Gisborne Development Contributions Plan

Final Report

Macedon Ranges Shire Council
April 2013

SGS Economics & Planning

Independent insight.

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1 INTRODUCTION

SGS Economics and Planning Pty Ltd (SGS) was commissioned by Macedon Ranges Shire Council to prepare the Gisborne Development Contributions Plan, April 2013 (DCP).

1.1 Background

The Gisborne township area, which comprises Gisborne and New Gisborne, is located within the Macedon Ranges Shire, approximately 52 km northwest of Melbourne. The township is experiencing increased growth and development, in part due to its strategic location, adjacent to the Calder Freeway and in the Melbourne – Bendigo regional fast rail corridor.

The development of the Gisborne township will demand and make use of many infrastructure items over time, including road, open space and community facility projects. The cost of providing this infrastructure will be significant.

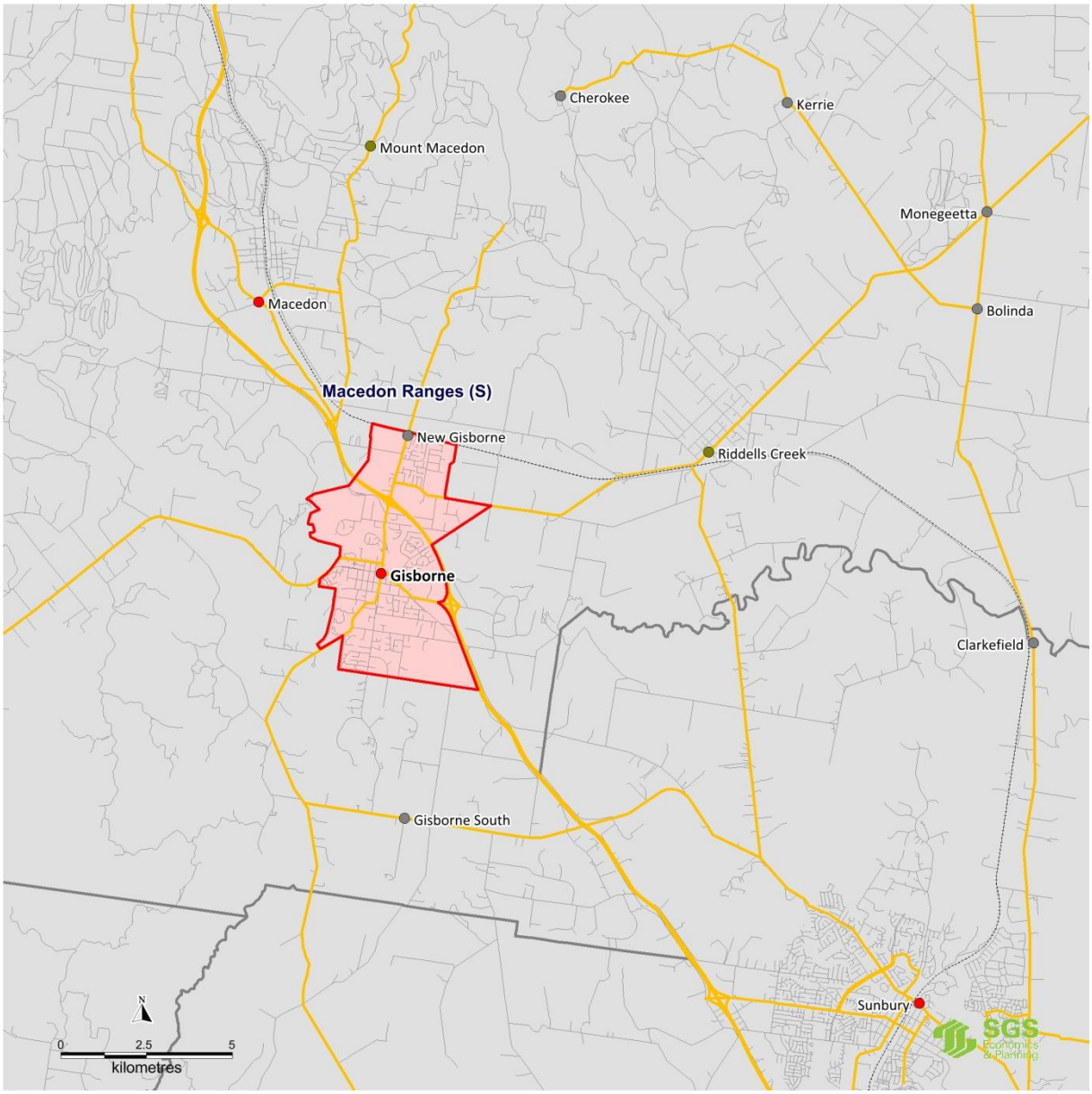
The Macedon Ranges Shire Council has resolved that new development in Gisborne should meet its share of the capital cost of scheduled infrastructure, in accordance with State Government policy on development contributions. This Development Contributions Plan (DCP) has been prepared on that basis.

1.2 Purpose

This Development Contributions Plan (DCP) has been prepared:

- To list infrastructure items Macedon Ranges Shire Council expects to provide over time to service the DCP Area in Gisborne/ New Gisborne;
- 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.

FIGURE 1 GISBORNE DEVELOPMENT CONTRIBUTIONS PLAN AREA CONTEXT MAP



1.3 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 Projections;
- 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 Gisborne township area progresses, each developer will be required to build on-site infrastructure to service the development site to specifications approved by the Macedon Ranges Shire Council. In addition to on-site works, certain off-site or shared works will be required to service the area including a series of road, open space and community facility projects.

The purpose of this DCP is to ensure that the cost of providing new infrastructure is shared between developers 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', a true 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, using best estimates.

This DCP calculates what each demand unit should pay towards provision of the nominated infrastructure projects. This is the total cost of delivering the project divided by the total demand units within its usage catchment (generally referred to as its Main Catchment Area (MCA)). Where necessary, an allowance for other or *external* usage of the project (i.e. usage arising from outside the Main Catchment Area) is factored into the calculation to ensure users are charged fairly.

In practice, the DCP is used to charge *new* development for its share of the required infrastructure expenditure. On this basis, existing development is *not* charged through this funding tool. The proportion of infrastructure costs attributable to existing development is funded by means other than development contributions levied under a DCP.

2.2 Infrastructure Funding Policy

New development in the Gisborne township area is required to meet its share of the total cost of delivering the required infrastructure works – as measured by its projected share of usage – through development contributions collected under this DCP.

The balance of the capital cost of the works will be funded from alternative sources, including council rates and, where applicable, Federal and State government funding.

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

3 STRATEGIC BASE FOR THE DCP

The strategic base for the DCP is established by the State and Local Planning Policy Frameworks of the Macedon Ranges Planning Scheme, the Gisborne - New Gisborne Outline Development Plan, as well as a range of strategies, policies, reports and internal Council documents that address planning and infrastructure development in the Gisborne township area. A summary of the key reference documents is provided below.

3.1 Planning Framework

A number of studies have informed the planning framework applying to the Gisborne township area, these include:

- Gisborne Movement Network Study, March 2010;
- Amendment C67 - Statement of Evidence - Demand/Supply Assessment for Industrial and Residential Land, 2010;
- Fersfield Road Development Plan, 2012;
- Gisborne Commercial Assessment, 2009;
- Early Year's Infrastructure Plan (2009-2019), 2009;
- Macedon Ranges Leisure Strategy, 2006; and
- Gisborne Population Projections, 2006.

Gisborne - New Gisborne Outline Development Plan (ODP)

In summary, the ODP provides for the future residential, commercial and industrial growth and development of Gisborne and New Gisborne. According to the ODP, Gisborne and New Gisborne had a combined population of 6,398 persons in 2006. The ODP plans for an approximate population of 12,071 people in 2031, in the context of decreasing household size and an ageing population.

The ODP sets out main road networks, the location of community facilities, open space networks and a range of lot sizes for residential areas.

Three growth fronts in the Gisborne township area are identified:

- South Gisborne Growth Area - the Residential 1 Zone area between Brooking Road, Brady Road, Willowbank Road and the Calder Freeway;
- West Gisborne Growth Area - the area south of Ross Watt Road adjacent to the Rosslynne Reservoir; and
- Extension of the existing residential area in New Gisborne, west of Station Road.

The ODP also introduces the infrastructure projects required for the successful implementation of the ODP, ensuring an appropriate standard of infrastructure is provided for the township area.

3.2 Infrastructure Planning Framework

The infrastructure reference documents include:

- *Gisborne/New Gisborne Outline Development Plan*, Revised Final Report, September 2009 (as described above);
- *Fersfield Road Development Plan*, 2012;
- Macedon Ranges Shire Council *Early Year's Infrastructure Plan (2009-2019)* June 2009;
- New Gisborne Development Plan, 2012;

- Macedon Ranges Shire Council *Leisure Strategy Plan*, November 2006, and
- *Gisborne Movement Network Study*, March 2010.

The aim of the various infrastructure documents is to identify the need for, and scope of, projects to support existing and future communities and businesses in the Shire. Refer to the documents for further detail.

3.3 Planning and Environment Act 1987

This DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act). This DCP forms part of the Macedon Ranges Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Macedon Ranges Planning Scheme.

The DCP is linked to Schedule 2 to the Development Contributions Plan Overlay in the Macedon Ranges Planning Scheme.

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 'cross-subsidies' should be kept as low as possible. A cross-subsidy occurs when development is asked to pay for infrastructure that it will rarely 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.

