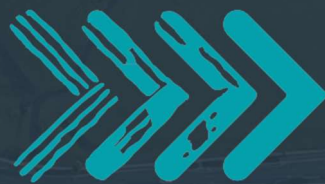


Ripley Valley Priority Development Area Development Charges and Offset Plan

July 2025

Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper



**Queensland
Government**

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1 Preliminary

1.1 Economic Development Act

The Economic Development Act 2012 (the ED Act)¹ establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and powers of the ED Act. The main purpose of the ED Act² is to facilitate economic development, development for community purposes, the provision of diverse housing including social and affordable housing and provision of premises for commercial or industrial uses. One of the ways the ED Act³ seeks to achieve this is by providing for a streamlined planning and development framework for particular parts of the state declared as priority development areas (PDAs).

The ED Act⁴ provides for the MEDQ to fix charges and other terms for the provision of infrastructure in PDAs.

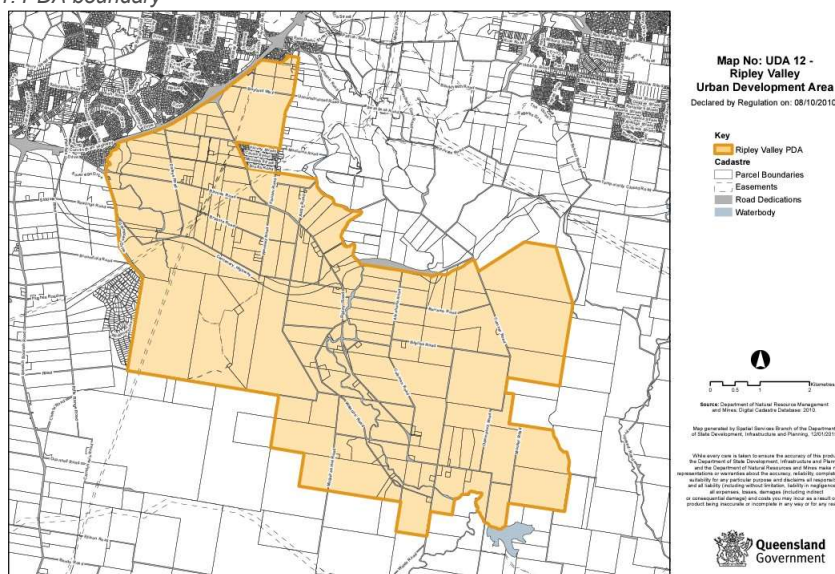
This document is the Development Charges and Offset Plan (DCOP) made by the MEDQ⁵ for the Ripley Valley PDA.

1.2 Ripley Valley Priority Development Area

The Ripley Valley PDA (the PDA) was declared by regulation⁶ on 8 October 2010.

The PDA is approximately 4,680 hectares of land and is located approximately five kilometres south-east of the Ipswich CBD and south of the Cunningham Highway. The boundaries of the PDA are shown on Map 1.

Map 1: PDA boundary



¹ See section 8 of the ED Act.

² See section 3 of the ED Act.

³ See section 4 of the ED Act.

⁴ See section 10 of the ED Act.

⁵ See section 10 of the ED Act.

⁶ See section 37 of the ED Act.

1.3 Application of the Development Charges and Offset Plan

The Ripley Valley PDA DCOP is made by the MEDQ and is applicable to all development on land and water within the boundaries of the PDA.

The DCOP became effective on 1st July 2022.

1.4 Purpose of the DCOP

The DCOP is a policy document which is intended to provide guidance to the MEDQ on infrastructure matters for a development and states the following for the PDA:

- i. the Development Charge for the provision of Trunk Infrastructure for the following networks:
 - a. water supply
 - b. sewerage
 - c. transport
 - d. parks and open space
 - e. community facilities
 - f. implementation works
- ii. the Trunk Infrastructure plans and schedules of works, and
- iii. matters relevant to calculating a credit, offset or refund for the provision of Trunk Infrastructure.

Development Charges will contribute to funding the cost of Trunk Infrastructure that is proposed to service development within the PDA.

On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the Ripley Valley PDA. Additionally, to the extent of any inconsistency, the DCOP prevails over other EDQ instruments concerning charges, credits, offsets and refunds.

1.5 Transitional Provisions

This section relates to the transition from the Superseded EDQ Instruments to the DCOP.

Where a development approval or approved offset claim (including an approved provisional offset claim) was issued under, or makes reference to a Superseded EDQ Instrument where concerning charges, credits, offsets and refunds, the Superseded EDQ Instrument will continue to apply.

Where an offset claim has been requested (a Provisional Offset or Final Offset) prior to this DCOP taking effect and is yet to be decided, the offset request will continue to be assessed under the Superseded EDQ Instrument.

Any existing Provisional Offset will continue to apply for 24 months after the adoption of this DCOP taking effect. Any subsequent applications will be required to be submitted under this DCOP.

Superseded EDQ Instruments apply where:

1. A development approval was made under the Superseded EDQ Instrument and remains current; and
2. The development approval contained conditions for the payment of charges under the Superseded EDQ Instrument; or
3. The development approval contained conditions for the delivery of trunk infrastructure identified in the Superseded EDQ Instrument.

2 Development Charges

2.1 Charge categories

This DCOP categorises the uses defined in the PDA development scheme stated in column 2, into the charge categories stated in column 1, Table 1.

Where a “use” is not listed in column 2 of Table 1 (including where a “use” is unknown because the PDA development application does not specify a proposed “use” or where a “use” is undefined in the PDA development scheme), the MEDQ will determine the appropriate charge category to apply based on an assessment of the “use” and the demand placed upon the Trunk Infrastructure networks by the development.

Table 1: Charge categories and uses

Column 1 Charge category	Column 2 Use type under the PDA development scheme
Residential development	
Residential	Display home, Home based business, House, Multiple residential, Other residential, Relocatable home park, Short term accommodation
Non-residential development	
Retail	Bulk landscape supplies, Fast food premises, Food premises, Garden centre, Market, Outdoor sales, Service station, Shop, Shopping centre, Showroom
Commercial	Business, Car park, Health care services, Sales office
Industrial	Extractive industry, High impact industry, Low impact industry, Medium impact industry, Noxious and hazardous industry, Research and technology facility, Service industry, Warehouse
Rural category	Agriculture, Agricultural supply store, Animal keeping and husbandry, Intensive animal industries, Intensive horticulture, Wholesale nursery
Tourism category	Tourist attraction, Tourist park
Service, community and other uses category	Cemetery, Child care centre, Community facility, Crematorium, Educational establishment, Emergency services, Funeral parlour, Hospital, Place of assembly, Telecommunications facility, Utility installation, Veterinary hospital
Sport, recreation and entertainment category	Indoor entertainment, Indoor sport and recreation, Outdoor sport and recreation, Park

2.2 Development Charge Types – Local Charge

The following types of charges (the sum of which equal the Local Charge) apply to development in the PDA:

- i. **municipal charge** – covers the Trunk Infrastructure typically contained within and providing service only to the PDA and includes infrastructure such as trunk roads, sewer, water supply, serviced land for municipal community facilities, public transport and parks and open space. The municipal charge comprises the following:
 - a. **catalyst charge** – a component of the municipal charge quarantined to facilitate the early construction of Catalyst Infrastructure for the PDA. This infrastructure will enable the early and more efficient delivery of development within the PDA. Where Queensland State Government loans are used to fund this infrastructure, they will be required to be repaid over a period of time.
 - b. **balance municipal charge** – the remaining component of the municipal charge (excluding catalyst and public transport charge) is used to facilitate the construction of Trunk Infrastructure for the PDA.
- ii. **State charge** – covers the provision of serviced land for State community facilities.
- iii. **implementation charges** – covers employment, community development, ecological sustainability and innovation strategies and programs delivered as part of a development.
- iv. **sub-regional charges** – provides a contribution towards the sub-regional infrastructure required to service the PDA and provide necessary external connections to the wider infrastructure networks.

2.3 Development Charge Types – Other charges

There are no other charge types applicable to development within the PDA.

2.4 Base Development Charge Rates for reconfiguring a lot or material change of use

The Base Development Charge Rates are:

- i. Reconfiguring a lot - The Base Development Charge Rates for reconfiguring a lot are set out in Table 2. Section 2.7 details the method for calculating the applicable Development Charge Rates for reconfiguring a lot.
- ii. Material change of use - The Base Development Charge Rates for a material change of use are set out in Table 3. Section 2.7 details the method for calculating the applicable Development Charge Rates for material change of use.

