently assessed value of the works / land in question does not exceed the cash liability of the proponent under this DCP.

Payment for residential subdivision is to be made at the statement of compliance stage for Development Infrastructure. Payment for Community Infrastructure is to be made at the building permit stage.

Payment for all other development requiring a planning permit is to be made at either planning / subdivision stage or building permit stage, at Council's discretion. Should Council elect to charge at subdivision stage, and no information is available at the time on square metres of leaseable space for non-residential development types, the following conversion rates will apply for the purposes of charge calculations:

- Major Retail leaseable space is deemed to equal 40% of lot area;
- Local Shop leaseable space is deemed to equal 60% of lot area;
- Office leaseable space is deemed to equal 60% of lot area; and
- Industrial leaseable space is deemed to equal 40% of lot area.

7.3 Funds Administration

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the Local Government Act 1989 (Part 3b section 46Q(1)(a)). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

Mildura Rural City Council will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP through a separate set of audited financial statements.

Should Council resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of additional works, services and facilities as approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

Appendix 1 – Development Conditions

Development conditions by area for Residential, Major Retail, Local Shop, Office and Industrial developments are shown in the following sheets. This information was derived for the purpose of this DCP. The method and assumptions are as follows.

Residential:

- The stocktake and projections of residential development are based on a review of the Irymple and Nichols Point DCP (October 2006) (SGS Economics and Planning).

Major Retail:

- Stocktake of existing Major Retail development is based on a review of zoning maps, cross-checked with the Irymple and Nichols Point DCP (October 2006) (SGS Economics and Planning).
- The proposed new retail sites are derived from the Urban Design Guidelines – Mildura-Irymple Urban Transition Area (February 2007) (Hansen).
- Floorspace projections for Major Retail are based on full development potential of each part of the DCP area. This is estimated based on Major Retail land being approximately 43% developed at full development.
- All land zoned Retail and proposed new retail land is assumed to reach full development in a linear trend by 2030.

Local Shop:

- Estimates and projections for local shops are based on applying a ratio of Local Shop development to housing. The adopted rate is 0.25 sqm per dwelling for Local Shops.

Office:

- Institutional uses like places of assembly are counted in the office category of this DCP. This is because institutional uses are deemed to have similar demand loading characteristics as offices for roads and drainage infrastructure.
- Stocktake is based on a review of zoning maps to identify known office development.
- Projections are based on applying a ratio of office development to land area, plus plotting of possible major developments.

Industrial:

- Stocktake is based on a review of the Irymple and Nichols Point DCP (October 2006) (SGS Economics and Planning).
- The proposed new industrial sites are derived from the Urban Design Guidelines – Mildura-Irymple Urban Transition Area (February 2007) (Hansen).
- Projections for industrial land are based on full development potential of each part of the DCP area. This is estimated based on Major Industrial land being 40% developed at full development.
- All land zoned Industrial and proposed new industrial land is assumed to reach full development in a linear trend by 2030.

Appendix 2 - Demand Equivalence Ratios

In this DCP, equivalence ratios are required for Roads and Drainage demand, because more than one development type is deemed to make use of Roads and Drainage.

In this DCP, Mildura Rural City Council adopted the State Government Guidelines on equivalence ratios as a generic starting point, and where necessary adjusted these to suit local circumstances. These are shown below.

Roads

	Floor Area (square metres) or alternative unit	# of car spaces	Trip generation per car space	Total trips per car space	Floor area equivalent to one dwelling re trip generation	Floor area as a proportion of site area	Site area equivalent to one dwelling re trip generation
Residential*	1 dwelling	2	4	8			
Local Shop**					80		
Major Retail*	100	7	6	42	19	0.43	44
Office*	100	3	2.2	6.6	121	0.64	189
(Light) Industrial*	100	3	2.2	6.6	121	0.64	189

*DCP Review Trialled Equivalence Ratios; Source EGIS Consultants

**Estimate by Mildura Rural City Council. Local shop is a single tenant commercial premises as permitted in a Residential 1 (R1Z) zone.

Drainage

	Site area (square meters)	Assumed drainage runoff factor	Drainage demand (square meters)	Site area required to produce the same drainage demand as one dwelling	Assumed % of a Site that is Developed at Full Development	Equals Floor Area (Rounded)
Residential	600	0.7	420			
Major Retail		0.99		420	43%	180
Local Shop		0.99		420	43%	180
Office		0.99		420	64%	270
(Light) Industrial		0.99		420	64%	270

Estimate by Mildura Rural City Council

Appendix 3 – Infrastructure Project Details

The following page lists all the infrastructure projects and provides more detail on project justification and project description.