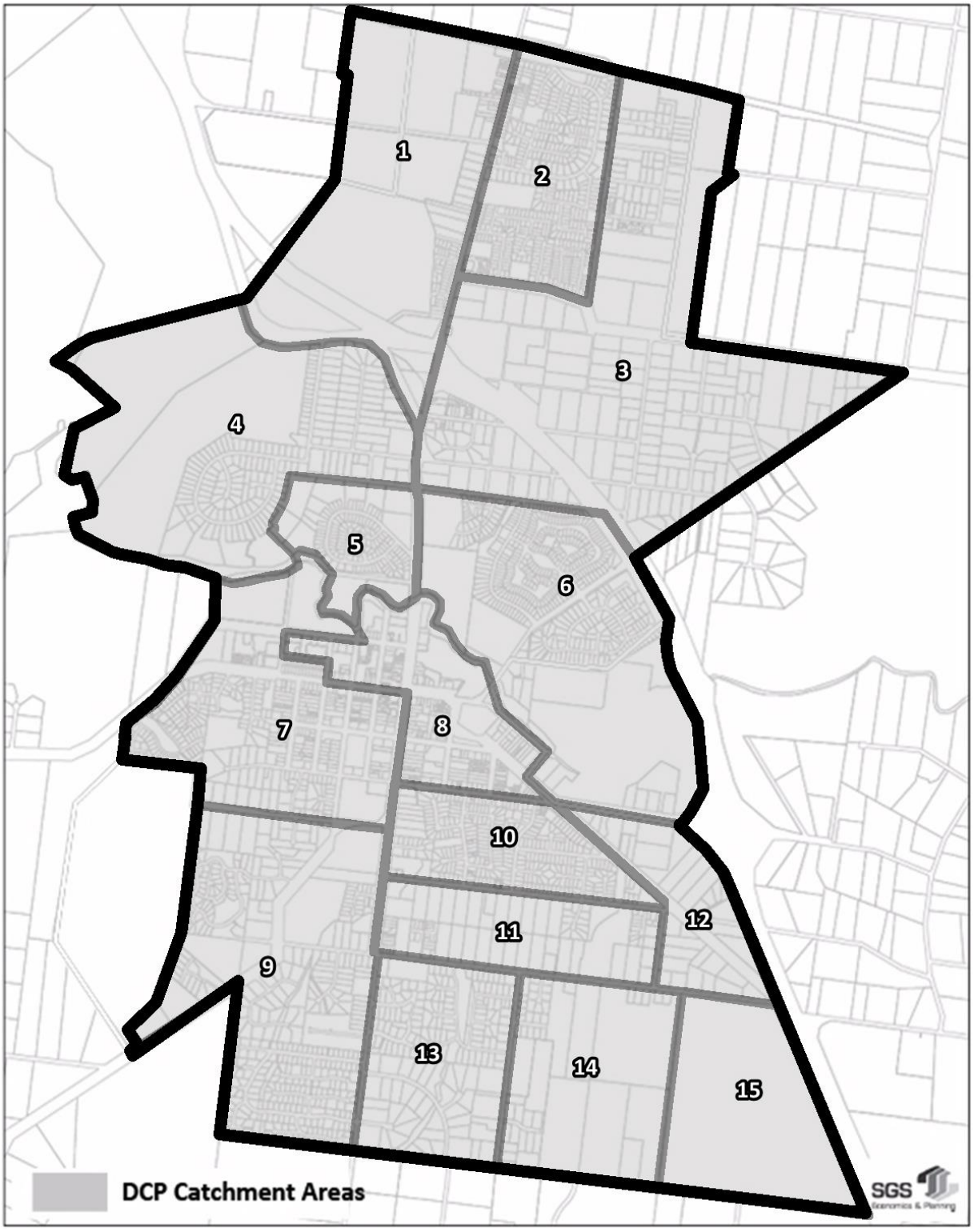
However, the avoidance of cross-subsidies ought not to be taken to extremes. It is proper to allow a reasonable margin of error between usage nexus. In some cases where there is an overriding community of interest in place, a common charge could be reasonable across many areas.

In this DCP, the Gisborne township area has been broken into **15 charging areas numbered 1 to 15** – see Figure 2 overleaf.

The charging areas are based on land areas that reasonably approximate catchments for infrastructure projects that are included in this DCP. The land areas used are deemed small enough to eliminate the prospect of serious cross-subsidisation.

Some usage of the infrastructure items will be generated by development outside the DCP area. This is referred to as 'external demand', and where necessary, an allowance for this has been factored into the calculation of infrastructure charges for each relevant project.

FIGURE 2 GISBORNE TOWNSHIP DEVELOPMENT CONTRIBUTIONS PLAN CHARGE AREAS



Notes:
The DCP charge areas were estbalished during the DCP preparation process having regard to infrastructure project catchment characteritics and other planning information.

4.2 Development Stocktake and Projections

A stocktake of, and projections for, all major anticipated development types in the DCP area is summarised in Table 1 below. The main development forms expected in the area are residential, industrial and commercial (being retail and office) development. The stocktake provides an estimate of existing development in 2012. The development projections are calculated for a 24 year period from 2013 to 2036.

More detailed development data for each year from 2012 to 2036 is shown in Appendix 1.

The development information is provided for the three primary types of development in the Gisborne township area:

- Residential (number of residential lots);
- Commercial (square metres of gross floor area); and
- Industrial (square metres of gross floor area).

TABLE 1 SUMMARY OF DEVELOPMENT CONDITIONS, GISBORNE - NEW GISBORNE

Development Type	Units	Existing (2012) Conditions	Future Development (2013- 2036)	Full Development Conditions (2036)
Residential	Residential lots	3,538	2,423	5,961
Commercial	Gross floor area (Sqm)	51,600	19,520	71,120
Industrial	Gross floor area (Sqm)	177,500	216,700	394,200

4.3 Development and Infrastructure Usage Nexus

The purpose of the DCP is to raise funds to help deliver town infrastructure. Infrastructure can be divided into four development infrastructure categories: Community Infrastructure, Open Space, Road and Drainage projects. Only those forms of community infrastructure classified as 'development infrastructure' under the Act and Ministerial Guidelines have been included in this DCP. Other forms of community infrastructure, such as libraries, community halls, recreation centres and the like, have not been included in the Gisborne DCP. A fifth category is 'Planning' which is related to the costs of developing the DCP. Section 5 provides more detail on the projects and categories.

Residential development is likely to make use of all infrastructure categories. However, it is determined that Commercial and Industrial development are likely to only make use of Roads and Drainage (subject to being in a project catchment). Non-residential developments are not deemed to be principal users of Community Infrastructure and Open Space. These are more closely related to population and housing development. Planning process costs relate to all development types. The above nexus principles are summarised in Table 2 below.

TABLE 2 DEVELOPMENT-INFRASTRUCTURE USAGE NEXUS

Nexus	Community Facility	Open Space (and land)	Roads	Planning	Drainage (and land)
Residential	Yes	Yes	Yes	Yes	Yes
Commercial	-	-	Yes	Yes	Yes
Industry	-	-	Yes	Yes	Yes

4.4 Equivalence Ratios and Total Demand Units

Where more than one development type is deemed to be a user of an infrastructure project (as is the case for Roads, Planning and Drainage), consideration must be given to whether the different land uses place a differential demand loading on the project, per unit area of development. It is necessary therefore to express all development types in a consistent 'demand unit' format before DCP calculations are made. This is not necessary for the Community Infrastructure and Open Space projects because only residential units are required for the calculations.

For the purpose of this DCP, one residential lot 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. Table 3 shows the accepted rates adopted by Macedon Ranges Shire Council.

TABLE 3 DEFINITION OF ONE DEMAND UNIT

Ratios	Roads	Planning	Drainage (and land)
Residential	1 residential lot	1 residential lot	1 residential lot
Commercial	38.54 sqm of gross floor area	259.14 sqm of gross floor area	324 sqm of gross floor area
Industrial	88.39 sqm of gross floor area	595.24 sqm of gross floor area	410 sqm of gross floor area

Note: sqm = square metres

The above equivalence ratios are used to calculate total demand units (existing and projected) for each charging area and for each infrastructure category. For example, the ratios show that 38.54 sqm of Commercial gross floor area is estimated to generate the same demand loading on a road as does one residential lot. The equivalent industrial unit for road demand loading is 88.39 sqm of Industrial gross floor area.

The individual infrastructure project sheets shown later in this report show total demand units by main catchment area for each project. Table 4 (overleaf) provides a summary of how the ratios are used to convert the development data into demand units for each infrastructure category.

TABLE 4 SUMMARY OF MAXIMUM DEMAND UNITS BY PROJECT TYPE

Total Demand Units for Community Infrastructure		
Development Type	**Units**	**Full Development Conditions**
Residential	Residential lots	5,961
	Demand Units	5,961
Total Demand Units		**5,961**
Total Demand Units for Open Space and Open Space Land Projects		
Development Type	**Units**	**Full Development Conditions**
Residential	Residential lots	5,961
	Demand Units	5,961
Total Demand Units		**5,961**
Total Demand Units for Planning Projects		
Development Type	**Units**	**Full Development Conditions**
Residential	Residential lots	5,961
	Demand Units	5,961
Commercial	Sqm gross floor area	71,120
	Equivalence Ratio	259.14

	Demand Units	274
Industry	Sqm gross floor area	394,200
	Equivalence Ratio	595.24
	Demand Units	662
Total Demand Units		**6,898**

Total Demand Units for Roads Projects

Development Type	**Units**	**Full Development Conditions**
Residential	Residential lots	5,961
	Demand Units	5,961
Commercial	Sqm gross floor area	71,120
	Equivalence Ratio	38.54
	Demand Units	1845
Industrial	Sqm gross floor area	394,200
	Equivalence Ratio	88.39
	Demand Units	4,460
Total Demand Units		**12,266**

Total Demand Units for Drainage and Drainage Land Projects

Development Type	**Units**	**Full Development Conditions**
Residential	Residential lots	5,961
	Demand Units	5,961
Commercial	Sqm gross floor area	71,120
	Equivalence Ratio	324.00
	Demand Units	220
Industry	Sqm gross floor area	394,200
	Equivalence Ratio	410.00
	Demand Units	961
Total Demand Units		**7,142**

5 INFRASTRUCTURE PROJECTS

5.1 Works Required

18 infrastructure projects have been included in the Gisborne 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. More detail on infrastructure projects and their justification is provided in Appendix 3.

The breakdown of the DCP projects is as follows:

- 2 Development Infrastructure Community Facilities (coded DICF);
- 7 Open Space projects (coded DIOS);
- 2 Open Space Land projects (coded DIOL1);
- 1 Drainage project (coded DIDR1);
- 1 Drainage Land project (coded DIDL1);
- 1 Planning project (coded DIPL); and
- 4 Road projects (coded DIRD).

TABLE 5 LIST OF INFRASTRUCTURE PROJECTS

Project Symbol	Project Name
Community Facility (development infrastructure)	
DICF1	Upgrade Gardiner Reserve oval surface
DICF2	Additional Netball complex inclusive of lighting
Open Space	
DIOS1	New Gisborne Open Space System 1
DIOS2	Willowbank Road to Fersfield Road open space system
DIOS3	Willowbank Road to Brady Road bicycle link
DIOS6	Bicycle and pedestrian links from Willowbank Road to Brooking Road
DIOS7	Bicycle and pedestrian links along Ross Watt Way
DIOS8	Jacksons Creek pedestrian and bicycle link
DIOS11	Fersfield-Willowbank open space works
Open Space Land	
DIOL1	Land for Additions to active sports fields
DIOL2	Land for Fersfield-Willowbank open space works (DIOS11)
Drainage	
DIDR1	Fersfield-Willowbank drainage detention and treatment system works

Drainage Land	
DIDL1	Land for Fersfield-Willowbank drainage detention and treatment system (DIDR1)
Planning	
DIPL1	Planning preparation of DCP
Road	
DIRD3	Willowbank Road - Mt Gisborne Road - Aitken Street intersection roundabout
DIRD4	Bus shelters - various locations
DIRD5	Upgrade the existing Station Road/Ferrier Road intersection
DIRD6	Intersection works Station Road at entry to new estate

The location of each project is shown in Figure 3.