Table 2: Base Development Charge Rates for reconfiguring a lot (FY 2023/24)

Proposed land use	Unit	Local Charges (per unit)					Total Local Charge (per unit)	Total Development Charge (per unit)
		Municipal charge		State charge	Implementation charge	Sub-regional charge		
		Catalyst charge	Balance municipal charge					
Development category								
Management Lot	Lot	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential	Lot	\$7,796	\$17,396	\$3,006	\$1,308	\$7,576	\$37,082	\$0
Non residential	Lot	\$0	\$6,958	\$0	\$0	\$2,273	\$9,231	\$0

Table 3: Base Development Charge Rates for material change of use (FY 2023/24)

Proposed land use	Unit	Local Charges (per unit)					Total Local Charge (per unit)	Total Development Charge (per unit)
		Municipal charge		State charge	Implementation charge	Sub-regional charge		
		Catalyst charge	Balance municipal charge					
Residential category								
House or display home	Dwelling	\$7,796	\$17,396	\$3,006	\$1,308	\$7,576	\$37,082	\$0
Multiple residential, Other residential, relocatable home park, short term accommodation	Small dwelling	\$7,796	\$4,860	\$1,933	\$842	\$4,870	\$20,301	\$0
	Medium dwelling	\$7,796	\$11,130	\$2,469	\$1,073	\$6,222	\$28,690	\$0
	Large dwelling	\$7,796	\$17,396	\$3,006	\$1,308	\$7,576	\$37,082	\$0
Retail category								
Bulk landscape supplies	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Fast food premises	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Food premises	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Garden centre	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Market	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Proposed land use	Unit	Local Charges (per unit)					Total Local Charge (per unit)	Total Development Charge (per unit)
		Municipal charge		State charge	Implementation charge	Sub-regional charge		
		Catalyst charge	Balance municipal charge					
Outdoor sales	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Service station	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Shop	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Shopping centre	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Showroom	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Commercial category								
Business	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Car park	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Health care services	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Sales office – on a residential lot	Small office	\$7,796	\$4,860	\$1,933	\$842	\$4,870	\$20,301	\$0
	Medium office	\$7,796	\$11,130	\$2,469	\$1,073	\$6,222	\$28,691	\$0
	Large office	\$7,796	\$1,7396	\$3,006	\$1,308	\$7,576	\$37,082	\$0
Industrial category								
Extractive industry	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
High impact industry	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Noxious and hazardous industry	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Low impact industry	m² GFA	\$0	\$76	\$0	\$0	\$15	\$91	\$0
Medium impact industry	m² GFA	\$0	\$76	\$0	\$0	\$15	\$91	\$0
Research and technology facility	m² GFA	\$0	\$76	\$0	\$0	\$15	\$91	\$0
Service industry	m² GFA	\$0	\$272	\$0	\$0	\$55	\$327	\$0
Warehouse	m² GFA	\$0	\$76	\$0	\$0	\$15	\$91	\$0

Proposed land use	Unit	Local Charges (per unit)					Total Local Charge (per unit)	Total Development Charge (per unit)
		Municipal charge		State charge	Implementation charge	Sub-regional charge		
		Catalyst charge	Balance municipal charge					
Rural category								
Agriculture	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Agricultural supply store	m² GFA	\$0	\$76	\$0	\$0	\$15	\$91	\$0
Animal keeping and husbandry	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Intensive animal industries	m² GFA	\$0	\$29	\$0	\$0	\$6	\$35	\$0
Intensive horticulture	m² GFA	\$0	\$29	\$0	\$0	\$6	\$35	\$0
Wholesale nursery	m² GFA	\$0	\$29	\$0	\$0	\$6	\$35	\$0
Tourism category								
Tourist attraction	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Tourist park	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Service, community and other uses category								
Cemetery	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Child care centre	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Community facility	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Crematorium	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Educational establishment	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Emergency services	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Funeral parlour	m² GFA	\$0	\$105	\$0	\$0	\$21	\$126	\$0
Hospital	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0
Place of assembly	m² GFA	\$0	\$105	\$0	\$0	\$21	\$126	\$0
Telecommunications facility	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utility installation	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veterinary hospital	m² GFA	\$0	\$211	\$0	\$0	\$42	\$253	\$0

Proposed land use	Unit	Local Charges (per unit)					Total Local Charge (per unit)	Total Development Charge (per unit)
		Municipal charge		State charge	Implementation charge	Sub-regional charge		
		Catalyst charge	Balance municipal charge					
Sport, recreation and entertainment category								
Indoor entertainment	m² GFA	\$0	\$303	\$0	\$0	\$60	\$363	\$0
Indoor sport and recreation	m² GFA	\$0	\$303	\$0	\$0	\$60	\$363	\$0
Outdoor sport and recreation	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0
Park	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Undefined category								
All undefined uses	m² GFA	\$0	TBD	\$0	\$0	TBD	TBD	\$0

2.5 Credits for Development Charges

A Credit may be applied to the calculation of a Development Charge.

A Credit for a Development Charge is an amount that is the greater of the following:

- i. the charge for each existing lot, calculated in accordance with section 2.8(i)
- ii. if the premises are subject to an Existing Lawful Use and is serviced by all relevant Trunk Infrastructure, the charge for the Existing Lawful Use calculated in accordance with section 2.8(i), or
- iii. if the premises were subject to a Previous Lawful Use and is serviced by Trunk Infrastructure, the charge for the Previous Lawful Use calculated in accordance with section 2.8(i).

However, a Credit is not available where:

- i. the Existing Lawful Use or Previous Lawful Use commenced since the declaration of the PDA as accepted development, and charges were not levied.
- ii. the Existing Lawful Use or Previous Lawful Use was an interim use approved by the MEDQ and charges were not levied.

An applicant seeking a credit must provide evidence of the Existing Lawful Use, Previous Lawful Use, creation of the lot or payment of charges for accepted development or an interim use.

The sum of the Credits for the Development Charges cannot exceed the sum of the infrastructure charges for the approved development.

2.6 Reductions for Development Charges

A Reduction is an amount for which an applicant may be eligible to receive as a reduction to the Development Charges.

There are no Reductions available for development in the Ripley Valley PDA.

2.7 Calculating a Development Charge Rate

The Development Charge Rate for each use type is equal to the sum of the indexed Base Development Charge Rates for the use type. Base Development Charge Rates are indexed in accordance with section 4.

2.8 Calculating the Development Charge

The Development Charge payable will be calculated by:

- i. multiplying the proposed development demand for each relevant use type by the Development Charge Rate in accordance with section 2.7; and then
- ii. subtracting from it the applicable credit calculated in accordance with section 2.5 and
- iii. any applicable reduction calculated in accordance with section 2.6, as follows:

$$DC = (DD \times DCR) - C - R$$

Where:

DC = the Development Charge, which cannot be less than zero.

DD = the development demand represented by the demand unit (i.e., a number/quantity of lots, dwellings or GFA).

DCR = the applicable Development Charge Rate.

C = the value of any applicable Credit, represented in dollars.

R = the value of any applicable Reduction, represented in dollars.

2.9 Development exempt from Development Charges

Development Charges do not apply to development undertaken by the State, or another entity representing the State, for the following purposes:

- > education
- > emergency services
- > health care services, and
- > social housing

2.10 Deferral of Development Charges

On application, the MEDQ may defer Development Charges deemed payable for not-for-profit or charitable organisations to assist with the delivery of these facilities within the PDA.

Not-for-profit or charitable organisations eligible for deferred Development Charges are defined as per the Charities Act 2013 (Cth) and are registered with the Australian Charities and Not-for-profits Commission, unless the applicant can provide proof that the organisation provides a public benefit to the community, which is not limited to members of the organisation. The deferral for not-for-profit or charitable organisations applies to non-residential development only.

Deferrals are limited to 50 per cent of the Development Charges payable for a PDA development approval - capped to a maximum of \$40,000 per application.

Not-for-profit or charitable organisations may, at any time after the PDA development approval has been issued, but before the Development Charge becomes payable, apply for a deferral against the Development Charges.

If the MEDQ determines that an organisation meets the eligibility requirements, an infrastructure agreement may be prepared⁷ to defer the payment of Development Charges.

If an infrastructure agreement is proposed, it may include clauses which stipulate that the levied Development Charges will become due and payable if:

- i. the development or organisation no longer provides a public benefit
- ii. the development ceases being used by the not-for profit or charitable organisation, or
- iii. the property is transferred or otherwise disposed of.

2.11 Payment of Development Charges

A Development Charge is payable at the following times:

- i. If the Development Charge applies for development that is reconfiguring a lot, when the MEDQ approves a plan for the reconfiguration.
- ii. If the Development Charge applies for development that is a material change of use, prior to the earlier of:
 - a. when the MEDQ approves a building format plan; or
 - b. when the change happens; or
 - c. when the certificate of classification or final inspection certificate is issued for a building or structure.

⁷ The requirements set out in section 6.2 are not intended to be an exclusive list of requirements. The MEDQ retains ultimate discretion as to the terms and execution of any infrastructure agreement.

2.12 Special infrastructure levy

A special infrastructure levy (SIL) may be applied to properties in the Ripley Valley PDA to assist in funding strategies to mitigate potential development impacts on infrastructure outside the PDA (e.g., external road upgrading). Currently no SIL applies in the PDA.

2.13 Development charges for interim uses

Where a PDA development approval includes a use, which is deemed to be an 'interim use', development charges will be applied in accordance with the following principles:

- i. where the approval is for an interim use that has a duration of less than six years, charges will not be levied
- ii. where the approval is for an interim use that has a duration period of more than six years, charges are applicable in accordance with section 2.8
- iii. where the approval is an extension of an interim use duration period and the total duration period of the use is more than six years, charges are applicable in accordance with section 2.8.

3 Infrastructure Offsets and Refunds

Infrastructure Offsets, Unused Infrastructure Offsets, and Refunds are accrued where an applicant provides a Trunk Infrastructure Land Contribution, Works Contribution, and/or Implementation works. Infrastructure Offsets and Unused Infrastructure Offsets may only be used against identified development charge components in Table 4 below.

Table 4: Applicable Development Charge components

Land/Works Type	Applicable Development Charge Component
Sub-regional infrastructure	Sub-regional charge
Land and works within the State Community Facilities network	State charge
Land and works within the Municipal network	Balance municipal charge
Implementation Works Contribution	Implementation charge

3.1 Application of an offset

This section applies where an applicant:

- is required to, in accordance with a PDA development approval provide a Land Contribution or Works Contribution, or
- chooses to provide an Implementation Works Contribution, and
- requests the value of that Infrastructure Contribution be offset against Development Charges (an Infrastructure Offset), and/or
- requests a refund for the value of that Infrastructure Contribution that exceeds the Development Charges (an Infrastructure Refund).

An applicant may lodge an application with the MEDQ for the following types of offset claim:

- Provisional Offset (section 3.5), or
- Final Offset (section 3.6).