Project	Code	Main Area Catchment	Demand External	Estimated Cost (Excl. GST)	IC	Starting Year	Ending Year	Discount Beyond DCP Time Horizon	Other Funding	Standard of Construction	Project Justification	Full Description
Sixteenth Street / Benetook Avenue Intersection Treatment	RI020	28, 83	97%	\$468,000	Road	2028	2028	0%	No	In accordance with Australian Standards and Vic Roads standards as determined by MRCC	To meet basic urban infrastructure and safety standards	Traffic Lights at Intersection Treatment
Fourteenth Street / Cowra Avenue Intersection Treatment	RI032	22, 23, 25, 26, 78	77%	\$421,000	Road	2020	2020	0%	No	In accordance with Australian Standards and Vic Roads standards as determined by MRCC	To meet basic urban infrastructure and safety standards	Offset Tee Intersection Treatment
Fourteenth Street / Sandilong Avenue Intersection Treatment	RI033	23, 26, 78	89%	\$884,000	Road	2025	2025	0%	No	In accordance with Australian Standards and Vic Roads standards as determined by MRCC	To meet basic urban infrastructure and safety standards	Roundabout Treatment
Elwanda Avenue - Fourteenth Street to Fifteenth Street (1st half - about 650m)	RR051	22, 25	96%	\$410,980	Road	2010	2010	0%	No	In accordance with Australian Standards and Vic Roads standards as determined by MRCC	To meet basic urban infrastructure and safety standards	Reconstruct existing Traffic Lanes - inc pavement stabilisation
Elwanda Avenue - Fourteenth Street to Fifteenth Street	RR052	22, 25	96%	\$410,980	Road	2010	2010	0%	No	In accordance with Australian Standards and Vic Roads standards as determined by MRCC	To meet basic urban infrastructure and safety standards	Reconstruct existing Traffic Lanes - inc pavement
Elwanda Avenue - Fifteenth Street to Sixteenth Street	RR053	22	96%	\$211,280	Road	2030	2030	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Benetook Avenue - Fifteenth Street to Sixteenth Street	RR061	22, 23, 28	92%	\$452,310	Road	2027	2027	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Benetook Avenue - Fifteenth Street to Sixteenth Street	RR062	28	96%	\$471,970	Road	2027	2027	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Cowra Avenue - Fourteenth Street to Fifteenth Street	RR068	23, 26, 78	76%	\$371,920	Road	2029	2029	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Cowra Avenue - Fourteenth Street to Sixteenth Street	RR069	23, 28, 78, 83	86%	\$371,920	Road	2030	2030	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Fourteenth Street - Elwanda Avenue to Benetook Avenue	RR102	25, 26	95%	\$374,850	Road	2029	2029	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Sandilong Avenue - Fourteenth Street to Fifteenth Street	RR209	78, 83	96%	\$343,740	Road	2020	2020	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Sandilong Avenue - Fourteenth Street to Sixteenth Street	RR210	78, 83	96%	\$339,590	Road	2015	2015	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Sandilong Avenue - Fifteenth Street to Sixteenth Street	RR211	83	95%	\$339,590	Road	2020	2020	0%	No	No Roads standards as determined by MRCC	standards	Reconstruct existing Traffic Lanes - inc pavement
Bus stops / shelters - Industrial and interface area	RE004	23, 26, 28, 78, 83	0%	\$353,570	Road	2013	2016	0%	No	No Roads standards as determined by MRCC	standards	Full DDA compliant Bus shelter - assume need of 1
15th St between Benetook and Cowra Aves Landscaping and Mounding	RL001	23b, 28b, 78b, 83c	0%	\$690,060	Landscap	2007	2020	0%	No	In accordance with MRCC Open Space Strategy 2004 (and standards noted within)	To meet basic urban infrastructure standards	Landscaping and Mounding
15th St between Cowra and Sandilong Aves	RL002	23b, 28b, 78b, 83c	0%	\$564,710	Landscap	2007	2020	0%	No	As determined by MRCC (in accordance with)	To meet basic urban infrastructure standards	15th St between Cowra and Sandilong Aves
Mildura / Ilymple Transition - construction	DG050	22c, 28a, 53b, 53c, 26b, 28b, 78b, 83c	0%	\$15,019,400	Drainage	2007	2020	58%	No	As determined by MRCC (in accordance with)	In accordance with 1:100 year event	Civil Works
Mildura / Ilymple Transition SMA Land - acquisition	DG051	22c, 28a, 53b, 53c, 26b, 28b, 78b, 83c	0%	\$387,600	Drainage	2009	2011	58%	No	As determined by MRCC (in accordance with)	In accordance with 1:100 year event	Civil Works