5.2 Open Space

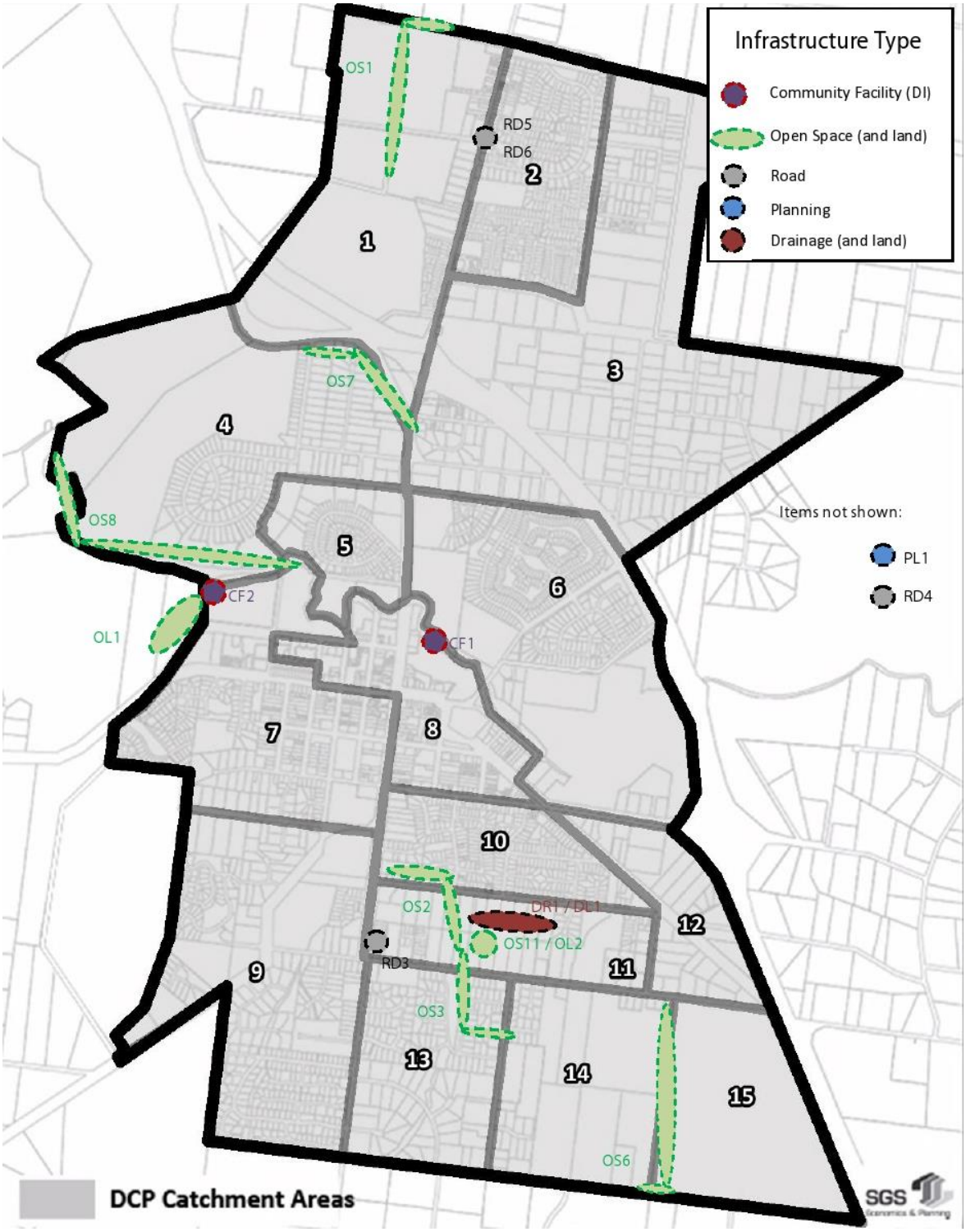
The Open Space project DIOS1 'New Gisborne open space system' does not include the purchase of open space land. Open space land is being provided separately by a 5 per cent public open space contribution, as per the requirements of the Subdivision Act 1988.

The public open space provided under the Subdivision Act does not include any physical improvements to the open space. All physical improvements to the open space areas are to be funded from the development contributions outlined in DIOS1.

The infrastructure items to be included in the DIOS1 ($900,000) are as follows:

- Design and project management ($75,000);
- Open space system - landscaping, excavation works, grassing, planting, mulching etc ($140,000);
- Pedestrian and bike paths - construction of a 2.5 m wide shared pathway that partly follows the same route as a proposed drainage channel from the marshland to the railway line and the along the south of the railway line back to Station Road ($437,500);
- Equipment – seating, bike racks, signage, small playground ($87,500);
- Footbridge ($85,000); and
- Contingency ($75,000).

FIGURE 3 GISBORNE DEVELOPMENT CONTRIBUTIONS PLAN, LOCATION OF PROJECTS



5.3 Development Infrastructure and Community Infrastructure

Section 46J of the Act requires that infrastructure in a DCP be classified in one of two categories: *Development Infrastructure Levy* or *Community Infrastructure Levy*. In accordance with the relevant Victorian State Government DCP Guidelines and Ministerial Direction, there are no selected DCP projects are classified as Community Infrastructure in this DCP (see Table 5 above).

The distinction is made because the collection of contributions for Community Infrastructure is limited to the building permit stage and, at this time, there is a $900 cap on Community Infrastructure contributions per demand unit. Development Infrastructure may be charged for at the planning permit stage and there is no cap on contribution amounts, or restriction on development types which can be levied. Macedon Ranges Shire Council has chosen not to include Community Infrastructure items in the Gisborne DCP.

5.4 Project Timing and Delivery

The infrastructure projects listed in this DCP have notional delivery dates, based on best estimates at the time of DCP preparation. In terms of actual project delivery dates, flexibility is required. For the purpose of this DCP, the projects will be delivered in accordance with the timing shown for each project in Appendix 3 and Appendix 4, or within a five year margin beyond the date shown. 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 described above. Costs are apportioned according to projected share of infrastructure usage.

The following method has been used to calculate infrastructure charges in this DCP:

- Define and schedule the infrastructure items required to service the area, other than on-site work carried out by the developer;
- For each infrastructure project, identify the main catchment area;
- Project the growth in demand units in each catchment area over the life of the funding plan;
- 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 and / or outside the time frame of the DCP;
- 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 infrastructure charge calculation sheet for each project included in the DCP. The calculation sheet shows all of the information inputs used to determine the infrastructure charge attached to each project.

6.2 Development Contribution Rates Per Demand Unit

The development contributions that apply to each charging area for one demand unit are shown in Table 6 overleaf.

These contribution amounts are current as at 30 June 2012. They will be adjusted annually on 1 July to allow for the rise or fall in prices by applying the following indexing:

i. The responsible authority will adjust the cost of capital works items included in the DCP at 1st July each year by applying the Building Price Index, June Quarter, Melbourne, in Rawlinsons Australian Construction Handbook; and

ii. The responsible authority will adjust land acquisition values (open space land) included in the DCP, from 1st July each year, based on either the rise or fall of the relevant value as determined by the average of two registered valuations of the land involved, one of which is to be provided by the Victorian Valuer General.

Rates vary according to the level of infrastructure provided for development in each of the charge areas.

TABLE 6 DEVELOPMENT CONTRIBUTION RATES FOR ONE DEMAND UNIT

Area	DI Community Facility	DI Open Space	DI Open Space Land	DI Planning	DI Roads	DI Drainage	DI Drainage Land	TOTAL
Area 1	$289.08	$845.78	$108.40	$8.12	$1,112.38	$0.00	$0.00	**$2,363.77**
Area 2	$289.08	$845.78	$108.40	$8.12	$4.75	$0.00	$0.00	**$1,256.13**
Area 3	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 4	$289.08	$1,753.74	$108.40	$8.12	$4.75	$0.00	$0.00	**$2,164.09**
Area 5	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 6	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 7	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 8	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 9	$289.08	$0.00	$108.40	$8.12	$212.58	$0.00	$0.00	**$618.18**
Area 10	$289.08	$371.33	$108.40	$8.12	$212.58	$0.00	$0.00	**$989.51**
Area 11	$289.08	$1,217.85	$1,146.06	$8.12	$212.58	$1,411.61	$1,151.25	**$5,436.55**
Area 12	$289.08	$0.00	$108.40	$8.12	$212.58	$0.00	$0.00	**$618.18**
Area 13	$289.08	$572.81	$108.40	$8.12	$212.58	$0.00	$0.00	**$1,190.99**
Area 14	$289.08	$884.55	$108.40	$8.12	$212.58	$0.00	$0.00	**$1,502.73**
Area 15	$289.08	$683.06	$108.40	$8.12	$212.58	$0.00	$0.00	**$1,301.24**

6.3 Development Contribution Rates for Development Types

The tables that follow show the charge for each area by main development type. This is the above demand unit table converted into development types to assist in usability (using, where necessary, equivalence ratios).

Table 7 shows contributions for Residential Development (per residential lot), Table 8 contributions for Commercial Development (per 100 squares metre of gross floor area) and Table 9 contributions for Industrial Development (per 100 squares metre of gross floor area).