3.2 Works Contribution – cost estimate

The value of a Works Contribution is established in Section 5.1. An Infrastructure Offset claim for a Works Contribution may include the following:

- i. the construction cost for the works
- ii. construction on-costs for the work which do not exceed a total of 15 per cent of the construction cost for the following:
 - a. detailed design for the work including but not limited to RPEQ certification, survey, geotechnical, architectural, environmental and landscape design
 - b. project management fees including but not limited to procurement and contract administration, and
 - c. portable long service leave payment for a construction contract for the work.
 - d. 2% of the total value of the construction works at the Final Offset assessment stage, which will be invoiced by EDQ to recover EDQ's infrastructure planning costs for the PDA. The applicant is entitled to claim an offset of that 2% against the Final Offset project owner's costs.
- iii. for a Provisional Offset, the identified contingency percentage for the relevant infrastructure item within Section 5.1

An Infrastructure Offset claim for a Works Contribution may not include the cost of the following:

- i. master planning of the Works Contribution or for the development
- ii. carrying out temporary or sacrificial infrastructure works unless it is an agreed part of the Works Contribution, and it can be demonstrated that temporary or sacrificial works provide a more cost-effective solution than delivery of the ultimate design
- iii. relocation of utilities, unless specifically identified as a cost factor within the Infrastructure Planning Background Report (IPBR) and constructed in the location required for the ultimate infrastructure alignment. Unidentified relocation of works may be considered trunk at the sole discretion of MEDQ
- iv. carrying out other infrastructure works which are not part of the agreed Works Contribution
- v. decommissioning, removal and rehabilitation of infrastructure identified in ii) and iii), unless it is an agreed part of the Works Contribution
- vi. additional costs for the Works Contribution that have not been previously agreed with EDQ
- vii. part of the Works Contribution provided by another party
- viii. the cost of GST to the extent that GST is payable, and an input tax credit can be claimed for the work
- ix. a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the work
- x. a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant
- xi. a cost of carrying out non-trunk infrastructure works which is only made necessary by the

development and does not contribute to the function of the Works Contribution

- xii. a cost of carrying out trunk infrastructure works which relates to another infrastructure network
- xiii. the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant
- xiv. a cost of carrying out infrastructure works in excess of the standard of service for the network of development infrastructure in the infrastructure plan, and
- xv. a cost of maintaining an infrastructure asset where required by a condition of approval, unless specifically identified as an inclusion within the IPBR.

3.3 Land Contribution – cost estimate

The value of a Land Contribution is established in Section 5.1.

The land value to be offset is in accordance with the costing methodology within section 6.4 of the IPBR, based on pre-development flood levels for all assets. Consequently, the rate may vary along the length or across an area if the existing flood immunity varies. The predevelopment levels are to be based on council's flood model or approved flood and stormwater reports. For offset purposes, the land values provided within the DCOP reflect the land value and will apply only where new land is provided to accommodate the DCOP infrastructure. Any existing reserves (e.g., roads, recreation, waterways, etc.) will not attract a land value.

Where relocated or additional State community facilities are required (e.g., as varied from those facilities identified in the Ripley Valley Infrastructure Charging Offset Plan, June 2020), the land value is to contribute to the funding of the additional State facility acquisitions. Any additional funding forming part of a commercial agreement is not offsetable by the developer.

3.4 Implementation Works Contribution – cost estimate

The value of a planned Implementation Works Contribution is established in an approved Implementation Plan and corresponding Annual Monitoring Report. An offset claim for an Implementation Works Contribution may include the following:

- i. Annual Monitoring Report items that are in accordance with the Implementation Plan
- ii. The payment of 2% of the total value of the implementation works in an approved Final Implementation Offset claim, to recover EDQ's administration costs in assessing the Implementation Plans and Annual Monitoring Reports. The applicant is entitled to claim an offset of that 2% against the implementation charge.

An offset claim for an Implementation Works Contribution may not include the cost of the following:

- i. implementation works which involve the sale or marketing of the development
- ii. costs directly or indirectly related to construction or building
- iii. implementation works undertaken prior to MEDQ's endorsement of an Implementation Plan.
- iv. other implementation works which is not in accordance with the endorsed Implementation Plan
- v. the cost of GST to the extent that GST is payable, and an input tax credit can be claimed for the work

3.5 Provisional offset claim

Once a PDA development approval is issued, or at a later time, (but prior to the provision of the Land Contribution or the commencement of the Works Contribution or Implementation Works Contribution that constitute the contribution which is the subject of the offset request), an applicant may submit a provisional offset claim for MEDQ assessment and decision.

The MEDQ will require the applicant to provide all relevant information that will assist in deciding provisional offset claim. The applicant must comply with any request for further information from the MEDQ.

A provisional offset claim is required only where an applicant seeks to vary the scope, timing or cost of infrastructure land and works listed in Section 5.1.

In assessing the provisional offset claim the MEDQ shall:

- i. determine whether an offset will be given for the contribution
- ii. determine the Development Charge Type (sub-regional, municipal, implementation) which the Works Contribution, Land Contribution or Implementation Works Contribution will be offset against when a Final Offset is approved
- iii. for a Works Contribution, determine the Provisional Offset Value on the basis of the applicant's estimated cost of works pursuant to section 3.2
- iv. for a Land Contribution, determine the Provisional Offset Value with reference to the process outlined in section 3.3 based on the area of land to be contributed.
- v. for an Implementation Works Contribution, determine the Provisional Offset Value as the applicant's costs detailed in an Implementation Plan.

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

- i. whether a Provisional Offset will be given for the contribution
- ii. if a provisional offset is to be given:
 - a. the Provisional Offset Value for the Works Contribution
 - b. the Provisional Offset Value for the Land Contribution, or
 - c. the Provisional Offset Value for the Implementation Works Contribution.

A Provisional Offset has a currency period of 2 years from the date of decision.

The Provisional Offset provides an indicative assessment of offset value based on variations to infrastructure scope, timing or cost, and is not able to be applied against Development Charges until this value is confirmed, and adjusted as necessary, through the final offset claim process in section 3.6.

3.6 Final offset claim

An applicant may submit a final offset claim for MEDQ assessment and decision at the following times:

- i. for a Works Contribution:
 - a. for a completed Works Contribution, when the works have been accepted as on-maintenance, or
 - b. for a partially completed Works Contribution, when the MEDQ has agreed to accept an uncompleted works bond for the contribution. However, an offset for a partially completed Works Contribution can only be for the value of the completed portion and not the uncompleted portion of the works.
- ii. for a Land Contribution, when the Infrastructure Contribution has been provided in accordance with the relevant PDA development approval.
- iii. for an Implementation Works Contribution, when the contributions are accepted as part of an Implementation Plan.

In assessing the final offset claim the MEDQ shall:

- i. determine whether an offset will be given for the contribution against the relevant component of the Development Charge Type
- ii. determine the timing of the offset accrual
 - a. where trunk infrastructure works are completed by an applicant ahead of when they would normally be required (either by condition or to meet the DSS), the offset value cannot be accrued until such time as that trunk infrastructure would have normally been required
 - b. in all other cases, offsets are accrued at the time the MEDQ issues a notice to the applicant
- iii. determine the Final Offset Value which will be equal to:
 - a. for a Works Contribution, the certified actual costs, consistent with the scope, location and inclusions of the identified DCOP item or an approved Provisional Offset
 - b. for a Land Contribution, the land offset value determined by applying the estimate cost rates to the amount of land actually contributed in accordance with the PDA development approval
- iv. determine the amount of the Final Offset Value that is applicable to the relevant component of the Development Charge Type (the Infrastructure Offset), and if Works and Land Contributions exceeds the Development Charge Type, the amount of any Unused Infrastructure Offset where:
 - a. Unused Infrastructure Offsets are available in accordance with the methodology in Section 3.7
 - b. Indexation applies to Unused Infrastructure Offsets in accordance with the methodology in section 4

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

- i. whether a Final Offset will be given for the contribution
- ii. which Development Charge Type (i.e., sub-regional charge, balance municipal charge, implementation charge) the Final Offset Value will be offset against
- iii. if a Final Offset is to be given:
 - a. the timing of the offset accrual,
 - b. the Final Offset Value for the Works Contribution,
 - c. the Final Offset Value for the Land Contribution,
 - d. the Final Offset Value for the Implementation Works Contribution, or
- iv. Where an applicant's offset claim has not been accepted, the MEDQ will provide written notice of reasons for rejecting the applicant's request.

3.7 Using an offset

The offset applied to a development approval cannot exceed the Development Charge Type (i.e., sub-regional charge, balance municipal charge, implementation charge) for that development approval.

Where the offset available for a development approval (the original development approval) exceeds the Development Charge Type for that approval, the excess amount (the unused infrastructure offset) may be applied to reduce the same component of a Development Charge for any future PDA development approval provided the future development approval:

- is for land located in the Ripley Valley PDA; and
- is issued to the applicant for the original development approval.

However, this clause 3.7 does not apply where a refund for the unused infrastructure offset has been given in accordance with clause 3.8 below.

3.8 Trunk infrastructure refunds

A refund (Infrastructure Refund) may apply where a notice has been issued by the MEDQ stating the amount of an Unused Infrastructure Offset in accordance with section 3.6 and the stated amount (or part thereof) remains unused.

An applicant may submit a request to the MEDQ for a refund. The request must contain the following information for each Infrastructure Contribution the subject of the proposed refund:

- iv. that the Infrastructure Contribution has been lawfully completed
- v. that the applicant seeks a refund of the Unused Infrastructure Offset, and
- vi. the value of the Unused Infrastructure Offset.

The MEDQ may require the applicant to provide any further information that will assist in deciding a request for a refund.

The applicant must comply with any request for further information from the MEDQ.