Appendix 4 – Infrastructure Project Calculations

The following pages list all infrastructure project inputs and calculations. All assumptions are noted in the spreadsheets.

Project	DG050	Mildura / Irymple Transition - construction	Present Value													Total												
			2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026						
Estimated Total Capital Cost		\$15,019,400.00																										
Contingency Fee		\$0.00																										
Substantive Cost		\$15,019,400.00																										
External Funding		\$0.00																										
Net Substantive Cost		\$15,019,400.00																										
Total Cost (no GST)		\$15,019,400.00																										
Timing			T1 of 14 / Dem = 106, T2 of 14 / Dem = 162, T3 of 14 / Dem = 219, T4 of 14 / Dem = 276, T5 of 14 / Dem = 333, T6 of 14 / Dem = 390, T7 of 14 / Dem = 443, T8 of 14 / Dem = 497, T9 of 14 / Dem = 551																									
			T10 of 14 / Dem = 605, T11 of 14 / Dem = 658, T12 of 14 / Dem = 712, T13 of 14 / Dem = 766, T14 of 14 / Dem = 819																									
			Area 022c,Area 023a,Area 023b,Area 023c,Area 026b,Area 028b,Area 078b,Area 083c,																									
			0.0%																									
			58.0%																									
			0.0%																									
Cost Attributable to MCA		\$6,308,148.00																										
Demand Units					735	106	57	57	57	57	57	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
Expenditure Attributable to MCA		\$4,188,152	\$450,582.00	\$450,582.00	\$450,582.00	\$450,582.00	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$450,582.00	\$450,582.00	\$450,582.00	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$450,582.00
Total Expenditure		\$9,971,792	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$1,072,814.29	\$306,104.31	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$1,072,814.29
Cash Inflow		\$3,620,241	\$0.00	\$323,303.89	\$323,371.21	\$323,371.21	\$323,371.21	\$323,371.21	\$323,371.21	\$323,371.21	\$323,303.89	\$306,104.31	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70	\$305,930.70
Net Cash Flow		-\$6,351,550	-\$1,072,814.29	-\$749,510.39	-\$749,443.07	-\$749,443.07	-\$749,443.07	-\$749,443.07	-\$749,443.07	-\$749,443.07	-\$749,510.39	-\$766,709.97	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59	-\$766,883.59
Discount Rate		6.0%																										
Infrastructure Charge With Application of Present Value Discounting					735	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	1,357
Total Demand Units																												\$6,308,148
Total Attributable Expenditure																												\$15,019,400
Infrastructure Charge Per Demand Unit																												\$7,123,648
																												-\$7,895,752

Project	DG051	Mildura / Irymple Transition SMA Land - acquisition	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Estimated Total Capital Cost		\$387,600.00											
Consultancy Fee		\$0.00											
Substantive Cost		\$387,600.00											
External Funding		\$0.00											
Net Substantive Cost		\$387,600.00											
Total Cost (no GST)		\$387,600.00											
Timing													
Main Catchment Area (MCA)			T1 of 3 / Dem = 219, T2 of 3 / Dem = 276, T3 of 3 / Dem = 333										
Discount for Usage from Outside MCA			Area 022c, Area 023a, Area 023b, Area 025c, Area 026b, Area 028b, Area 078b, Area 083c,										
Discount Beyond ICP Horizon			0.0%										
Other Use Demand			58.0%										
Cost Attributable to MCA			0.0%										
		\$162,792.00											
Present Value													
Demand Units		735	106	57	57	57	57	57	54	54	54	54	54
Expenditure Attributable to MCA		\$129,092	\$0.00	\$0.00	\$54,264.00	\$54,264.00	\$54,264.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure		\$307,363	\$0.00	\$0.00	\$129,200.00	\$129,200.00	\$129,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow		\$111,588	\$0.00	\$9,965.28	\$9,967.35	\$9,967.35	\$9,967.35	\$9,965.28	\$9,435.13	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78
Net Cash Flow		-\$195,775	\$0.00	\$9,965.28	-\$119,232.65	-\$119,232.65	-\$119,232.65	\$9,965.28	\$9,435.13	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78
			2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
			54	54	54	54	54	54	54	54	54	54	
			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78
			\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78
Discount Rate		6.0%											
Infrastructure Charge With Application of Present Value Discounting													
Total Demand Units		735	54	54	54	54	54	54	54	54	54	54	1,357
Total Attributable Expenditure		\$129,092	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$162,792
Infrastructure Charge Per Demand Unit		\$175.52	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$387,600
			\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$219,574
			\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	\$9,429.78	-\$168,026