TABLE 7 DEVELOPMENT CONTRIBUTION RATES FOR RESIDENTIAL DEVELOPMENT (PER RESIDENTIAL LOT)

Residential								
Area	**DI Community Facility**	**DI Open Space**	**DI Open Space Land**	**DI Planning**	**DI Roads**	**DI Drainage**	**DI Drainage Land**	**Total Charge**
	Per residential lot	Per residential lot	Per residential lot	Per residential lot	Per residential lot	Per residential lot	Per residential lot	**Per residential lot**
Area 1	$289.08	$845.78	$108.40	$8.12	$1,112.38	$0.00	$0.00	**$2,363.77**
Area 2	$289.08	$845.78	$108.40	$8.12	$4.75	$0.00	$0.00	**$1,256.13**
Area 3	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 4	$289.08	$1,753.74	$108.40	$8.12	$4.75	$0.00	$0.00	**$2,164.09**
Area 5	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 6	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 7	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 8	$289.08	$0.00	$108.40	$8.12	$4.75	$0.00	$0.00	**$410.35**
Area 9	$289.08	$0.00	$108.40	$8.12	$212.58	$0.00	$0.00	**$618.18**
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Area 11	$289.08	$1,217.85	$1,146.06	$8.12	$212.58	$1,411.61	$1,151.25	**$5,436.55**
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Area 14	$289.08	$884.55	$108.40	$8.12	$212.58	$0.00	$0.00	**$1,502.73**
Area 15	$289.08	$683.06	$108.40	$8.12	$212.58	$0.00	$0.00	**$1,301.24**

TABLE 8 DEVELOPMENT CONTRIBUTION RATES FOR COMMERCIAL DEVELOPMENT (PER 100 SQM OF GROSS FLOOR AREA)

Commercial								
Area	**DI Community Facility**	**DI Open Space**	**DI Open Space Land**	**DI Planning**	**DI Roads**	**DI Drainage**	**DI Drainage Land**	**Total Development Infrastructure Charges**
	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	**Per 100 sqm Gross floor area**
Area 1	$0.00	$0.00	$0.00	$3.13	$2,886.63	$0.00	$0.00	**$2,889.77**
Area 2	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 3	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 4	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 5	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 6	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 7	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 8	$0.00	$0.00	$0.00	$3.13	$12.32	$0.00	$0.00	**$15.45**
Area 9	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**
Area 10	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**
Area 11	$0.00	$0.00	$0.00	$3.13	$551.63	$435.68	$355.32	**$1,345.77**
Area 12	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**
Area 13	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**
Area 14	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**
Area 15	$0.00	$0.00	$0.00	$3.13	$551.63	$0.00	$0.00	**$554.77**

TABLE 9 DEVELOPMENT CONTRIBUTION RATES FOR INDUSTRIAL DEVELOPMENT (PER 100 SQM OF GROSS FLOOR AREA)

Industry								
Area	**DI Community Facility**	**DI Open Space**	**DI Open Space Land**	**DI Planning**	**DI Roads**	**DI Drainage**	**DI Drainage Land**	**Total Development Infrastructure Charges**
	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	Per 100 sqm Gross floor area	**Per 100 sqm Gross floor area**
Area 1	$0.00	$0.00	$0.00	$1.36	$1,258.49	$0.00	$0.00	**$1,259.86**
Area 2	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 3	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 4	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 5	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 6	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 7	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 8	$0.00	$0.00	$0.00	$1.36	$5.37	$0.00	$0.00	**$6.73**
Area 9	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**
Area 10	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**
Area 11	$0.00	$0.00	$0.00	$1.36	$240.50	$344.30	$280.79	**$866.95**
Area 12	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**
Area 13	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**
Area 14	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**
Area 15	$0.00	$0.00	$0.00	$1.36	$240.50	$0.00	$0.00	**$241.86**

7 PROCEDURAL MATTERS

7.1 Liability for Development Contributions

Proponents of residential, commercial and industrial development types anywhere in the DCP Area will be liable for development contributions, regardless of whether or not a planning permit is required. There are no as-of-right exemptions in respect of this requirement.

Should a development proposal technically fall outside of the Residential, Commercial and Industrial classifications used in this DCP, Macedon Ranges Shire Council, as the collection agency, will 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 will occur at the time a planning permit is applied for. If a subdivision of land into lots is intended to be used for dwellings, a development contribution may be applied on the basis of each lot being used for one dwelling.

7.2 Method of Payment

Development contributions payments are to be made in cash. Council, at its discretion, may consider accepting works or land in lieu of cash contributions, provided the value of the works / land in question does not exceed the cash liability of the proponent under this DCP (unless the proponent agrees).

Payment for Development Infrastructure is payable at planning permit stage. If no planning permit is required, payment is to be made at the building permit stage.

7.3 Funds Administration and Accounting

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with section 46Q of the *Act*. All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

Macedon Ranges Shire 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 1987*, or will be refunded to owners of land subject to these infrastructure charges.
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APPENDIX 1 – DEVELOPMENT PROJECTIONS

The following tables show the development stocktake and projections for Residential, Commercial and Industrial developments by charge area in Gisborne – New Gisborne. The residential lots, commercial and industrial stocktake (2012) was provided by Council through the rates database whilst the projections were developed by SGS and Council. Industrial projections were provided in terms of site area. These industrial projections of site area have been converted into gross floor area using a 50% site coverage ratio.

TABLE 10 RESIDENTIAL DEVELOPMENT (RESIDENTIAL LOTS) BY CHARGE AREA, GISBORNE – NEW GISBORNE

DCP Charge Area #	Existing Residential Lots (2012)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total New	2036 Total
Area 1	**82**	15	18	24	22	26	26	22	20	24	17	18	20	18	15	15	10	10	17	13	0	0	0	0	0	**350**	**432**
Area 2	**448**	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**	**457**
Area 3	**203**	7	6	4	5	3	3	5	1	5	3	5	2	1	2	3	4	5	3	0	0	0	0	0	0	**67**	**270**
Area 4	**169**	2	1	16	18	20	18	24	27	25	22	22	30	40	36	32	31	41	42	40	28	28	28	28	28	**626**	**795**
Area 5	**120**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**120**
Area 6	**444**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**444**
Area 7	**435**	5	7	7	5	6	4	5	4	5	6	6	5	4	6	4	6	4	5	6	0	0	0	0	0	**100**	**535**
Area 8	**248**	8	7	4	3	3	2	2	1	1	6	7	5	1	2	5	2	6	2	2	0	0	0	0	0	**69**	**317**
Area 9	**411**	5	2	1	1	5	1	0	1	0	3	2	0	0	0	0	6	0	0	3	0	0	0	0	0	**30**	**441**
Area 10	**379**	3	3	2	2	3	3	2	2	2	2	2	1	2	2	2	2	2	0	1	0	0	0	0	0	**39**	**418**
Area 11	**126**	17	16	13	13	16	17	8	8	13	13	10	5	8	10	8	13	10	0	4	4	4	4	4	4	**220**	**346**
Area 12	**42**	2	1	1	2	0	0	0	0	0	0	0	2	0	1	3	2	0	0	1	0	0	0	0	0	**15**	**57**
Area 13	**184**	4	3	6	2	0	3	2	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	**24**	**208**
Area 14	**246**	20	24	20	26	13	14	21	22	15	15	15	13	12	8	13	8	8	10	9	0	0	0	0	0	**286**	**532**
Area 15	**1**	0	0	0	0	8	12	10	15	15	15	15	15	17	20	18	18	15	20	20	71	71	71	71	71	**588**	**589**
Total	**3,538**	**88**	**92**	**101**	**101**	**103**	**103**	**101**	**102**	**105**	**102**	**102**	**98**	**104**	**102**	**103**	**103**	**101**	**100**	**99**	**103**	**103**	**103**	**103**	**103**	**2,423**	**5,961**

TABLE 11 COMMERCIAL DEVELOPMENT (SQM OF GROSS FLOOR AREA) BY CHARGE AREA, GISBORNE – NEW GISBORNE

DCP Charge Area #	Existing Gross floor area (2012)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total New	2036 Total
Area 1	1,000	-	-	-	-	-	-	-	-	1,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,500**	**2,500**
Area 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 4	-	-	-	-	-	-	-	-	-	510	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**510**	**510**
Area 5	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 6	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 7	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 8	**50,600**	-	-	-	-	-	-	-	-	-	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	-	-	-	-	-	**17,000**	**67,600**
Area 9	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 10	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 11	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 12	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 13	**-**	-	-	-	-	-	-	-	-	510	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**510**	**510**
Area 14	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 15	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Total	**51,600**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,520**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**-**	**-**	**-**	**-**	**-**	**19,520**	**71,120**

TABLE 12 INDUSTRIAL DEVELOPMENT (SQM OF GROSS FLOOR AREA) BY CHARGE AREA, GISBORNE – NEW GISBORNE

DCP Charge Area #	Existing Gross floor area (2012)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Total New	2036 Total
Area 1	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 3	**177,500**	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	11,405	-	-	-	-	-	**216,700**	**394,200**
Area 4	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 5	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 6	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 7	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 8	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 9	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 10	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 11	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 12	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 13	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 14	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Area 15	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**
Total	**177,500**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**11,405**	**-**	**-**	**-**	**-**	**-**	**216,700**	**394,200**

APPENDIX 2 – DEMAND EQUIVALENCE RATIOS

In this DCP, an equivalent ratio is required for Roads and Planning projects because more than one development type is deemed a user of these projects. Equivalence ratios are not required for the other infrastructure categories because it is assumed that only one development type, Residential development, generates demand for these items.

In this DCP, Macedon Ranges Shire of has 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.