3.9 Entitlement to a refund

Any refund is to accord with the following terms, unless otherwise agreed with the MEDQ:

- i. the refund is not to exceed the value of the Unused Infrastructure Offset
- ii. the refund will only be made available when sufficient Development Charges have been collected by the MEDQ for the infrastructure network which is the subject of the Infrastructure Refund, and
- iii. the Infrastructure Refund may be made over a series of payments.

3.10 Determining a request for a refund

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

- i. whether a refund is available or not
- ii. if an Infrastructure Refund is not available, the reason, or
- iii. if an Infrastructure Refund is available, the value of the refund, including indexation and details of the timing for payment of the refund.

4 Indexation

Base Development Charge Rates, Development Charges, Trunk Infrastructure estimated costs and Unused Infrastructure Offsets will be subject to indexation. Indexation occurs on 1 July each year. Indexation is to be calculated in accordance with the below indexation rates.

Values should be indexed from the base rate for every period up to the current FY.

Table 5: Indexation rates

FY	Indexation Rate
FY23/24	1.042905
FY24/25	1.062911
FY25/26	1.064382

The indexation rate in Table 5 is the 3-yearly PPI average variance from March of the current calendar year to March of the previous calendar year.

The 3-yearly PPI average has the meaning given to it by the *Planning Act 2016*. A PPI calculation spreadsheet is available on the Queensland Government's planning website.

5 Trunk infrastructure plans

5.1 Schedules of works

The schedule of works⁸ outlines future trunk land and works which are required to service the projected development within the PDA. Refer to Appendix A - Schedule of Works for details.

5.2 Trunk infrastructure maps

- Map 2: Transport (roads) – Trunk infrastructure
- Map 3: Transport (intersections) – Trunk infrastructure
- Map 4: Transport (structures) – Trunk infrastructure
- Map 5: Transport (off-road pathways) – Trunk infrastructure
- Map 6: Parks and open space – Trunk infrastructure
- Map 7: Local community facilities – Trunk infrastructure
- Map 8: State community facilities – Trunk infrastructure
- Map 9: Water – Trunk infrastructure
- Map 10: Sewer – Trunk infrastructure
- Map 11: Sub-regional Trunk Infrastructure

⁸ The Schedule of Works may be updated from time to time as information regarding infrastructure upgrades which are required to service the PDA is reviewed and/or becomes available.

6 Definitions

Unless otherwise expressly stated, a term used in this DCOP has the meaning given to it by:

- i. Table 6 of this DCOP
- ii. if not defined in this DCOP, the ED Act
- iii. if not defined in the ED Act, the Ripley Valley PDA Development Scheme
- iv. if not defined in any of the above documents, the *Planning Act 2016*, or the *South-East Queensland Water (Distribution and Retail Restructuring Act) 2009*.

Table 6: Defined terms

Column 1 Term	Column 2 Definition
Applicant	means an individual or entity who submits a development application to the MEDQ or their delegate, such as EDQ.
Base Development Charge Rate	means the rate, for each use type, as outlined in Tables 2 and 3 as at FY23/24 (July 2023).
Catalyst Infrastructure	means infrastructure, as determined by MEDQ, that enables the early and more efficient delivery of development within the PDA.
Complete Works Contribution	means a Works Contribution for which MEDQ has accepted as on-maintenance
Credit	means the monetary amount used in the calculation of an infrastructure charge, which is determined in accordance with section 2.5.
Detailed Scope of Works	means a detailed estimated breakdown of elements, materials and quantities required to deliver the infrastructure e.g., drainage, earthworks, landscaping, pavements, relocation of services, retaining walls, signalling, structures.
Development Charge	means the monetary amount of the charge for development in the PDA or PDA- associated development calculated in accordance with section 2.
Development Charge Rate	means the rate, per demand unit, charged for development as calculated in section 2.7.
Development Charge Type	means the charge type as per section 2.2
ED Act	means the <i>Economic Development Act 2012</i> .
EDQ	means Economic Development Queensland, the Queensland Government's land use planning and property development agency, operating under the <i>Economic Development Act 2012</i> , and often acts as the delegate of the MEDQ.
Existing Lawful Use	means an existing use which is lawful and already taking place on premises.

Final Offset	means an Infrastructure Offset stated in a notice from MEDQ to an applicant in accordance with section 3.6.
Final Offset Value	means the value of an offset issued by notice from MEDQ to an applicant in accordance with section 3.6.
Implementation Works Contribution	means an Infrastructure Contribution that is approved by the MEDQ through an Implementation Plan in accordance with section 3.4.
Infrastructure Contribution	means a Land Contribution, Works Contribution or Implementation Works Contribution.
Infrastructure Offset	means an offset for an infrastructure contribution referred to in section 3.
Infrastructure Refund	means a refund for an infrastructure contribution referred to in section 3.8.
Land Contribution	means an Infrastructure Contribution that is land referred to in section 3.3.
Local Charge	means the charges required to fund Implementation works and Trunk Infrastructure necessary to service development within the PDA.
Management Lot	means a lot that is: <ul style="list-style-type: none"> i. intended for a use or purpose that will not result in additional impacts on infrastructure networks for example, an easement lot; or ii. intended for further subdivision
MEDQ	means the Minister for Economic Development Queensland. The MEDQ holds powers under the ED Act to assess and decide PDA development applications, which may be delegated to entities such as local governments or agencies. Economic Development Queensland (EDQ), operating under the ED Act, often acts as the MEDQ's delegate. In this document, MEDQ refers to both the Minister and EDQ.
Previous Lawful Use	means a previous use which was lawful at the time it was carried out and is no longer taking place on premises.
Producer Price Index or PPI	means the producer price index for construction 6427.0 (ABS PPI) index number 3101 – Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics. If this index ceases to be published – another similar index.
Provisional Offset	means an Infrastructure Offset stated in a notice from MEDQ to an applicant in accordance with section 3.5.
Provisional Offset Value	means the offset value for an Infrastructure Contribution stated in a notice from MEDQ to an applicant in accordance with section 3.5.
Reduction	means the monetary amount used in the calculation of the Development Charge, which is determined in accordance with section 2.6.
Superseded EDQ Instrument	An EDQ instrument that was in effect prior to the adoption of the DCOP.
Trunk Infrastructure	means infrastructure which the MEDQ has identified in section 5.
Unused Infrastructure Offset	means an Infrastructure Offset, or the portion of an Infrastructure Offset, that has not been used to offset Development Charges.

Unit	<p>has the following meanings for quantifying the Development Charge in accordance with Section 2.4:</p> <ul style="list-style-type: none"> • Dwelling – is defined as per the relevant development instrument. • Residential lot – a lot which is intended to accommodate residential land uses as listed under the residential category in Table 1. • Non-residential lot – a lot which is intended to accommodate non-residential land uses as listed under all other Categories other than the residential category in Table 1, excluding lots created and dedicated for the following purpose: <ul style="list-style-type: none"> ○ telecommunications facility ○ utility installation ○ park • GFA – means gross floor area and is defined as per the relevant development instrument. • Small dwelling or small sales office – has a GFA of less than 60 m² • Medium dwelling or medium sales office – has a GFA of between 60 m² to 100 m². • Large dwelling or large sales office – has a GFA of greater than 100 m².
Works Contribution	means an Infrastructure Contribution that is works referred to in section 3.2.