Project	RR061	Benetook Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)	Present Value											Total			
			2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2016				
Estimated Total Capital Cost		\$452,310.00															
Consultancy Fee		\$0.00															
Substantive Cost		\$452,310.00															
External Funding		\$0.00															
Net Substantive Cost		\$452,310.00															
Total Cost (no GST)		\$452,310.00															
Timing		T1 of 1 / Dem = 10496															
Main Catchment Area (MCA)		Area 022a,Area 022b,Area 022c,Area 023a,Area 023b,Area 023c,Area 028a,Area 028b,															
Discount for Usage from Outside MCA		92.0%															
Discount Beyond ICP Horizon		0.0%															
Other Use Demand		0.0%															
Cost Attributable to MCA		\$36,184.80															
Demand Units		6,821	1,835	471	479	479	479	479	479	479	471	437	418	418	418	418	418
Expenditure Attributable to MCA		\$10,644	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure		\$133,049	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow		\$7,942	\$0.00	\$735.08	\$746.64	\$746.64	\$746.64	\$746.64	\$746.64	\$746.64	\$735.08	\$681.44	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
Net Cash Flow		-\$125,107	\$0.00	\$735.08	\$746.64	\$746.64	\$746.64	\$746.64	\$746.64	\$746.64	\$735.08	\$681.44	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
			2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2026	2026	2026	2026	2026
Discount Rate		6.0%	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418
			\$36,184.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$452,310.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
			\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
			11,749	418	418	418	418	418	418	418	418	418	418	418	418	418	418
			\$36,185	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$452,310	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
			-\$451,658.36	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64	\$651.64
Infrastructure Charge With Application of Present Value Discounting																	
Total Demand Units		6,821															
Total Attributable Expenditure		\$10,644															
Infrastructure Charge Per Demand Unit		\$1.56															

Project	RR062	Benetook Avenue - Fifteenth Street to Sixteenth Street (2nd half - about 660m)	Present Value										Total				
			2007	2008	2009	2010	2011	2012	2013	2014	2015	2016					
Estimated Total Capital Cost		\$471,970.00															
Consultancy Fee		\$0.00															
Substantive Cost		\$471,970.00															
External Funding		\$0.00															
Net Substantive Cost		\$471,970.00															
Total Cost (no GST)		\$471,970.00															
Timing		T1 of 1 / Dem = 1576															
Main Catchment Area (MCA)		Area 028a, Area 028b,															
Discount for Usage from Outside MCA		96.0%															
Discount Beyond ICP Horizon		0.0%															
Other Use Demand		0.0%															
Cost Attributable to MCA		\$18,878.80															
Demand Units		916															
Expenditure Attributable to MCA		\$5,553															
Total Expenditure		\$138,833															
Cash Inflow		\$5,525															
Net Cash Flow		-\$133,308															
Discount Rate		6.0%															
Infrastructure Charge With Application of Present Value Discounting																	
Total Demand Units		916															1,811
Total Attributable Expenditure		\$5,553															\$18,879
Infrastructure Charge Per Demand Unit		\$6.06															\$471,970
																	\$10,947
																	-\$461,023

RR069 Cowra Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)