TABLE 13 EQUIVALENCE RATIOS

Equivalence Ratios for Roads Projects

1 . ERs in DCP guidelines for Roads

	units		car spaces	trip generation per space	trips generated per use	units / sqm that generate 8 trips*
Residential	1	dwelling	2.00	4.00	8.00	1.00
Retail	100	sqm	7.00	6.00	42.00	19.05
Office	100	sqm	3.00	2.20	6.60	121.21
Light Industry	100	sqm	3.00	2.20	6.60	121.21
Expansive Industrial	100	sqm	4.00	3.00	12.00	66.67

2. Assumptions to convert land use classifications

Residential	100% Residential
Commercial	40% Retail, 12% Office, 48% Industry
Industry	53% Light Industry, 45% Expansive Industry, 1% Office

3. Weighted average conversions

	Units	car spaces	trip generation per space	trips generated per use	floor area equivalent to 1 dwelling
Residential	1	2	4	8	
Business					
Retail	40	2.80	6.00	16.80	
Office	12	0.36	2.20	0.79	
Industry	48	1.44	2.20	3.17	
Total	100			20.76	38.54
Industrial					
Expansive Industrial	45	1.82	3.00	5.45	
Light Industry	53	1.60	2.20	3.53	
Office	1	0.03	2.20	0.07	
Total	100			9.05	88.39

Equivalence Ratios for Planning Projects

Adjusting figures to 1 Dwelling		
Residential		1
Business (Sqm Floorspace)		259.14
Industry (Sqm Floorspace)		595.24

Equivalence Ratios for Drainage

1 . ERs in DCP guidelines for Drainage

	Site area (square meters)	Assumed drainage run off factor (pervious to impervious)	Drainage demand (square meters)	Site area required to produce the same drainage demand as one dwelling
Residential	600	0.45	270	600
Retail		0.75		360
Office		0.9		300
Light Industry		0.9		300
Expansive Industrial		0.5		540

2. Assumptions to convert land use classifications

Residential	100% Residential
Commercial	40% Retail, 12% Office, 48% Light Industry
Industry	54% Light Industry, 45% Expansive Industry, 1% Office

3. Weighted average conversions

	Units	Site Area Equivalent
Residential	100	600
Commercial		
Retail	40	144
Office	12	36
Light Industry	48	144
Total	100	324
Industrial		
Office	1	5.4
Light Industry	54	162
Expansive Industrial	45	243
Total	100	410

APPENDIX 3 – INFRASTRUCTURE PROJECT DETAILS

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

Code	Name	Category	Estimated Cost	External Funding	Main Catchment Area	Demand External	Discount Beyond DCP Time Horizon	Starting Year	Ending Year	Collecting Agency	Development Agency	Project Justification
DICF1	Upgrade Gardiner Reserve oval surface	DI Community Facility	$800,000	$0	All Catchments	0.0%	0.0%	2014	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Leisure Strategy Plan" (2006) - p. 66 supports the "progressive upgrade of existing facilities" whilst Action 68 "supports the installation of flood lights at sports facilities"
DICF2	Additional Netball complex inclusive of lighting	DI Community Facility	$1,100,000	$0	All Catchments	0.0%	0.0%	2014	2022	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Included in the "Sports Facilities Feasibility Study" 2009
DIOS1	New Gisborne Open Space System 1	DI Open Space	$900,000	$0	Area 001,Area 002	0.0%	0.0%	2016	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide pedestrian/cycle link in residential areas included in Gisborne ODP
DIOS2	Willowbank Road to Fersfield Road open space system	DI Open Space	$430,000	$0	Area 010,Area 011,Area 013	0.0%	0.0%	2016	2018	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide pedestrian/bicycle link from existing southern residential areas to Aitkin Street
DIOS3	Willowbank Road to Brady Road bicycle link	DI Open Space	$270,000	$0	Area 011,Area 013,Area 014	0.0%	0.0%	2018	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide off-road link between existing residential areas
DIOS6	Bicycle and pedestrian links from Willowbank Road to Brooking Road	DI Open Space	$660,000	$0	Area 014,Area 015	0.0%	0.0%	2018	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide pedestrian/bicycle link from Brooking Road to Willowbank Road along existing waterway and future reserve area as indicated in the Gisborne ODP
DIOS7	Bicycle and pedestrian links along Ross Watt Way	DI Open Space	$300,000	$0	Area 004	0.0%	0.0%	2022	2024	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide a bicycle and pedestrian path link from the future residential development to the west of Swinburne Ave to Station Road. Future residential area included in the Gisborne ODP.
DIOS8	Jacksons Creek pedestrian and bicycle link	DI Open Space	$1,250,000	$0	Area 004	0.0%	0.0%	2022	2025	Macedon Ranges Shire Council	Macedon Ranges Shire Council	To provide pedestrian/bicycle link from future western residential areas to existing path network along Jacksons Creek. Future residential area included in the Gisborne ODP.
DIOS11	Fersfield-Willowbank open space works	DI Open Space	$230,000	$0	Area 011	0.0%	0.0%	2015	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Fersfield Development Plan
DIOL1	Land for additions to active sportsfields	DI Open Space Land	$600,000	$0	All Catchments	0.0%	0.0%	2013	2016	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Project identified as Action 58 from Macedon Ranges Leisure Strategy Plan
DIOL2	Land for Fersfield-Willowbank open space works (DIOS11)	DI Open Space Land	$370,000	$0	Area 011	0.0%	0.0%	2015	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Fersfield Development Plan
DIDR1	Fersfield-Willowbank drainage detention and treatment system works	DI Drainage	$450,000	$0	Area 011	0.0%	0.0%	2015	2016	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Fersfield Development Plan
DIDL1	Land for Fersfield-Willowbank drainage detention and treatment system (DIDR1)	DI Drainage Land	$367,000	$0	Area 011	0.0%	0.0%	2015	2016	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Fersfield Development Plan
DIPL1	Preparation of DCP	DI Planning	$45,000	$0	All Catchments	0.0%	0.0%	2012	2012	Macedon Ranges Shire Council	Macedon Ranges Shire Council	.
DIRD3	Willowbank Road - Mt Gisborne Road - Aitken Street intersection roundabout	DI Roads	$450,000	$0	Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015	5.0%	0.0%	2012	2013	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Ultimately the intersection will carry volumes consistent with "collector" route status on all legs. A roundabout is recommended to be constructed to accommodate these movements. Roundabout recommended in the Gisborne Movement Network Study
DIRD4	Bus shelters - various locations	DI Roads	$60,000	$0	All Catchments	0.0%	0.0%	2013	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	Additional growth in use of school bus service and expansion of public transport service
DIRD5	Upgrade the existing Station Road/Ferrier Road intersection	DI Roads	$335,000	$0	Area 001	10.0%	0.0%	2015	2021	Macedon Ranges Shire Council	Macedon Ranges Shire Council	New Gisborne Development Plan
DIRD6	Intersection works Station Road at entry to new estate	DI Roads	$250,000	$0	Area 001	10.0%	0.0%	2014	2020	Macedon Ranges Shire Council	Macedon Ranges Shire Council	New Gisborne Development Plan
			$8,867,000	**$0**								

APPENDIX 4 – INFRASTRUCTURE PROJECT CALCULATIONS

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

Project	**DICF1**	**Upgrade Gardiner Reserve oval surface**
Estimated Total Capital Cost	$800,000.00	
External Funding	$0.00	
Net Substantive Cost	$800,000.00	
Total Cost (no GST)	$800,000.00	
Timing	2014 To 2020	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$800,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**4,524**	3,538	88	92	101	101	103	103	101	102	105	
Expenditure Attributable to MCA	**$567,806**	$0.00	$0.00	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$0.00	
Total Expenditure	**$567,806**	$0.00	$0.00	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$114,285.71	$0.00	
Cash Inflow	**$148,887**	$0.00	$11,036.68	$11,507.97	$12,670.80	$12,670.80	$12,888.72	$12,919.52	$12,673.12	$12,798.65	$13,172.89	
Net Cash Flow	**-$418,919**	$0.00	$11,036.68	-$102,777.74	-$101,614.91	-$101,614.91	-$101,396.99	-$101,366.19	-$101,612.59	-$101,487.07	$13,172.89	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
102	102	98	104	102	103	103	101	100	99	
$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	
$12,796.32	$12,860.25	$12,329.68	$13,049.69	$12,860.25	$12,924.17	$12,921.85	$12,734.72	$12,552.25	$12,424.40	
$12,796.32	$12,860.25	$12,329.68	$13,049.69	$12,860.25	$12,924.17	$12,921.85	$12,734.72	$12,552.25	$12,424.40	

2032	**2033**	**2034**	**2035**	**2036**	
103	103	103	103	103	**5,961**
$0.00	$0.00	$0.00	$0.00	$0.00	**$800,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$800,000**
$12,878.61	$12,878.61	$12,878.61	$12,878.61	$12,878.61	**$304,186**
$12,878.61	$12,878.61	$12,878.61	$12,878.61	$12,878.61	**-$495,814**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**4,524**
Total Attributable Expenditure	**$567,806**
Infrastructure Charge Per Demand Unit	**$125.52**

Project	**DICF2**	**Additional Netball complex inclusive of lighting**
Estimated Total Capital Cost	$1,100,000.00	
External Funding	$0.00	
Net Substantive Cost	$1,100,000.00	
Total Cost (no GST)	$1,100,000.00	
Timing	2014 To 2022	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$1,100,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**4,524**	3,538	88	92	101	101	103	103	101	102	105	
Expenditure Attributable to MCA	**$739,870**	$0.00	$0.00	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	
Total Expenditure	**$739,870**	$0.00	$0.00	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	$122,222.22	
Cash Inflow	**$194,005**	$0.00	$14,381.17	$14,995.28	$16,510.48	$16,510.48	$16,794.44	$16,834.57	$16,513.51	$16,677.07	$17,164.72	
Net Cash Flow	**-$545,865**	$0.00	$14,381.17	-$107,226.94	-$105,711.74	-$105,711.74	-$105,427.78	-$105,387.65	-$105,708.71	-$105,545.15	-$105,057.50	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
102	102	98	104	102	103	103	101	100	99	
$122,222.22	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$122,222.22	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$16,674.04	$16,757.34	$16,065.99	$17,004.19	$16,757.34	$16,840.63	$16,837.60	$16,593.78	$16,356.01	$16,189.42	
-$105,548.18	$16,757.34	$16,065.99	$17,004.19	$16,757.34	$16,840.63	$16,837.60	$16,593.78	$16,356.01	$16,189.42	

2032	**2033**	**2034**	**2035**	**2036**	
103	103	103	103	103	**5,961**
$0.00	$0.00	$0.00	$0.00	$0.00	**$1,100,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$1,100,000**
$16,781.26	$16,781.26	$16,781.26	$16,781.26	$16,781.26	**$396,364**
$16,781.26	$16,781.26	$16,781.26	$16,781.26	$16,781.26	**-$703,636**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**4,524**
Total Attributable Expenditure	**$739,870**
Infrastructure Charge Per Demand Unit	**$163.56**

Project	**DIOS1**	**New Gisborne Open Space System 1**
Estimated Total Capital Cost	$900,000.00	
External Funding	$0.00	
Net Substantive Cost	$900,000.00	
Total Cost (no GST)	$900,000.00	
Timing	2016 To 2020	
Main Catchment Area (MCA)	Area 001,Area 002,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$900,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**710**	530	15	22	27	24	26	26	22	20	24	
Expenditure Attributable to MCA	**$600,586**	$0.00	$0.00	$0.00	$0.00	$180,000.00	$180,000.00	$180,000.00	$180,000.00	$180,000.00	$0.00	
Total Expenditure	**$600,586**	$0.00	$0.00	$0.00	$0.00	$180,000.00	$180,000.00	$180,000.00	$180,000.00	$180,000.00	$0.00	
Cash Inflow	**$177,696**	$0.00	$12,686.69	$18,607.15	$22,836.04	$20,298.70	$21,990.26	$21,990.26	$18,607.15	$16,915.59	$20,298.70	
Net Cash Flow	**-$422,890**	$0.00	$12,686.69	$18,607.15	$22,836.04	-$159,701.30	-$158,009.74	-$158,009.74	-$161,392.85	-$163,084.41	$20,298.70	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
17	18	20	18	15	15	10	10	17	13	
$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	
$14,378.25	$15,224.03	$16,915.59	$15,224.03	$12,686.69	$12,686.69	$8,457.79	$8,457.79	$14,378.25	$10,995.13	
$14,378.25	$15,224.03	$16,915.59	$15,224.03	$12,686.69	$12,686.69	$8,457.79	$8,457.79	$14,378.25	$10,995.13	