Appendix A – Schedule of Works

Municipal Water Supply Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	DIAMETER (mm)	AREA (m²)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER FUNDING)	
PRV001	Pressure Reduction Valve		2027	2021 - 2026	300	0				\$0		\$28,148				1.000	1.000	1.000	\$28,148	15%	\$4,222	20%\$6,474	\$38,844	\$0	\$38,844	\$0	\$0
WPS001A	Water Pump Station	75 kW	2041	2031 - 2041		500		> Q100	\$30.40	\$15,198		\$1,238,121				1.000	1.000	1.000	\$1,238,121	15%	\$185,718	20%\$284,768	\$1,723,806	\$0	\$1,723,806	\$0	\$0
WPS001B	Water Pump Station	150 kW	2027	2021 - 2026		0				\$0		\$1,365,127				1.000	1.000	1.000	\$1,365,127	15%	\$204,769	20%\$313,979	\$1,883,876	\$0	\$1,883,876	\$0	\$0
WRES001A	Water Reservoir	8.0 ML	2027	2021 - 2026		5,000		> Q100	\$30.40	\$151,983		\$2,673,395				1.000	1.000	1.000	\$2,673,395	15%	\$401,009	20%\$614,881	\$3,841,269	\$0	\$2,560,974	\$0	\$1,280,295
WRES001B	Water Reservoir	2.0 ML	2041	2031 - 2041		0				\$0		\$1,642,781				1.000	1.000	1.000	\$1,642,781	15%	\$246,417	20%\$377,840	\$2,267,038	\$0	\$1,511,434	\$0	\$755,604
WM001	Water Main	PVC	2027	2021 - 2026	300	0	138			\$0	\$448	\$61,820			Y	1.000	1.000	5.000	\$309,100	15%	\$46,365	20%\$71,093	\$426,557	\$0	\$426,557	\$0	\$0
WM002	Water Main	PVC	2027	2021 - 2026	300	0	456			\$0	\$448	\$204,323	Y			1.250	1.000	1.000	\$255,404	15%	\$38,311	20%\$58,743	\$352,457	\$0	\$352,457	\$0	\$0
WM003	Water Main	PVC	2027	2021 - 2026	250	0	720			\$0	\$396	\$284,903	Y			1.250	1.000	1.000	\$356,128	15%	\$53,419	20%\$81,909	\$491,457	\$0	\$491,457	\$0	\$0
WM004	Water Main	PVC	2027	2021 - 2026	300	0	633			\$0	\$448	\$283,743	Y			1.250	1.000	1.000	\$354,679	15%	\$53,202	20%\$81,576	\$489,457	\$0	\$489,457	\$0	\$0
WM005	Water Main	PVC	2027	2021 - 2026	300	0	478			\$0	\$448	\$214,512	Y			1.250	1.000	1.000	\$268,139	15%	\$40,221	20%\$61,672	\$370,032	\$0	\$370,032	\$0	\$0
WM006	Water Main	PVC	2027	2021 - 2026	250	0	218			\$0	\$396	\$86,327	Y	Y		1.250	1.225	1.000	\$127,332	15%	\$19,100	20%\$29,286	\$175,718	\$0	\$175,718	\$0	\$0
WM007	Water Main	PVC	2027	2021 - 2026	250	0	430			\$0	\$396	\$170,369	Y	Y		1.250	1.225	1.000	\$251,295	15%	\$37,694	20%\$57,798	\$346,787	\$0	\$346,787	\$0	\$0
WM008	Water Main	PVC	2027	2021 - 2026	250	0	708			\$0	\$396	\$280,262	Y			1.250	1.000	1.000	\$350,327	15%	\$52,549	20%\$80,575	\$483,451	\$0	\$483,451	\$0	\$0
WM009	Water Main	PVC	2027	2021 - 2026	300	0	509			\$0	\$448	\$228,339	Y			1.250	1.000	1.000	\$285,424	15%	\$42,814	20%\$65,648	\$393,886	\$0	\$393,886	\$0	\$0
WM010	Water Main	PVC	2027	2021 - 2026	300	0	165			\$0	\$448	\$73,834	Y			1.250	1.000	1.000	\$92,292	15%	\$13,844	20%\$21,227	\$127,363	\$0	\$127,363	\$0	\$0
WM011	Water Main	PVC	2027	2021 - 2026	250	0	295			\$0	\$396	\$116,897	Y			1.250	1.000	1.000	\$146,121	15%	\$21,918	20%\$33,608	\$201,647	\$0	\$201,647	\$0	\$0
WM012	Water Main	PVC	2027	2021 - 2026	250	0	242			\$0	\$396	\$95,958	Y			1.250	1.000	1.000	\$119,948	15%	\$17,992	20%\$27,588	\$165,528	\$0	\$165,528	\$0	\$0
WM013	Water Main	PVC	2021	2021 - 2026	250	0	283			\$0	\$396	\$112,157	Y			1.250	1.000	1.000	\$140,196	15%	\$21,029	20%\$32,245	\$193,470	\$0	\$193,470	\$0	\$0
WM014	Water Main	PVC	2027	2021 - 2026	250	0	1,067			\$0	\$396	\$422,533	Y			1.250	1.000	1.000	\$528,167	15%	\$79,225	20%\$121,478	\$728,870	\$0	\$728,870	\$0	\$0
WM015	Water Main	GRP	2027	2021 - 2026	450	0	250			\$0	\$1,002	\$250,580	Y			1.250	1.000	1.000	\$313,225	15%	\$46,984	20%\$72,042	\$432,250	\$0	\$432,250	\$0	\$0
WM016	Water Main	GRP	2027	2021 - 2026	450	0	79			\$0	\$1,002	\$78,704			Y	1.000	1.000	5.000	\$393,521	15%	\$59,028	20%\$90,510	\$543,059	\$0	\$543,059	\$0	\$0
WM017	Water Main	GRP	2027	2021 - 2026	450	0	63			\$0	\$1,002	\$63,600	Y			1.250	1.000	1.000	\$79,500	15%	\$11,925	20%\$18,285	\$109,710	\$0	\$109,710	\$0	\$0
WM018	Water Main	PVC	2027	2021 - 2026	225	0	1,491			\$0	\$370	\$551,819	Y			1.250	1.000	1.000	\$689,774	15%	\$103,466	20%\$158,648	\$951,888	\$0	\$951,888	\$0	\$0
WM019	Water Main	PVC	2027	2021 - 2026	225	0	1,914			\$0	\$370	\$708,490	Y			1.250	1.000	1.000	\$885,613	15%	\$132,842	20%\$203,691	\$1,222,145	\$0	\$1,222,145	\$0	\$0
WM020	Water Main	PVC	2027	2021 - 2026	225	0	656			\$0	\$370	\$243,007	Y			1.250	1.000	1.000	\$303,759	15%	\$45,564	20%\$69,865	\$419,188	\$0	\$419,188	\$0	\$0
WM021	Water Main	PVC	2027	2021 - 2026	225	0	100			\$0	\$370	\$36,970			Y	1.000	1.000	5.000	\$184,851	15%	\$27,728	20%\$42,516	\$255,094	\$0	\$255,094	\$0	\$0
WM022	Water Main	PVC	2027	2021 - 2026	300	0	289			\$0	\$448	\$129,518	Y			1.250	1.000	1.000	\$161,898	15%	\$24,285	20%\$37,236	\$223,419	\$0	\$223,419	\$0	\$0
WM023	Water Main	PVC	2027	2021 - 2026	300	0	1,791			\$0	\$448	\$803,039	Y			1.250	1.000	1.000	\$1,003,799	15%	\$150,570	20%\$230,874	\$1,385,243	\$0	\$1,385,243	\$0	\$0
WM024	Water Main	GRP	2041	2031 - 2041	600	0	124			\$0	\$1,134	\$140,899			Y	1.000	1.000	5.000	\$704,496	15%	\$105,674	20%\$162,034	\$972,204	\$0	\$972,204	\$0	\$0
WM025	Water Main	GRP	2041	2031 - 2041	600	0	368			\$0	\$1,134	\$417,482	Y			1.250	1.000	1.000	\$521,852	15%	\$78,278	20%\$120,026	\$720,156	\$0	\$720,156	\$0	\$0
WM026	Water Main	GRP	2027	2021 - 2026	375	0	121			\$0	\$730	\$88,578	Y			1.250	1.000	1.000	\$110,723	15%	\$16,608	20%\$25,466	\$152,797	\$0	\$152,797	\$0	\$0
WM027	Water Main	GRP	2041	2031 - 2041	600	0	374			\$0	\$1,134	\$423,710	Y			1.250	1.000	1.000	\$529,637	15%	\$79,446	20%\$121,817	\$730,899	\$0	\$730,899	\$0	\$0
WM028	Water Main	GRP	2041	2031 - 2041	600	0	141			\$0	\$1,134	\$159,921	Y			1.250	1.000	1.000	\$199,901	15%	\$29,985	20%\$45,977	\$275,864	\$0	\$275,864	\$0	\$0
WM029	Water Main	GRP	2041	2031 - 2041	600	0	558			\$0	\$1,134	\$632,284	Y			1.250	1.000	1.000	\$790,355	15%	\$118,553	20%\$181,782	\$1,090,690	\$0	\$1,090,690	\$0	\$0

Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Water Supply Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	DIAMETER (mm)	AREA (m²)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER FUNDING)		
WM030	Water Main	GRP	2041	2031 - 2041	600	0	70			\$0	\$1,134	\$79,286	Y			1.250	1.000	1.000	\$99,107	15%	\$14,866	20%	\$22,795	\$136,768	\$0	\$136,768	\$0	\$0
WM031	Water Main	GRP	2041	2031 – 2041	600	0	1,129			\$0	\$1,134	\$1,279,793	Y	Y		1.250	1.225	1.000	\$1,887,694	15%	\$283,154	20%	\$434,170	\$2,605,018	\$0	\$2,605,018	\$0	\$0
WM032	Water Main	PVC	2027	2021 - 2026	300	0	304			\$0	\$448	\$136,408	Y			1.250	1.000	1.000	\$170,510	15%	\$25,577	20%	\$39,217	\$235,304	\$0	\$235,304	\$0	\$0
WM033	Water Main	PVC	2027	2021 - 2026	300	0	217			\$0	\$448	\$97,188	Y			1.250	1.000	1.000	\$121,484	15%	\$18,223	20%	\$27,941	\$167,649	\$0	\$167,649	\$0	\$0
WM034	Water Main	PVC	2027	2021 - 2026	225	0	478			\$0	\$370	\$176,766	Y			1.250	1.000	1.000	\$220,958	15%	\$33,144	20%	\$50,820	\$304,922	\$0	\$304,922	\$0	\$0
WM035	Water Main	PVC	2027	2021 - 2026	300	0	84			\$0	\$448	\$37,757	Y			1.250	1.000	1.000	\$47,197	15%	\$7,080	20%	\$10,855	\$65,132	\$0	\$65,132	\$0	\$0
WM036	Water Main	PVC	2027	2021 - 2026	225	0	445			\$0	\$370	\$164,843	Y			1.250	1.000	1.000	\$206,054	15%	\$30,908	20%	\$47,392	\$284,354	\$0	\$284,354	\$0	\$0
WM037	Water Main	PVC	2027	2021 - 2026	225	0	351			\$0	\$370	\$129,894	Y			1.250	1.000	1.000	\$162,368	15%	\$24,355	20%	\$37,345	\$224,068	\$0	\$224,068	\$0	\$0
WM038	Water Main	PVC	2027	2021 - 2026	250	0	211			\$0	\$396	\$83,450	Y			1.250	1.000	1.000	\$104,313	15%	\$15,647	20%	\$23,992	\$143,952	\$0	\$143,952	\$0	\$0
WM039	Water Main	PE	2021	2021 - 2026	300	0	396			\$0	\$448	\$177,407	Y	Y		1.250	1.225	1.000	\$261,675	15%	\$39,251	20%	\$60,185	\$361,112	\$59,829	\$301,282	\$0	\$0
WM040	Water Main	PVC	2027	2021 - 2026	225	0	212			\$0	\$370	\$78,319	Y			1.250	1.000	1.000	\$97,899	15%	\$14,685	20%	\$22,517	\$135,100	\$0	\$135,100	\$0	\$0
WM041	Water Main	PVC	2027	2021 - 2026	300	0	216			\$0	\$448	\$96,849	Y	Y		1.250	1.225	1.000	\$142,852	15%	\$21,428	20%	\$32,856	\$197,136	\$0	\$197,136	\$0	\$0
WM042	Water Main	PVC	2027	2021 - 2026	300	0	180			\$0	\$448	\$80,847	Y			1.250	1.000	1.000	\$101,058	15%	\$15,159	20%	\$23,243	\$139,461	\$0	\$139,461	\$0	\$0
WM043	Water Main	PVC	2027	2021 - 2026	250	0	222			\$0	\$396	\$87,865	Y			1.250	1.000	1.000	\$109,831	15%	\$16,475	20%	\$25,261	\$151,567	\$0	\$151,567	\$0	\$0
WM044	Water Main	PVC	2027	2021 - 2026	300	0	644			\$0	\$448	\$288,854	Y			1.250	1.000	1.000	\$361,068	15%	\$54,160	20%	\$83,046	\$498,274	\$0	\$498,274	\$0	\$0
WM045	Water Main	PVC	2027	2021 - 2026	250	0	182			\$0	\$396	\$72,081	Y			1.250	1.000	1.000	\$90,101	15%	\$13,515	20%	\$20,723	\$124,339	\$0	\$124,339	\$0	\$0
WM046	Water Main	PVC	2027	2021 - 2026	300	0	173			\$0	\$448	\$77,712	Y			1.250	1.000	1.000	\$97,139	15%	\$14,571	20%	\$22,342	\$134,052	\$0	\$134,052	\$0	\$0
WM047	Water Main	PVC	2027	2021 - 2026	300	0	170			\$0	\$448	\$76,152	Y			1.250	1.000	1.000	\$95,190	15%	\$14,278	20%	\$21,894	\$131,362	\$0	\$131,362	\$0	\$0
WM048	Water Main	PVC	2027	2021 - 2026	300	0	347			\$0	\$448	\$155,824	Y			1.250	1.000	1.000	\$194,780	15%	\$29,217	20%	\$44,799	\$268,796	\$0	\$268,796	\$0	\$0
WM049	Water Main	PVC	2027	2021 - 2026	300	0	233			\$0	\$448	\$104,602	Y			1.250	1.000	1.000	\$130,752	15%	\$19,613	20%	\$30,073	\$180,438	\$0	\$180,438	\$0	\$0
WM050	Water Main	PVC	2027	2021 - 2026	250	0	161			\$0	\$396	\$63,748	Y			1.250	1.000	1.000	\$79,685	15%	\$11,953	20%	\$18,327	\$109,965	\$0	\$109,965	\$0	\$0
WM051	Water Main	PVC	2027	2021 - 2026	300	0	194			\$0	\$448	\$86,788	Y			1.250	1.000	1.000	\$108,485	15%	\$16,273	20%	\$24,951	\$149,709	\$0	\$149,709	\$0	\$0
WM052	Water Main	PVC	2027	2021 - 2026	250	0	226			\$0	\$396	\$89,400	Y			1.250	1.000	1.000	\$111,751	15%	\$16,763	20%	\$25,703	\$154,216	\$0	\$154,216	\$0	\$0
WM053	Water Main	PVC	2027	2021 - 2026	250	0	174			\$0	\$396	\$68,854	Y			1.250	1.000	1.000	\$86,067	15%	\$12,910	20%	\$19,796	\$118,773	\$0	\$118,773	\$0	\$0
WM054	Water Main	PVC	2027	2021 - 2026	300	0	14			\$0	\$448	\$6,277	Y			1.250	1.000	1.000	\$7,846	15%	\$1,177	20%	\$1,805	\$10,827	\$0	\$10,827	\$0	\$0
WM055	Water Main	PVC	2027	2021 - 2026	300	0	243			\$0	\$448	\$109,189	Y	Y		1.250	1.225	1.000	\$161,053	15%	\$24,158	20%	\$37,042	\$222,253	\$0	\$222,253	\$0	\$0
WM056	Water Main	PVC	2027	2021 - 2026	225	0	199			\$0	\$370	\$73,646	Y			1.250	1.000	1.000	\$92,057	15%	\$13,809	20%	\$21,173	\$127,039	\$0	\$127,039	\$0	\$0
WM057	Water Main	PVC	2027	2021 - 2026	300	0	232			\$0	\$448	\$103,932	Y	Y		1.250	1.225	1.000	\$153,300	15%	\$22,995	20%	\$35,259	\$211,553	\$0	\$211,553	\$0	\$0
WM058	Water Main	PVC	2027	2021 - 2026	300	0	500			\$0	\$448	\$224,394			Y	1.000	1.000	5.000	\$1,121,968	15%	\$168,295	20%	\$258,053	\$1,548,315	\$0	\$1,548,315	\$0	\$0
WM059	Water Main	PVC	2027	2021 - 2026	300	0	237			\$0	\$448	\$106,360	Y			1.250	1.000	1.000	\$132,951	15%	\$19,943	20%	\$30,579	\$183,472	\$0	\$183,472	\$0	\$0
WM060	Water Main	PVC	2027	2021 - 2026	225	0	828			\$0	\$370	\$306,667	Y			1.250	1.000	1.000	\$383,334	15%	\$57,500	20%	\$88,167	\$529,000	\$0	\$529,000	\$0	\$0

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Municipal Water Supply Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	DIAMETER (mm)	AREA (m²)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER FUNDING)		
WM061	Water Main	PVC	2027	2021 - 2026	300	0	270			\$0	\$448	\$121,311	Y			1.250	1.000	1.000	\$151,639	15%	\$22,746	20%	\$34,877	\$209,262	\$0	\$209,262	\$0	\$0
WM062	Water Main	PVC	2027	2021 - 2026	225	0	175			\$0	\$370	\$64,730	Y			1.250	1.000	1.000	\$80,913	15%	\$12,137	20%	\$18,610	\$111,660	\$0	\$111,660	\$0	\$0
WM063	Water Main	PVC	2027	2021 - 2026	225	0	173			\$0	\$370	\$63,912	Y			1.250	1.000	1.000	\$79,890	15%	\$11,984	20%	\$18,375	\$110,249	\$0	\$110,249	\$0	\$0
WM064	Water Main	PVC	2027	2021 - 2026	225	0	294			\$0	\$370	\$108,782	Y			1.250	1.000	1.000	\$135,977	15%	\$20,397	20%	\$31,275	\$187,649	\$0	\$187,649	\$0	\$0
WM065	Water Main	PVC	2027	2021 - 2026	225	0	66			\$0	\$370	\$24,373	Y			1.250	1.000	1.000	\$30,467	15%	\$4,570	20%	\$7,007	\$42,044	\$0	\$42,044	\$0	\$0
WM066	Water Main	PVC	2027	2021 - 2026	225	0	226			\$0	\$370	\$83,579	Y			1.250	1.000	1.000	\$104,473	15%	\$15,671	20%	\$24,029	\$144,173	\$0	\$144,173	\$0	\$0
WM067	Water Main	PVC	2027	2021 - 2026	225	0	115			\$0	\$370	\$42,424	Y			1.250	1.000	1.000	\$53,030	15%	\$7,955	20%	\$12,197	\$73,182	\$0	\$73,182	\$0	\$0
WM068	Water Main	PVC	2027	2021 - 2026	225	0	266			\$0	\$370	\$98,540	Y			1.250	1.000	1.000	\$123,175	15%	\$18,476	20%	\$28,330	\$169,982	\$0	\$169,982	\$0	\$0
WM069	Water Main	PVC	2027	2021 - 2026	225	0	180			\$0	\$370	\$66,563	Y			1.250	1.000	1.000	\$83,204	15%	\$12,481	20%	\$19,137	\$114,821	\$0	\$114,821	\$0	\$0
WM070	Water Main	PVC	2027	2021 - 2026	225	0	343			\$0	\$370	\$126,794	Y			1.250	1.000	1.000	\$158,493	15%	\$23,774	20%	\$36,453	\$218,720	\$0	\$218,720	\$0	\$0
WM071	Water Main	PVC	2027	2021 - 2026	250	0	279			\$0	\$396	\$110,423	Y			1.250	1.000	1.000	\$138,029	15%	\$20,704	20%	\$31,747	\$190,479	\$0	\$190,479	\$0	\$0
WM072	Water Main	PVC	2027	2021 - 2026	250	0	126			\$0	\$396	\$50,016	Y			1.250	1.000	1.000	\$62,519	15%	\$9,378	20%	\$14,379	\$86,277	\$0	\$86,277	\$0	\$0
WM073	Water Main	GRP	2027	2021 - 2026	375	0	395			\$0	\$730	\$288,271	Y			1.250	1.000	1.000	\$360,339	15%	\$54,051	20%	\$82,878	\$497,267	\$0	\$497,267	\$0	\$0
WM074	Water Main	GRP	2027	2021 - 2026	375	0	126			\$0	\$730	\$91,815	Y			1.250	1.000	1.000	\$114,769	15%	\$17,215	20%	\$26,397	\$158,382	\$0	\$158,382	\$0	\$0
WM075	Water Main	PVC	2027	2021 - 2026	225	0	1,069			\$0	\$370	\$395,823	Y			1.250	1.000	1.000	\$494,779	15%	\$74,217	20%	\$113,799	\$682,795	\$0	\$682,795	\$0	\$0
WM076	Water Main	PVC	2027	2021 - 2026	300	0	218			\$0	\$448	\$97,813	Y			1.250	1.000	1.000	\$122,267	15%	\$18,340	20%	\$28,121	\$168,728	\$0	\$168,728	\$0	\$0
WM077	Water Main	PVC	2027	2021 - 2026	300	0	234			\$0	\$448	\$104,867	Y			1.250	1.000	1.000	\$131,084	15%	\$19,663	20%	\$30,149	\$180,896	\$0	\$180,896	\$0	\$0
WM078	Water Main	PVC	2027	2021 - 2026	300	0	180			\$0	\$448	\$80,516	Y			1.250	1.000	1.000	\$100,644	15%	\$15,097	20%	\$23,148	\$138,889	\$0	\$138,889	\$0	\$0
WM079	Water Main	PVC	2027	2021 - 2026	300	0	68			\$0	\$448	\$30,606	Y			1.250	1.000	1.000	\$38,258	15%	\$5,739	20%	\$8,799	\$52,796	\$0	\$52,796	\$0	\$0
WM080	Water Main	GRP	2041	2031 - 2041	375	0	794			\$0	\$730	\$579,639	Y			1.250	1.000	1.000	\$724,549	15%	\$108,682	20%	\$166,646	\$999,877	\$0	\$999,877	\$0	\$0
WM081	Water Main	PVC	2027	2021 - 2026	250	0	1,085			\$0	\$396	\$429,509	Y			1.250	1.000	1.000	\$536,886	15%	\$80,533	20%	\$123,484	\$740,902	\$0	\$740,902	\$0	\$0
WM082	Water Main	GRP	2041	2031 - 2041	375	0	374			\$0	\$730	\$272,859	Y			1.250	1.000	1.000	\$341,074	15%	\$51,161	20%	\$78,447	\$470,682	\$0	\$470,682	\$0	\$0
WM083	Water Main	PVC	2027	2021 - 2026	250	0	163			\$0	\$396	\$64,698			Y	1.000	1.000	5.000	\$323,488	15%	\$48,523	20%	\$74,402	\$446,413	\$0	\$446,413	\$0	\$0
WM084	Water Main	PVC	2027	2021 - 2026	250	0	598			\$0	\$396	\$236,849	Y			1.250	1.000	1.000	\$296,061	15%	\$44,409	20%	\$68,094	\$408,564	\$0	\$408,564	\$0	\$0
WM085	Water Main	PVC	2027	2021 - 2026	250	0	389			\$0	\$396	\$154,145			Y	1.000	1.000	5.000	\$770,726	15%	\$115,609	20%	\$177,267	\$1,063,602	\$0	\$1,063,602	\$0	\$0
WM086	Water Main	PVC	2027	2021 - 2026	250	0	1,051			\$0	\$396	\$415,930	Y			1.250	1.000	1.000	\$519,913	15%	\$77,987	20%	\$119,580	\$717,480	\$0	\$717,480	\$0	\$0
WM087	Water Main	PVC	2027	2021 - 2026	250	0	150			\$0	\$396	\$59,387	Y			1.250	1.000	1.000	\$74,234	15%	\$11,135	20%	\$17,074	\$102,443	\$0	\$102,443	\$0	\$0
WM088	Water Main	GRP	2027	2021 - 2026	450	0	777			\$0	\$1,002	\$778,944	Y			1.250	1.000	1.000	\$973,680	15%	\$146,052	20%	\$223,946	\$1,343,678	\$0	\$1,343,678	\$0	\$0
WM089	Water Main	GRP	2027	2021 - 2026	600	0	84			\$0	\$1,134	\$95,711	Y			1.250	1.000	1.000	\$119,639	15%	\$17,946	20%	\$27,517	\$165,102	\$0	\$165,102	\$0	\$0
WM090	Water Main	PVC	2027	2021 - 2026	300	0	5,313			\$0	\$448	\$2,382,932	Y			1.250	1.000	1.000	\$2,978,665	15%	\$446,800	20%	\$685,093	\$4,110,557	\$0	\$4,110,557	\$0	\$0