Project	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Estimated Total Capital Cost	\$371,920.00										
Consultancy Fee	\$0.00										
Substantive Cost	\$371,920.00										
External Funding	\$0.00										
Net Substantive Cost	\$371,920.00										
Total Cost (no GST)	\$371,920.00										
Timing	T1 of 1 / Dem = 4078										
Main Catchment Area (MCA)	Area 023a,Area 023b,Area 023c,Area 028a,Area 028b,Area 078a,Area 078b,Area 083a,Area 083b,Area 083c,										
Discount for Usage from Outside MCA	86.0%										
Discount Beyond ICP Horizon	0.0%										
Other Use Demand	0.0%										
Cost Attributable to MCA	\$52,068.80										
Present Value											
Demand Units	55	175	175	175	175	175	175	175	175	175	175
Expenditure Attributable to MCA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow	\$0.00	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32
Net Cash Flow	\$0.00	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
	175	175	175	175	175	175	175	175	175	175	
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	
	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	\$1,080.32	
Discount Rate	6.0%										
Infrastructure Charge With Application of Present Value Discounting											
Total Demand Units	2,082										
Total Attributable Expenditure	\$12,860										
Infrastructure Charge Per Demand Unit	\$6.18										
											4,078
											\$52,069
											\$371,920
											\$24,847
											-\$347,073

RR067 Cowra Avenue - Fourteenth Street to Fifteenth Street (1st half - about 660m)

Project	RR067	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Estimated Total Capital Cost	\$371,920.00											
Consultancy Fee	\$0.00											
Substantive Cost	\$371,920.00											
External Funding	\$0.00											
Net Substantive Cost	\$371,920.00											
Total Cost (no GST)	\$371,920.00											
Timing	T1 of 1 / Dem = 2754											
Main Catchment Area (MCA)	Area 023a,Area 023b,Area 023c,Area 026a,Area 026b,Area 026c,Area 078a,Area 078b,											
Discount for Usage from Outside MCA	76.0%											
Discount Beyond ICP Horizon	0.0%											
Other Use Demand	0.0%											
Cost Attributable to MCA	\$89,260.80											
Present Value		1,470	123	123	123	123	123	123	123	123	123	123
Demand Units		40	123	123	123	123	123	123	123	123	123	123
Expenditure Attributable to MCA		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow		\$0.00	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57
Net Cash Flow		\$0.00	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
		123	123	123	123	123	123	123	123	123	123	
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	
		\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57	
Discount Rate	6.0%	2027	2028	2029	2030							
		123	123	123	123							
		\$0.00	\$0.00	\$89,260.80	\$0.00							
		\$0.00	\$0.00	\$371,920.00	\$0.00							
		\$1,961.57	\$1,961.57	\$1,961.57	\$1,961.57							
		\$1,961.57	\$1,961.57	-\$369,958.43	\$1,961.57							
												2,877
												\$89,261
												\$371,920
												\$45,116
												-\$326,804
Infrastructure Charge With Application of Present Value Discounting												
Total Demand Units		1,470										
Total Attributable Expenditure		\$23,368										
Infrastructure Charge Per Demand Unit		\$15.90										

RR053 Etiwanda Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)

Project																									
Estimated Total Capital Cost		\$211,280.00																							
Consultancy Fee		\$0.00																							
Substantive Cost		\$211,280.00																							
External Funding		\$0.00																							
Net Substantive Cost		\$211,280.00																							
Total Cost (no GST)		\$211,280.00																							
Timing																									
	T1 of 1 / Dem = 7766																								
Main Catchment Area (MCA)	Area 022a,Area 022b,Area 022c,																								
Discount for Usage from Outside MCA	99.0%																								
Discount Beyond ICP Horizon	0.0%																								
Other Use Demand	0.0%																								
Cost Attributable to MCA	\$2,112.80																								
	Present Value																							Total	
Demand Units	4,807	1,825	298	306	306	306	306	306	306	306	298	264	245	245	245	245	245	245	245	245	245	245	245	245	
Expenditure Attributable to MCA	\$522	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Expenditure	\$52,182	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32.39	\$28.66	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cash Inflow	\$335	\$0.00	\$32.39	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$32.39	\$28.66	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	
Net Cash Flow	-\$51,847	\$0.00	\$32.39	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$33.19	\$32.39	\$28.66	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	
Discount Rate	6.0%																								
Infrastructure Charge With Application of Present Value Discounting																									
Total Demand Units	4,807	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	7,766	
Total Attributable Expenditure	\$522	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,112.80	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00	\$211,280.00
Infrastructure Charge Per Demand Unit	\$0.11	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58	\$26.58