2032	**2033**	**2034**	**2035**	**2036**	
0	0	0	0	0	**889**
$0.00	$0.00	$0.00	$0.00	$0.00	**$900,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$900,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$303,635**
$0.00	$0.00	$0.00	$0.00	$0.00	**-$596,365**

Discount Rate	**6.0%**

Infrastructure Charge With Application of Present Value Discounting

Total Demand Units	**710**
Total Attributable Expenditure	**$600,586**
Infrastructure Charge Per Demand Unit	**$845.78**

Project	**DIOS2**	**Willowbank Road to Fersfield Road open space system**
Estimated Total Capital Cost	$430,000.00	
External Funding	$0.00	
Net Substantive Cost	$430,000.00	
Total Cost (no GST)	$430,000.00	
Timing	2016 To 2018	
Main Catchment Area (MCA)	Area 010,Area 011,Area 013,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$430,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**817**	689	24	22	21	17	19	23	12	11	15	
Expenditure Attributable to MCA	**$303,476**	$0.00	$0.00	$0.00	$0.00	$143,333.33	$143,333.33	$143,333.33	$0.00	$0.00	$0.00	
Total Expenditure	**$303,476**	$0.00	$0.00	$0.00	$0.00	$143,333.33	$143,333.33	$143,333.33	$0.00	$0.00	$0.00	
Cash Inflow	**$62,239**	$0.00	$8,884.33	$8,050.56	$7,777.23	$6,291.92	$6,936.58	$8,513.00	$4,442.16	$4,070.84	$5,549.27	
Net Cash Flow	**-$241,237**	$0.00	$8,884.33	$8,050.56	$7,777.23	-$137,041.41	-$136,396.75	-$134,820.33	$4,442.16	$4,070.84	$5,549.27	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
15	12	6	11	12	10	16	12	1	5	
$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	
$5,549.27	$4,624.39	$2,312.19	$4,070.84	$4,624.39	$3,699.51	$5,920.59	$4,624.39	$371.33	$1,849.76	
$5,549.27	$4,624.39	$2,312.19	$4,070.84	$4,624.39	$3,699.51	$5,920.59	$4,624.39	$371.33	$1,849.76	

2032	**2033**	**2034**	**2035**	**2036**	
4	4	4	4	4	**972**
$0.00	$0.00	$0.00	$0.00	$0.00	**$430,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$430,000**
$1,411.04	$1,411.04	$1,411.04	$1,411.04	$1,411.04	**$105,218**
$1,411.04	$1,411.04	$1,411.04	$1,411.04	$1,411.04	**-$324,782**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**817**
Total Attributable Expenditure	**$303,476**
Infrastructure Charge Per Demand Unit	**$371.33**

Project	**DIOS3**	**Willowbank Road to Brady Road bicycle link**
Estimated Total Capital Cost	$270,000.00	
External Funding	$0.00	
Net Substantive Cost	$270,000.00	
Total Cost (no GST)	$270,000.00	
Timing	2018 To 2020	
Main Catchment Area (MCA)	Area 011,Area 013,Area 014,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$270,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**842**	556	41	43	39	41	29	34	31	31	28	
Expenditure Attributable to MCA	**$169,593**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$90,000.00	$90,000.00	$90,000.00	$0.00	
Total Expenditure	**$169,593**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$90,000.00	$90,000.00	$90,000.00	$0.00	
Cash Inflow	**$63,915**	$0.00	$8,193.85	$8,588.43	$7,757.29	$8,160.27	$5,767.60	$6,783.43	$6,313.29	$6,313.29	$5,540.92	
Net Cash Flow	**-$105,678**	$0.00	$8,193.85	$8,588.43	$7,757.29	$8,160.27	$5,767.60	-$83,216.57	-$83,686.71	-$83,686.71	$5,540.92	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
28	25	18	21	18	21	22	18	11	13	
$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	
$5,540.92	$5,121.16	$3,668.76	$4,298.41	$3,710.74	$4,298.41	$4,331.99	$3,710.74	$2,216.37	$2,652.93	
$5,540.92	$5,121.16	$3,668.76	$4,298.41	$3,710.74	$4,298.41	$4,331.99	$3,710.74	$2,216.37	$2,652.93	

2032	**2033**	**2034**	**2035**	**2036**	
4	4	4	4	4	**1,086**
$0.00	$0.00	$0.00	$0.00	$0.00	**$270,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$270,000**
$765.65	$765.65	$765.65	$765.65	$765.65	**$106,797**
$765.65	$765.65	$765.65	$765.65	$765.65	**-$163,203**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**842**
Total Attributable Expenditure	**$169,593**
Infrastructure Charge Per Demand Unit	**$201.49**

Project	**DIOS6**	**Bicycle and pedestrian links from Willowbank Road to Brooking Road**
Estimated Total Capital Cost	$660,000.00	
External Funding	$0.00	
Net Substantive Cost	$660,000.00	
Total Cost (no GST)	$660,000.00	
Timing	2018 To 2020	
Main Catchment Area (MCA)	Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$660,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**607**	247	20	24	20	26	21	26	31	37	30	
Expenditure Attributable to MCA	**$414,561**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$220,000.00	$220,000.00	$220,000.00	$0.00	
Total Expenditure	**$414,561**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$220,000.00	$220,000.00	$220,000.00	$0.00	
Cash Inflow	**$255,395**	$0.00	$13,661.23	$16,393.47	$13,661.23	$17,759.59	$14,344.29	$17,759.59	$21,174.90	$25,273.27	$20,491.84	
Net Cash Flow	**-$159,166**	$0.00	$13,661.23	$16,393.47	$13,661.23	$17,759.59	$14,344.29	-$202,240.41	-$198,825.10	-$194,726.73	$20,491.84	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
30	30	28	29	28	31	26	23	30	29	
$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	
$20,491.84	$20,491.84	$19,125.72	$19,808.78	$19,125.72	$21,174.90	$17,759.59	$15,710.41	$20,491.84	$19,808.78	
$20,491.84	$20,491.84	$19,125.72	$19,808.78	$19,125.72	$21,174.90	$17,759.59	$15,710.41	$20,491.84	$19,808.78	

2032	**2033**	**2034**	**2035**	**2036**	
71	71	71	71	71	**1,121**
$0.00	$0.00	$0.00	$0.00	$0.00	**$660,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$660,000**
$48,497.35	$48,497.35	$48,497.35	$48,497.35	$48,497.35	**$596,996**
$48,497.35	$48,497.35	$48,497.35	$48,497.35	$48,497.35	**-$63,004**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**607**
Total Attributable Expenditure	**$414,561**
Infrastructure Charge Per Demand Unit	**$683.06**

Project	**DIOS7**	**Bicycle and pedestrian links along Ross Watt Way**
Estimated Total Capital Cost	$300,000.00	
External Funding	$0.00	
Net Substantive Cost	$300,000.00	
Total Cost (no GST)	$300,000.00	
Timing	2022 To 2024	
Main Catchment Area (MCA)	Area 004,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$300,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**430**	169	2	1	16	18	20	18	24	27	25	
Expenditure Attributable to MCA	**$149,260**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$149,260**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$93,903**	$0.00	$694.41	$347.21	$5,555.28	$6,249.69	$6,944.10	$6,249.69	$8,332.92	$9,374.54	$8,680.13	
Net Cash Flow	**-$55,356**	$0.00	$694.41	$347.21	$5,555.28	$6,249.69	$6,944.10	$6,249.69	$8,332.92	$9,374.54	$8,680.13	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
22	22	30	40	36	32	31	41	42	40	
$100,000.00	$100,000.00	$100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$100,000.00	$100,000.00	$100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$7,638.51	$7,638.51	$10,416.16	$13,888.21	$12,499.39	$11,110.57	$10,763.36	$14,235.41	$14,582.62	$13,888.21	
-$92,361.49	-$92,361.49	-$89,583.84	$13,888.21	$12,499.39	$11,110.57	$10,763.36	$14,235.41	$14,582.62	$13,888.21	

2032	**2033**	**2034**	**2035**	**2036**	
28	28	28	28	28	**795**
$0.00	$0.00	$0.00	$0.00	$0.00	**$300,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$300,000**
$9,652.30	$9,652.30	$9,652.30	$9,652.30	$9,652.30	**$217,350**
$9,652.30	$9,652.30	$9,652.30	$9,652.30	$9,652.30	**-$82,650**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**430**
Total Attributable Expenditure	**$149,260**
Infrastructure Charge Per Demand Unit	**$347.21**

Project	**DIOS8**	**Jacksons Creek pedestrian and bicycle link**
Estimated Total Capital Cost	$1,250,000.00	
External Funding	$0.00	
Net Substantive Cost	$1,250,000.00	
Total Cost (no GST)	$1,250,000.00	
Timing	2022 To 2025	
Main Catchment Area (MCA)	Area 004,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$1,250,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**430**	169	2	1	16	18	20	18	24	27	25	
Expenditure Attributable to MCA	**$604,655**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$604,655**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$380,405**	$0.00	$2,813.08	$1,406.54	$22,504.63	$25,317.70	$28,130.78	$25,317.70	$33,756.94	$37,976.56	$35,163.48	
Net Cash Flow	**-$224,250**	$0.00	$2,813.08	$1,406.54	$22,504.63	$25,317.70	$28,130.78	$25,317.70	$33,756.94	$37,976.56	$35,163.48	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
22	22	30	40	36	32	31	41	42	40	
$312,500.00	$312,500.00	$312,500.00	$312,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$312,500.00	$312,500.00	$312,500.00	$312,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
$30,943.86	$30,943.86	$42,196.17	$56,261.57	$50,635.41	$45,009.25	$43,602.71	$57,668.11	$59,074.64	$56,261.57	
-$281,556.14	-$281,556.14	-$270,303.83	-$256,238.43	$50,635.41	$45,009.25	$43,602.71	$57,668.11	$59,074.64	$56,261.57	