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Municipal Water Supply Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	DIAMETER (mm)	AREA (m²)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL)	ESTABLISHMENT COST MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER CATERING)	
WM091	Water Main	PVC	2041	2026 - 2031	300	0	2,244		\$0	\$448	\$1,006,330		Y			1,250	1,000	1,000	\$1,257,913	15%	\$188,687	20%\$289,320	\$1,735,919	\$0	\$1,157,338	\$0	\$578,582
WM092	Water Main	PVC	2041	2031 - 2041	300	0	1,633		\$0	\$448	\$732,178		Y			1,250	1,000	1,000	\$915,222	15%	\$137,283	20%\$210,501	\$1,263,006	\$0	\$0	\$0	\$1,263,006
WM093	Water Main	GRP	2041	2031 - 2041	600	0	17		\$0	\$1,134	\$19,117		Y			1,250	1,000	1,000	\$23,896	15%	\$3,584	20%\$5,496	\$32,977	\$0	\$32,977	\$0	\$0
WM094	Water Main	GRP	2041	2031 - 2041	600	0	661		\$0	\$1,134	\$749,226		Y			1,250	1,000	1,000	\$936,532	15%	\$140,480	20%\$215,402	\$1,292,415	\$0	\$1,292,415	\$0	\$0
WM095	Water Main	GRP	2041	2031 - 2041	675	0	46		\$0	\$1,314	\$60,306		Y			1,250	1,000	1,000	\$75,383	15%	\$11,307	20%\$17,338	\$104,028	\$0	\$104,028	\$0	\$0
WM096	Water Main	GRP	2041	2026 - 2031	675	0	312		\$0	\$1,314	\$410,098		Y			1,250	1,000	1,000	\$512,623	15%	\$76,893	20%\$117,903	\$707,420	\$0	\$707,420	\$0	\$0
WM097	Water Main	GRP	2041	2031 - 2041	525	0	473		\$0	\$1,095	\$517,401		Y			1,250	1,000	1,000	\$646,751	15%	\$97,013	20%\$148,753	\$892,516	\$0	\$892,516	\$0	\$0
WM098	Water Main	GRP	2041	2026 - 2031	525	0	936		\$0	\$1,095	\$1,024,005		Y			1,250	1,000	1,000	\$1,280,006	15%	\$192,001	20%\$294,401	\$1,766,408	\$0	\$1,766,408	\$0	\$0
WM099	Water Main	GRP	2041	2026 - 2031	375	0	205		\$0	\$730	\$149,874		Y			1,250	1,000	1,000	\$187,342	15%	\$28,101	20%\$43,089	\$258,532	\$0	\$258,532	\$0	\$0
WM100	Water Main	GRP	2041	2026 - 2031	375	0	1,820		\$0	\$730	\$1,328,548		Y			1,250	1,000	1,000	\$1,660,685	15%	\$249,103	20%\$381,958	\$2,291,745	\$0	\$2,291,745	\$0	\$0
WM101	Water Main	GRP	2041	2026 - 2031	375	0	1,902		\$0	\$730	\$1,388,551		Y			1,250	1,000	1,000	\$1,735,689	15%	\$260,353	20%\$399,208	\$2,395,251	\$0	\$2,395,251	\$0	\$0
WM102	Water Main	PVC	2041	2026 - 2031	250	0	1,258		\$0	\$396	\$498,050		Y	Y		1,250	1,225	1,000	\$734,624	15%	\$110,194	20%\$168,963	\$1,013,781	\$0	\$1,013,781	\$0	\$0
WM103	Water Main	GRP	2041	2031 - 2041	375	0	1,671		\$0	\$730	\$1,219,882		Y	Y		1,250	1,225	1,000	\$1,799,326	15%	\$269,899	20%\$413,845	\$2,483,069	\$0	\$2,483,069	\$0	\$0
WM104	Water Main	PVC	2027	2021 - 2026	300	0	1,027		\$0	\$448	\$460,536		Y			1,250	1,000	1,000	\$575,671	15%	\$86,351	20%\$132,404	\$794,425	\$0	\$794,425	\$0	\$0
WM105	Water Main	PVC	2027	2021 - 2026	300	0	172		\$0	\$448	\$76,945		Y			1,250	1,000	1,000	\$96,181	15%	\$14,427	20%\$22,122	\$132,730	\$0	\$132,730	\$0	\$0
WM106	Water Main	PVC	2027	2021 - 2026	300	0	2,229		\$0	\$448	\$999,561		Y			1,250	1,000	1,000	\$1,249,451	15%	\$187,418	20%\$287,374	\$1,724,242	\$0	\$1,724,242	\$0	\$0
WM107	Water Main	GRP	2027	2021 - 2026	600	0	503		\$0	\$1,134	\$570,313		Y			1,250	1,000	1,000	\$712,892	15%	\$106,934	20%\$163,965	\$983,790	\$0	\$983,790	\$0	\$0
WM108	Water Main	GRP	2027	2021 - 2026	525	0	2,222		\$0	\$1,095	\$2,431,988		Y			1,250	1,000	1,000	\$3,039,985	15%	\$455,998	20%\$699,196	\$4,195,179	\$0	\$4,195,179	\$0	\$0
WM109	Water Main	GRP	2027	2021 - 2026	375	0	366		\$0	\$730	\$266,862		Y			1,250	1,000	1,000	\$333,578	15%	\$50,037	20%\$76,723	\$460,337	\$0	\$460,337	\$0	\$0
WM110	Water Main	GRP	2027	2021 - 2026	375	0	1,141		\$0	\$730	\$832,902		Y			1,250	1,000	1,000	\$1,041,128	15%	\$156,169	20%\$239,459	\$1,436,756	\$0	\$1,436,756	\$0	\$0
WM111	Water Main	PVC	2027	2021 - 2026	300	0	84		\$0	\$448	\$37,592		Y			1,250	1,000	1,000	\$46,990	15%	\$7,048	20%\$10,808	\$64,846	\$0	\$64,846	\$0	\$0
WM112	Water Main	GRP	2027	2021 - 2026	375	0	1,896		\$0	\$730	\$1,384,446		Y			1,250	1,000	1,000	\$1,730,557	15%	\$259,584	20%\$398,028	\$2,388,169	\$0	\$2,388,169	\$0	\$0
WM113	Water Main	PVC	2027	2021 - 2026	300	0	1,445		\$0	\$448	\$648,178		Y			1,250	1,000	1,000	\$810,223	15%	\$121,533	20%\$186,351	\$1,118,108	\$0	\$1,118,108	\$0	\$0
WM114	Water Main	GRP	2027	2021 - 2026	375	0	1,060		\$0	\$730	\$773,943		Y			1,250	1,000	1,000	\$967,429	15%	\$145,114	20%\$222,509	\$1,335,052	\$0	\$1,335,052	\$0	\$0
WM115	Water Main	PVC	2027	2021 - 2026	225	0	3,361		\$0	\$370	\$1,244,234		Y			1,250	1,000	1,000	\$1,555,293	15%	\$233,294	20%\$357,717	\$2,146,304	\$0	\$2,146,304	\$0	\$0