		Etiwanda Avenue - Fourteenth Street to Fifteenth Street (1st half - about 660m)																					
RR051		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total	
Project																							
Estimated Total Capital Cost		\$410,980.00																					
Consultancy Fee		\$0.00																					
Substantive Cost		\$410,980.00																					
External Funding		\$0.00																					
Net Substantive Cost		\$410,980.00																					
Total Cost (no GST)		\$410,980.00																					
Timing	T1 of 1 / Dem = 3001																						
Main Catchment Area (MCA)	Area 022a,Area 022b,Area 022c,Area 025a,Area 025b,Area 025c,																						
Discount for Usage from Outside MCA	96.0%																						
Discount Beyond ICP Horizon	0.0%																						
Other Use Demand	0.0%																						
Cost Attributable to MCA	\$16,439.20																						
Demand Units	5,554	1,840	376	392	392	392	376	336	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296
Expenditure Attributable to MCA	\$13,021	\$0.00	\$0.00	\$0.00	\$16,439.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure	\$325,535	\$0.00	\$0.00	\$0.00	\$410,980.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow	\$8,951	\$0.00	\$882.59	\$918.79	\$918.79	\$918.79	\$882.59	\$787.14	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79
Net Cash Flow	-\$316,583	\$0.00	\$882.59	\$918.79	-\$410,061.21	\$918.79	\$882.59	\$787.14	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79
Discount Rate	6.0%																						
Infrastructure Charge With Application of Present Value Discounting																							
Total Demand Units	5,554	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	296	9,136
Total Attributable Expenditure	\$13,021	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,439
Infrastructure Charge Per Demand Unit	\$2.34	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$17,103
																							-\$393,877

RR052 Etiwanda Avenue - Fourteenth Street to Fifteenth Street (2nd half - about 660m)

Project	Estimated Total Capital Cost	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2016 Total
Consultancy Fee	\$0.00											
Substantive Cost	\$410,980.00											
External Funding	\$0.00											
Net Substantive Cost	\$410,980.00											
Total Cost (no GST)	\$410,980.00											
Timing	T1 of 1 / Dem = 3001											
Main Catchment Area (MCA)	Area 022a,Area 022b,Area 022c,Area 025a,Area 025b,Area 025c,											
Discount for Usage from Outside MCA	96.0%											
Discount Beyond ICP Horizon	0.0%											
Other Use Demand	0.0%											
Cost Attributable to MCA	\$16,439.20											
Present Value												
Demand Units	5,554	1,840	376	392	392	392	376	336	296	296	296	296
Expenditure Attributable to MCA	\$13,021	\$0.00	\$0.00	\$0.00	\$16,439.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure	\$325,535	\$0.00	\$0.00	\$0.00	\$410,980.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow	\$8,951	\$0.00	\$882.59	\$918.79	\$918.79	\$918.79	\$882.59	\$787.14	\$693.79	\$693.79	\$693.79	\$693.79
Net Cash Flow	-\$316,583	\$0.00	\$882.59	\$918.79	-\$410,061.21	\$918.79	\$882.59	\$787.14	\$693.79	\$693.79	\$693.79	\$693.79
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
		296	296	296	296	296	296	296	296	296	296	
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	
		\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	\$693.79	
		2027	2028	2029	2030							
		296	296	296	296							
		\$0.00	\$0.00	\$0.00	\$0.00							
		\$0.00	\$0.00	\$0.00	\$0.00							
		\$693.79	\$693.79	\$693.79	\$693.79							
		\$693.79	\$693.79	\$693.79	\$693.79							
Discount Rate	6.0%											

9,136
\$16,439
\$410,980
\$17,103
-\$393,877

Infrastructure Charge With Application of Present Value Discounting

Total Demand Units	5,554
Total Attributable Expenditure	\$13,021
Infrastructure Charge Per Demand Unit	\$2.34