2032	**2033**	**2034**	**2035**	**2036**	
28	28	28	28	28	**795**
$0.00	$0.00	$0.00	$0.00	$0.00	**$1,250,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$1,250,000**
$39,101.79	$39,101.79	$39,101.79	$39,101.79	$39,101.79	**$880,494**
$39,101.79	$39,101.79	$39,101.79	$39,101.79	$39,101.79	**-$369,506**

Discount Rate	**6.0%**

Infrastructure Charge With Application of Present Value Discounting

Total Demand Units	**430**
Total Attributable Expenditure	**$604,655**
Infrastructure Charge Per Demand Unit	**$1,406.54**

Project	**DIOS11**	**Fersfield-Willowbank open space works**
Estimated Total Capital Cost	$230,000.00	
External Funding	$0.00	
Net Substantive Cost	$230,000.00	
Total Cost (no GST)	$230,000.00	
Timing	2015 To 2020	
Main Catchment Area (MCA)	Area 011,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$230,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**245**	126	17	16	13	13	16	17	8	8	13	
Expenditure Attributable to MCA	**$158,266**	$0.00	$0.00	$0.00	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$0.00	
Total Expenditure	**$158,266**	$0.00	$0.00	$0.00	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$38,333.33	$0.00	
Cash Inflow	**$81,618**	$0.00	$10,750.56	$10,078.65	$8,062.92	$8,062.92	$10,078.65	$10,750.56	$5,375.28	$5,375.28	$8,062.92	
Net Cash Flow	**-$76,648**	$0.00	$10,750.56	$10,078.65	-$30,270.41	-$30,270.41	-$28,254.68	-$27,582.77	-$32,958.05	-$32,958.05	$8,062.92	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
13	10	5	8	10	8	13	10	0	4	
$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	
$8,062.92	$6,719.10	$3,359.55	$5,375.28	$6,719.10	$5,375.28	$8,062.92	$6,719.10	$0.00	$2,687.64	
$8,062.92	$6,719.10	$3,359.55	$5,375.28	$6,719.10	$5,375.28	$8,062.92	$6,719.10	$0.00	$2,687.64	

2032	**2033**	**2034**	**2035**	**2036**	
4	4	4	4	4	**346**
$0.00	$0.00	$0.00	$0.00	$0.00	**$230,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$230,000**
$2,451.13	$2,451.13	$2,451.13	$2,451.13	$2,451.13	**$141,934**
$2,451.13	$2,451.13	$2,451.13	$2,451.13	$2,451.13	**-$88,066**

Discount Rate	**6.0%**

Infrastructure Charge With Application of Present Value Discounting

Total Demand Units	**245**
Total Attributable Expenditure	**$158,266**
Infrastructure Charge Per Demand Unit	**$645.03**

Project	**DIOL1**	**Land for additions to active sportsfields**
Estimated Total Capital Cost	$600,000.00	
External Funding	$0.00	
Net Substantive Cost	$600,000.00	
Total Cost (no GST)	$600,000.00	
Timing	2013 To 2016	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$600,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**4,524**	3,538	88	92	101	101	103	103	101	102	105	
Expenditure Attributable to MCA	**$490,345**	$0.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$490,345**	$0.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$128,576**	$0.00	$9,531.05	$9,938.05	$10,942.24	$10,942.24	$11,130.43	$11,157.03	$10,944.25	$11,052.65	$11,375.83	
Net Cash Flow	**-$361,770**	$0.00	-$140,468.95	-$140,061.95	-$139,057.76	-$139,057.76	$11,130.43	$11,157.03	$10,944.25	$11,052.65	$11,375.83	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
102	102	98	104	102	103	103	101	100	99	
$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	
$11,050.64	$11,105.84	$10,647.66	$11,269.44	$11,105.84	$11,161.04	$11,159.04	$10,997.44	$10,839.86	$10,729.46	
$11,050.64	$11,105.84	$10,647.66	$11,269.44	$11,105.84	$11,161.04	$11,159.04	$10,997.44	$10,839.86	$10,729.46	

2032	**2033**	**2034**	**2035**	**2036**	
103	103	103	103	103	**5,961**
$0.00	$0.00	$0.00	$0.00	$0.00	**$600,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$600,000**
$11,121.70	$11,121.70	$11,121.70	$11,121.70	$11,121.70	**$262,689**
$11,121.70	$11,121.70	$11,121.70	$11,121.70	$11,121.70	**-$337,311**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**4,524**
Total Attributable Expenditure	**$490,345**
Infrastructure Charge Per Demand Unit	**$108.40**

Project	**DIOL2**	**Land for Fersfield-Willowbank open space works (DIOS11)**
Estimated Total Capital Cost	$370,000.00	
External Funding	$0.00	
Net Substantive Cost	$370,000.00	
Total Cost (no GST)	$370,000.00	
Timing	2015 To 2020	
Main Catchment Area (MCA)	Area 011,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$370,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**245**	126	17	16	13	13	16	17	8	8	13	
Expenditure Attributable to MCA	**$254,602**	$0.00	$0.00	$0.00	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$0.00	
Total Expenditure	**$254,602**	$0.00	$0.00	$0.00	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$61,666.67	$0.00	
Cash Inflow	**$131,298**	$0.00	$17,294.38	$16,213.48	$12,970.79	$12,970.79	$16,213.48	$17,294.38	$8,647.19	$8,647.19	$12,970.79	
Net Cash Flow	**-$123,304**	$0.00	$17,294.38	$16,213.48	-$48,695.88	-$48,695.88	-$45,453.18	-$44,372.28	-$53,019.47	-$53,019.47	$12,970.79	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
13	10	5	8	10	8	13	10	0	4	
$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	
$12,970.79	$10,808.99	$5,404.49	$8,647.19	$10,808.99	$8,647.19	$12,970.79	$10,808.99	$0.00	$4,323.60	
$12,970.79	$10,808.99	$5,404.49	$8,647.19	$10,808.99	$8,647.19	$12,970.79	$10,808.99	$0.00	$4,323.60	

2032	**2033**	**2034**	**2035**	**2036**	
4	4	4	4	4	**346**
$0.00	$0.00	$0.00	$0.00	$0.00	**$370,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$370,000**
$3,943.12	$3,943.12	$3,943.12	$3,943.12	$3,943.12	**$228,329**
$3,943.12	$3,943.12	$3,943.12	$3,943.12	$3,943.12	**-$141,671**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**245**
Total Attributable Expenditure	**$254,602**
Infrastructure Charge Per Demand Unit	**$1,037.66**

Project	**DIDR1**	**Fersfield-Willowbank drainage detention and treatment system works**
Estimated Total Capital Cost	$450,000.00	
External Funding	$0.00	
Net Substantive Cost	$450,000.00	
Total Cost (no GST)	$450,000.00	
Timing	2015 To 2016	
Main Catchment Area (MCA)	Area 011,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$450,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**245**	126	17	16	13	13	16	17	8	8	13	
Expenditure Attributable to MCA	**$346,354**	$0.00	$0.00	$0.00	$225,000.00	$225,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$346,354**	$0.00	$0.00	$0.00	$225,000.00	$225,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$178,614**	$0.00	$23,526.85	$22,056.42	$17,645.14	$17,645.14	$22,056.42	$23,526.85	$11,763.42	$11,763.42	$17,645.14	
Net Cash Flow	**-$167,740**	$0.00	$23,526.85	$22,056.42	-$207,354.86	-$207,354.86	$22,056.42	$23,526.85	$11,763.42	$11,763.42	$17,645.14	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
13	10	5	8	10	8	13	10	0	4	
$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	
$17,645.14	$14,704.28	$7,352.14	$11,763.42	$14,704.28	$11,763.42	$17,645.14	$14,704.28	$0.00	$5,881.71	
$17,645.14	$14,704.28	$7,352.14	$11,763.42	$14,704.28	$11,763.42	$17,645.14	$14,704.28	$0.00	$5,881.71	

2032	**2033**	**2034**	**2035**	**2036**		
4	4	4	4	4		**346**
$0.00	$0.00	$0.00	$0.00	$0.00		**$450,000**
$0.00	$0.00	$0.00	$0.00	$0.00		**$450,000**
$5,364.12	$5,364.12	$5,364.12	$5,364.12	$5,364.12		**$310,613**
$5,364.12	$5,364.12	$5,364.12	$5,364.12	$5,364.12		**-$139,387**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**245**
Total Attributable Expenditure	**$346,354**
Infrastructure Charge Per Demand Unit	**$1,411.61**

Project	**DIDL1**	**Land for Fersfield-Willowbank drainage detention and treatment system (DIDR1)**
Estimated Total Capital Cost	$367,000.00	
External Funding	$0.00	
Net Substantive Cost	$367,000.00	
Total Cost (no GST)	$367,000.00	
Timing	2015 To 2016	
Main Catchment Area (MCA)	Area 011,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$367,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**245**	126	17	16	13	13	16	17	8	8	13	
Expenditure Attributable to MCA	**$282,471**	$0.00	$0.00	$0.00	$183,500.00	$183,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$282,471**	$0.00	$0.00	$0.00	$183,500.00	$183,500.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$145,670**	$0.00	$19,187.45	$17,988.24	$14,390.59	$14,390.59	$17,988.24	$19,187.45	$9,593.73	$9,593.73	$14,390.59	
Net Cash Flow	**-$136,801**	$0.00	$19,187.45	$17,988.24	-$169,109.41	-$169,109.41	$17,988.24	$19,187.45	$9,593.73	$9,593.73	$14,390.59	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
13	10	5	8	10	8	13	10	0	4	
$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	
$14,390.59	$11,992.16	$5,996.08	$9,593.73	$11,992.16	$9,593.73	$14,390.59	$11,992.16	$0.00	$4,796.86	
$14,390.59	$11,992.16	$5,996.08	$9,593.73	$11,992.16	$9,593.73	$14,390.59	$11,992.16	$0.00	$4,796.86	

2032	**2033**	**2034**	**2035**	**2036**						
4	4	4	4	4						**346**
$0.00	$0.00	$0.00	$0.00	$0.00						**$367,000**
$0.00	$0.00	$0.00	$0.00	$0.00						**$367,000**
$4,374.74	$4,374.74	$4,374.74	$4,374.74	$4,374.74						**$253,322**
$4,374.74	$4,374.74	$4,374.74	$4,374.74	$4,374.74						**-$113,678**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**245**
Total Attributable Expenditure	**$282,471**
Infrastructure Charge Per Demand Unit	**$1,151.25**