RI033 Fourteenth Street / Sandilong Avenue Intersection Treatment

Project																		
Estimated Total Capital Cost	\$884,000.00																	
Consultancy Fee	\$0.00																	
Substantive Cost	\$884,000.00																	
External Funding	\$0.00																	
Net Substantive Cost	\$884,000.00																	
Total Cost (no GST)	\$884,000.00																	
Timing																		
Main Catchment Area (MCA)	T1 of 1 / Dem = 2280																	
Discount for Usage from Outside MCA	Area 023a,Area 023b,Area 026a,Area 026b,Area 078a,Area 078b,																	
Discount Beyond ICP Horizon	89.0%																	
Other Use Demand	0.0%																	
Cost Attributable to MCA	0.0%																	
Cost Attributable to MCA	\$97,240.00																	
Present Value																		
Demand Units	1,470	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2016	Total					
Expenditure Attributable to MCA	\$32,139	40	123	123	123	123	123	123	123	123	123	123	123					
Total Expenditure	\$292,174	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
Cash Inflow	\$31,313	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
Net Cash Flow	-\$260,860	\$0.00	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82					
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2026						
		123	123	123	123	123	123	123	123	123	123	123						
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$97,240.00	\$0.00	\$0.00						
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$884,000.00	\$0.00	\$0.00						
		\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82					
		\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82	-\$881,302.18	\$2,697.82	\$2,697.82	\$2,697.82					
Discount Rate	6.0%	2027	2028	2029	2030													
		123	123	123	123								2,877					
		\$0.00	\$0.00	\$0.00	\$0.00								\$97,240					
		\$0.00	\$0.00	\$0.00	\$0.00								\$884,000					
		\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82								\$62,050					
		\$2,697.82	\$2,697.82	\$2,697.82	\$2,697.82								-\$821,950					
Infrastructure Charge With Application of Present Value Discounting																		
Total Demand Units	1,470																	
Total Attributable Expenditure	\$32,139																	
Infrastructure Charge Per Demand Unit	\$21.87																	

RR210 Sandilong Avenue - Fifteenth Street to Sixteenth Street (1st half - about 660m)

Project	RR210	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Estimated Total Capital Cost	\$339,590.00											
Consultancy Fee	\$0.00											
Substantive Cost	\$339,590.00											
External Funding	\$0.00											
Net Substantive Cost	\$339,590.00											
Total Cost (no GST)	\$339,590.00											
Timing	T1 of 1 / Dem = 62											
Main Catchment Area (MCA)	Area 078a,Area 078b,Area 083a,Area 083b,Area 083c,											
Discount for Usage from Outside MCA	99.0%											
Discount Beyond ICP Horizon	0.0%											
Other Use Demand	0.0%											
Cost Attributable to MCA	\$3,395.90											
Present Value												
Demand Units	67	45	2	2	2	2	2	2	2	2	2	2
Expenditure Attributable to MCA	\$2,010	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,395.90	\$0.00	\$0.00
Total Expenditure	\$201,003	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$339,590.00	\$0.00	\$0.00
Cash Inflow	\$745	\$0.00	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22
Net Cash Flow	-\$200,257	\$0.00	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	-\$339,525.78	\$64.22	\$64.22
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
		2	2	2	2	2	2	2	2	2	2	
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22
		\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22	\$64.22
Discount Rate	6.0%	2027	2028	2029	2030							
		2	2	2	2							95
		\$0.00	\$0.00	\$0.00	\$0.00							\$3,396
		\$0.00	\$0.00	\$0.00	\$0.00							\$339,590
		\$64.22	\$64.22	\$64.22	\$64.22							\$1,477
		\$64.22	\$64.22	\$64.22	\$64.22							-\$338,113
Infrastructure Charge With Application of Present Value Discounting												
Total Demand Units	67											
Total Attributable Expenditure	\$2,010											
Infrastructure Charge Per Demand Unit	\$29.79											

RR211 Sandilong Avenue - Fifteenth Street to Sixteenth Street (2nd half - about 660m)

Project																					
Estimated Total Capital Cost																					
Consultancy Fee																					
Substantive Cost																					
External Funding																					
Net Substantive Cost																					
Total Cost (no GST)																					

Timing																					
Main Catchment Area (MCA)																					
Discount for Usage from Outside MCA																					
Discount Beyond ICP Horizon																					
Other Use Demand																					
Cost Attributable to MCA																					

Present Value	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total										
Demand Units	17	1	1	1	1	1	1	1	1	1	1										
Expenditure Attributable to MCA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00										
Total Expenditure	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00										
Cash Inflow	\$0.00	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38										
Net Cash Flow	\$0.00	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38										

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
Demand Units	1	1	1	1	1	1	1	1	1	1	1
Expenditure Attributable to MCA	\$0.00	\$0.00	\$0.00	\$16,979.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure	\$0.00	\$0.00	\$0.00	\$339,590.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38
Net Cash Flow	\$221.38	\$221.38	\$221.38	-\$339,368.62	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38	\$221.38

	2027	2028	2029	2030							
Demand Units	1	1	1	1	34						
Expenditure Attributable to MCA	\$0.00	\$0.00	\$0.00	\$0.00	\$16,980						
Total Expenditure	\$0.00	\$0.00	\$0.00	\$0.00	\$339,590						
Cash Inflow	\$221.38	\$221.38	\$221.38	\$221.38	\$5,092						
Net Cash Flow	\$221.38	\$221.38	\$221.38	\$221.38	-\$334,498						

Discount Rate 6.0%

<i>Infrastructure Charge With Application of Present Value Discounting</i>	
Total Demand Units	24
Total Attributable Expenditure	\$7,510
Infrastructure Charge Per Demand Unit	\$308.05

RL001 15th St between Benetook and Cowra Ave Landscaping and Mounding

Project	RL001																									
Estimated Total Capital Cost	\$690,060.00																									
Consultancy Fee	\$0.00																									
Substantive Cost	\$690,060.00																									
External Funding	\$0.00																									
Net Substantive Cost	\$690,060.00																									
Total Cost (no GST)	\$690,060.00																									

Timing T1 of 14 / Dem = 28, T2 of 14 / Dem = 183, T3 of 14 / Dem = 337, T4 of 14 / Dem = 492, T5 of 14 / Dem = 647, T6 of 14 / Dem = 801, T7 of 14 / Dem = 956, T8 of 14 / Dem = 1111

T9 of 14 / Dem = 1265, T10 of 14 / Dem = 1420, T11 of 14 / Dem = 1575, T12 of 14 / Dem = 1730, T13 of 14 / Dem = 1884, T14 of 14 / Dem = 2039

Area 023b,Area 028b,Area 078b,Area 083c,

Main Catchment Area (MCA)																										
Discount for Usage from Outside MCA	37.7%																									
Discount Beyond ICP Horizon	0.0%																									
Other Use Demand	0.0%																									
Cost Attributable to MCA	\$430,086.80																									

	Present Value	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Demand Units	1,822	28	155	155	155	155	155	155	155	155	155	155
Expenditure Attributable to MCA	\$285,546	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49
Total Expenditure	\$458,150	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00
Cash Inflow	\$281,406	\$0.00	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61
Net Cash Flow	-\$176,743	-\$49,290.00	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Demand Units	155	155	155	155	155	155	155	155	155	155
Expenditure Attributable to MCA	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49	\$30,720.49
Total Expenditure	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00	\$49,290.00
Cash Inflow	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61
Net Cash Flow	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39	-\$25,045.39

	2027	2028	2029	2030
Demand Units	155	155	155	155
Expenditure Attributable to MCA	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenditure	\$0.00	\$0.00	\$0.00	\$0.00
Cash Inflow	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61
Net Cash Flow	\$24,244.61	\$24,244.61	\$24,244.61	\$24,244.61

Discount Rate 6.0%

Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	1,822
Total Attributable Expenditure	\$285,546
Infrastructure Charge Per Demand Unit	\$156.73

		15th St between Cowra and Sandilong Ave Landscaping												Total														
Project	RL002	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030			
Estimated Total Capital Cost																												
Consultancy Fee																											3,586	
Substantive Cost																											\$351,961	
External Funding																											\$564,710	
Net Substantive Cost																											\$456,333	
Total Cost (no GST)																											-\$108,377	
Timing																												
		T1 of 14 / Dem = 28, T2 of 14 / Dem = 183, T3 of 14 / Dem = 337, T4 of 14 / Dem = 492, T5 of 14 / Dem = 647, T6 of 14 / Dem = 801, T7 of 14 / Dem = 956, T8 of 14 / Dem = 1111																										
		T9 of 14 / Dem = 1265, T10 of 14 / Dem = 1420, T11 of 14 / Dem = 1575, T12 of 14 / Dem = 1730, T13 of 14 / Dem = 1884, T14 of 14 / Dem = 2039																										
		Area 023b,Area 028b,Area 078b,Area 083c,																										
		37.7%																										
		0.0%																										
		0.0%																										
Cost Attributable to MCA																											\$351,961.15	
Present Value																												
Demand Units																											1,822	
Expenditure Attributable to MCA																											\$233,677	
Total Expenditure																											\$374,926	
Cash Inflow																											\$230,289	
Net Cash Flow																											-\$144,638	
Discount Rate																											6.0%	
Infrastructure Charge With Application of Present Value Discounting																												
Total Demand Units																											1,822	
Total Attributable Expenditure																											\$233,677	
Infrastructure Charge Per Demand Unit																											\$128.26	