Project	**DIPL1**	**Preparation of DCP**
Estimated Total Capital Cost	$45,000.00	
External Funding	$0.00	
Net Substantive Cost	$45,000.00	
Total Cost (no GST)	$45,000.00	
Timing	2012 To 2012	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$45,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**5,227**	4,035	107	111	120	120	122	122	120	121	134	
Expenditure Attributable to MCA	**$42,453**	$45,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$42,453**	$45,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$11,535**	$0.00	$869.77	$900.27	$975.51	$975.51	$989.61	$991.61	$975.66	$983.78	$1,086.98	
Net Cash Flow	**-$30,918**	-$45,000.00	$869.77	$900.27	$975.51	$975.51	$989.61	$991.61	$975.66	$983.78	$1,086.98	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
128	128	124	130	128	129	129	127	126	125	
$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	
$1,036.92	$1,041.05	$1,006.72	$1,053.31	$1,041.05	$1,045.19	$1,045.04	$1,032.93	$1,021.12	$1,012.85	
$1,036.92	$1,041.05	$1,006.72	$1,053.31	$1,041.05	$1,045.19	$1,045.04	$1,032.93	$1,021.12	$1,012.85	

2032	**2033**	**2034**	**2035**	**2036**	
103	103	103	103	103	**6,898**
$0.00	$0.00	$0.00	$0.00	$0.00	**$45,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$45,000**
$833.33	$833.33	$833.33	$833.33	$833.33	**$23,252**
$833.33	$833.33	$833.33	$833.33	$833.33	**-$21,748**

Discount Rate	**6.0%**

Infrastructure Charge With Application of Present Value Discounting

Total Demand Units	**5,227**
Total Attributable Expenditure	**$42,453**
Infrastructure Charge Per Demand Unit	**$8.12**

Project	**DIRD3**	**Willowbank Road - Mt Gisborne Road - Aitken Street intersection roundabout**
Estimated Total Capital Cost	$450,000.00	
External Funding	$0.00	
Net Substantive Cost	$450,000.00	
Total Cost (no GST)	$450,000.00	
Timing	2012 To 2013	
Main Catchment Area (MCA)	Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	5.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$427,500.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**1,886**	1,389	51	49	43	46	45	50	43	49	58	
Expenditure Attributable to MCA	**$391,888**	$213,750.00	$213,750.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Total Expenditure	**$412,513**	$225,000.00	$225,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	
Cash Inflow	**$119,623**	$0.00	$10,583.89	$10,117.24	$8,925.10	$9,548.59	$9,285.92	$10,376.06	$8,928.95	$10,175.93	$12,090.97	
Net Cash Flow	**-$292,890**	-$225,000.00	-$214,416.11	$10,117.24	$8,925.10	$9,548.59	$9,285.92	$10,376.06	$8,928.95	$10,175.93	$12,090.97	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
48	44	36	40	41	44	50	35	31	38	
$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	
$9,964.25	$9,238.77	$7,528.99	$8,305.47	$8,615.29	$9,136.78	$10,379.91	$7,368.31	$6,442.70	$7,893.66	
$9,964.25	$9,238.77	$7,528.99	$8,305.47	$8,615.29	$9,136.78	$10,379.91	$7,368.31	$6,442.70	$7,893.66	

2032	**2033**	**2034**	**2035**	**2036**	
75	75	75	75	75	**2,604**
$0.00	$0.00	$0.00	$0.00	$0.00	**$427,500**
$0.00	$0.00	$0.00	$0.00	$0.00	**$450,000**
$15,545.62	$15,545.62	$15,545.62	$15,545.62	$15,545.62	**$252,635**
$15,545.62	$15,545.62	$15,545.62	$15,545.62	$15,545.62	**-$197,365**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**1,886**
Total Attributable Expenditure	**$391,888**
Infrastructure Charge Per Demand Unit	**$207.83**

Project	**DIRD4**	**Bus shelters - various locations**
Estimated Total Capital Cost	$60,000.00	
External Funding	$0.00	
Net Substantive Cost	$60,000.00	
Total Cost (no GST)	$60,000.00	
Timing	2013 To 2020	
Main Catchment Area (MCA)	Area 001,Area 002,Area 003,Area 004,Area 005,Area 006,Area 007,Area 008,Area 009,Area 010,Area 011,Area 012,Area 013,Area 014,Area 015,	
Discount for Usage from Outside MCA	0.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$60,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**9,257**	6,885	217	221	230	230	232	232	230	231	299	
Expenditure Attributable to MCA	**$43,937**	$0.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$0.00	
Total Expenditure	**$43,937**	$0.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$7,500.00	$0.00	
Cash Inflow	**$13,110**	$0.00	$1,029.75	$1,047.57	$1,091.54	$1,091.54	$1,099.78	$1,100.95	$1,091.63	$1,096.38	$1,420.87	
Net Cash Flow	**-$30,827**	$0.00	-$6,470.25	-$6,452.43	-$6,408.46	-$6,408.46	-$6,400.22	-$6,399.05	-$6,408.37	-$6,403.62	$1,420.87	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
275	276	271	277	276	276	276	275	273	272	
$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	
$1,305.65	$1,308.06	$1,288.00	$1,315.23	$1,308.06	$1,310.48	$1,310.39	$1,303.32	$1,296.42	$1,291.58	
$1,305.65	$1,308.06	$1,288.00	$1,315.23	$1,308.06	$1,310.48	$1,310.39	$1,303.32	$1,296.42	$1,291.58	

2032	**2033**	**2034**	**2035**	**2036**	
103	103	103	103	103	**12,266**
$0.00	$0.00	$0.00	$0.00	$0.00	**$60,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$60,000**
$486.97	$486.97	$486.97	$486.97	$486.97	**$25,542**
$486.97	$486.97	$486.97	$486.97	$486.97	**-$34,458**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**9,257**
Total Attributable Expenditure	**$43,937**
Infrastructure Charge Per Demand Unit	**$4.75**

Project	**DIRD5**	**Upgrade the existing Station Road/Ferrier Road intersection**
Estimated Total Capital Cost	$335,000.00	
External Funding	$0.00	
Net Substantive Cost	$335,000.00	
Total Cost (no GST)	$335,000.00	
Timing	2015 To 2021	
Main Catchment Area (MCA)	Area 001,	
Discount for Usage from Outside MCA	10.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$301,500.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**326**	108	15	18	24	22	26	26	22	20	63	
Expenditure Attributable to MCA	**$201,879**	$0.00	$0.00	$0.00	$43,071.43	$43,071.43	$43,071.43	$43,071.43	$43,071.43	$43,071.43	$43,071.43	
Total Expenditure	**$224,310**	$0.00	$0.00	$0.00	$47,857.14	$47,857.14	$47,857.14	$47,857.14	$47,857.14	$47,857.14	$47,857.14	
Cash Inflow	**$138,900**	$0.00	$9,276.45	$11,131.74	$14,842.32	$13,605.46	$16,079.18	$16,079.18	$13,605.46	$12,368.60	$38,912.00	
Net Cash Flow	**-$85,410**	$0.00	$9,276.45	$11,131.74	-$33,014.82	-$34,251.68	-$31,777.96	-$31,777.96	-$34,251.68	-$35,488.54	-$8,945.15	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
17	18	20	18	15	15	10	10	17	13	
$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	
$10,513.31	$11,131.74	$12,368.60	$11,131.74	$9,276.45	$9,276.45	$6,184.30	$6,184.30	$10,513.31	$8,039.59	
$10,513.31	$11,131.74	$12,368.60	$11,131.74	$9,276.45	$9,276.45	$6,184.30	$6,184.30	$10,513.31	$8,039.59	

2032	**2033**	**2034**	**2035**	**2036**	
0	0	0	0	0	**497**
$0.00	$0.00	$0.00	$0.00	$0.00	**$301,500**
$0.00	$0.00	$0.00	$0.00	$0.00	**$335,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$240,520**
$0.00	$0.00	$0.00	$0.00	$0.00	**-$94,480**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**326**
Total Attributable Expenditure	**$201,879**
Infrastructure Charge Per Demand Unit	**$618.43**

Project	**DIRD6**	**Intersection works Station Road at entry to new estate**
Estimated Total Capital Cost	$250,000.00	
External Funding	$0.00	
Net Substantive Cost	$250,000.00	
Total Cost (no GST)	$250,000.00	
Timing	2014 To 2020	
Main Catchment Area (MCA)	Area 001,	
Discount for Usage from Outside MCA	10.0%	
Discount Beyond ICP Horizon	0.0%	
Other Use Demand	0.0%	
Cost Attributable to MCA	$225,000.00	

	Present Value	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Demand Units	**326**	108	15	18	24	22	26	26	22	20	63	
Expenditure Attributable to MCA	**$159,695**	$0.00	$0.00	$32,142.86	$32,142.86	$32,142.86	$32,142.86	$32,142.86	$32,142.86	$32,142.86	$0.00	
Total Expenditure	**$177,439**	$0.00	$0.00	$35,714.29	$35,714.29	$35,714.29	$35,714.29	$35,714.29	$35,714.29	$35,714.29	$0.00	
Cash Inflow	**$109,876**	$0.00	$7,338.09	$8,805.71	$11,740.94	$10,762.53	$12,719.35	$12,719.35	$10,762.53	$9,784.12	$30,781.13	
Net Cash Flow	**-$67,563**	$0.00	$7,338.09	-$26,908.58	-$23,973.34	-$24,951.76	-$22,994.93	-$22,994.93	-$24,951.76	-$25,930.17	$30,781.13	

2022	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
17	18	20	18	15	15	10	10	17	13	
$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	
$8,316.50	$8,805.71	$9,784.12	$8,805.71	$7,338.09	$7,338.09	$4,892.06	$4,892.06	$8,316.50	$6,359.68	
$8,316.50	$8,805.71	$9,784.12	$8,805.71	$7,338.09	$7,338.09	$4,892.06	$4,892.06	$8,316.50	$6,359.68	

2032	**2033**	**2034**	**2035**	**2036**	
0	0	0	0	0	**497**
$0.00	$0.00	$0.00	$0.00	$0.00	**$225,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$250,000**
$0.00	$0.00	$0.00	$0.00	$0.00	**$190,262**
$0.00	$0.00	$0.00	$0.00	$0.00	**-$59,738**

Discount Rate	**6.0%**
Infrastructure Charge With Application of Present Value Discounting	
Total Demand Units	**326**
Total Attributable Expenditure	**$159,695**
Infrastructure Charge Per Demand Unit	**$489.21**

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