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Municipal Water Supply Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	DIAMETER (mm)	AREA (m²)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m²)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER CATERFOR)		
WM116	Water Main	PVC	2041	2026 - 2031	225	0	2,134			\$0	\$370	\$789,867	Y			1.250	1.000	1.000	\$987,334	15%	\$148,100	20%\$227,087	\$1,362,521	\$0	\$1,362,521	\$0	\$0	
WM117	Water Main	PVC	2027	2021 - 2026	300	0	312			\$0	\$448	\$140,088	Y			1.250	1.000	1.000	\$175,110	15%	\$26,267	20%\$40,275	\$241,652	\$0	\$241,652	\$0	\$0	
WM118	Water Main	PVC	2027	2021 - 2026	250	0	649			\$0	\$396	\$257,073	Y			1.250	1.000	1.000	\$321,341	15%	\$48,201	20%\$73,909	\$443,451	\$0	\$443,451	\$0	\$0	
WM119	Water Main	PVC	2027	2021 - 2026	225	0	330			\$0	\$370	\$121,996	Y			1.250	1.000	1.000	\$152,495	15%	\$22,874	20%\$35,074	\$210,442	\$0	\$210,442	\$0	\$0	
WM120	Water Main	PVC	2027	2021 - 2026	250	0	377			\$0	\$396	\$149,327	Y			1.250	1.000	1.000	\$186,659	15%	\$27,999	20%\$42,932	\$257,590	\$0	\$257,590	\$0	\$0	
WM121	Water Main	PVC	2027	2021 - 2026	225	0	468			\$0	\$370	\$173,059	Y			1.250	1.000	1.000	\$216,324	15%	\$32,449	20%\$49,755	\$298,527	\$0	\$298,527	\$0	\$0	
WM122	Water Main	PVC	2027	2021 - 2026	225	0	148			\$0	\$370	\$54,889	Y			1.250	1.000	1.000	\$68,612	15%	\$10,292	20%\$15,781	\$94,684	\$0	\$94,684	\$0	\$0	
WM123	Water Main	PVC	2027	2021 - 2026	225	0	198			\$0	\$370	\$73,242	Y			1.250	1.000	1.000	\$91,553	15%	\$13,733	20%\$21,057	\$126,342	\$50,273	\$76,070	\$0	\$0	
WM124	Water Main	PVC	2027	2021 - 2026	225	0	144			\$0	\$370	\$53,339	Y			1.250	1.000	1.000	\$66,674	15%	\$10,001	20%\$15,335	\$92,011	\$0	\$92,011	\$0	\$0	
WM125	Water Main	PVC	2027	2021 - 2026	250	0	683			\$0	\$396	\$270,565	Y			1.250	1.000	1.000	\$338,206	15%	\$50,731	20%\$77,787	\$466,725	\$0	\$466,725	\$0	\$0	
WM126	Water Main	PVC	2027	2021 - 2026	300	0	404			\$0	\$448	\$181,216	Y			1.250	1.000	1.000	\$226,520	15%	\$33,978	20%\$52,100	\$312,598	\$0	\$312,598	\$0	\$0	
WM127	Water Main	PVC	2027	2021 - 2026	300	0	178			\$0	\$448	\$79,843	Y			1.250	1.000	1.000	\$99,804	15%	\$14,971	20%\$22,955	\$137,730	\$0	\$137,730	\$0	\$0	
WM128	Water Main	PVC	2027	2021 - 2026	225	0	98			\$0	\$370	\$36,265	Y			1.250	1.000	1.000	\$45,332	15%	\$6,800	20%\$10,426	\$62,558	\$0	\$62,558	\$0	\$0	
WM129	Water Main	PVC	2027	2021 - 2026	225	0	271			\$0	\$370	\$100,427	Y			1.250	1.000	1.000	\$125,534	15%	\$18,830	20%\$28,873	\$173,237	\$0	\$173,237	\$0	\$0	
WM130	Water Main	PVC	2027	2021 - 2026	300	0	395			\$0	\$448	\$177,335	Y			1.250	1.000	1.000	\$221,669	15%	\$33,250	20%\$50,984	\$305,903	\$44,522	\$261,382	\$0	\$0	
WM131	Water Main	PVC	2027	2021 - 2026	225	0	350			\$0	\$370	\$129,530	Y			1.250	1.000	1.000	\$161,912	15%	\$24,287	20%\$37,240	\$223,439	\$0	\$223,439	\$0	\$0	
WM132	Water Main	PVC	2027	2021 - 2026	300	0	160			\$0	\$448	\$71,554	Y			1.250	1.000	1.000	\$89,442	15%	\$13,416	20%\$20,572	\$123,430	\$0	\$123,430	\$0	\$0	
WM133	Water Main	PVC	2027	2021 - 2026	300	0	118			\$0	\$448	\$52,795	Y			1.250	1.000	1.000	\$65,994	15%	\$9,899	20%\$15,179	\$91,071	\$0	\$91,071	\$0	\$0	
WM134	Water Main	PVC	2027	2021 - 2026	300	0	178			\$0	\$448	\$79,794	Y			1.250	1.000	1.000	\$99,742	15%	\$14,961	20%\$22,941	\$137,644	\$0	\$137,644	\$0	\$0	
WM135	Water Main	PVC	2027	2021 - 2026	225	0	418			\$0	\$370	\$154,676	Y			1.250	1.000	1.000	\$193,345	15%	\$29,002	20%\$44,469	\$266,816	\$0	\$266,816	\$0	\$0	
WM136	Water Main	PVC	2027	2021 - 2026	300	0	560			\$0	\$448	\$251,314	Y			1.250	1.000	1.000	\$314,143	15%	\$47,121	20%\$72,253	\$433,517	\$0	\$433,517	\$0	\$0	
WM137	Water Main	PVC	2027	2021 - 2026	300	0	633			\$0	\$448	\$283,911	Y			1.250	1.000	1.000	\$354,888	15%	\$53,233	20%\$81,624	\$489,746	\$0	\$489,746	\$0	\$0	
WM138	Water Main	PVC	2041	2031 - 2041	300	0	574			\$0	\$448	\$257,302	Y			1.250	1.000	1.000	\$321,627	15%	\$48,244	20%\$73,974	\$443,846	\$0	\$443,846	\$0	\$0	
WM139	Water Main	PVC	2027	2021 - 2026	250	0	639			\$0	\$396	\$252,923	Y			1.250	1.000	1.000	\$316,153	15%	\$47,423	20%\$72,715	\$436,292	\$0	\$436,292	\$0	\$0	
WM140	Water Main	PVC	2027	2021 - 2026	300	0	445			\$0	\$448	\$199,554	Y			1.250	1.000	1.000	\$249,442	15%	\$37,416	20%\$57,372	\$344,230	\$0	\$344,230	\$0	\$0	
WM141	Water Main	PVC	2027	2021 - 2026	300	0	920			\$0	\$448	\$412,753	Y			1.250	1.000	1.000	\$515,942	15%	\$77,391	20%\$118,667	\$711,999	\$0	\$711,999	\$0	\$0	
WM142	Water Main	PVC	2021	2021 - 2026	315	0	182			\$0	\$448	\$81,532	Y			1.250	1.000	1.000	\$101,915	15%	\$15,287	20%\$23,440	\$140,643	\$0	\$140,643	\$0	\$0	
WM143	Water Main	PVC	2021	2021 - 2026	315	0	66			\$0	\$448	\$29,501	Y			1.250	1.000	1.000	\$36,876	15%	\$5,531	20%\$8,482	\$50,889	\$0	\$50,889	\$0	\$0	
WM144	Water Main	PVC	2021	2021 - 2026	315	0	718			\$0	\$448	\$321,835	Y			1.250	1.000	1.000	\$402,294	15%	\$60,344	20%\$92,528	\$555,166	\$0	\$555,166	\$0	\$0	
WM145	Water Main	PVC	2041	2036 - 2041	375	0	140			\$0	\$730	\$101,842	Y			1.250	1.000	1.000	\$127,302	15%	\$19,095	20%\$29,279	\$175,677	\$0	\$175,677	\$0	\$0	
								TOTAL		\$167,181		\$50,725,478							\$65,367,971		\$9,805,196		\$15,034,633	\$90,374,981	\$154,624	\$86,342,870	\$0	\$3,877,487

➤ Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Water Supply Network Ripley Valley Existing Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXWPS01	Water Pump Station	Complete	\$1,053,875	\$0
EXWM01	Water Main	Complete	\$135,768	\$0
EXWM01	Water Main	Complete	\$226,128	\$0
EXWM02	Water Main	Complete	\$127,487	\$0
EXWM03	Water Main	Complete	\$60,954	\$0
EXWM04	Water Main	Complete	\$76,733	\$0
EXWM05	Water Main	Complete	\$87,680	\$0
EXWM06	Water Main	Complete	\$38,108	\$165,896
EXWM07	Water Main	Complete	\$45,320	\$0
EXWM07	Water Main	Complete	-\$788	\$0
EXWM08	Water Main	Complete	\$84,329	\$0
EXWM09	Water Main	Complete	-\$22,897	\$0
EXWM09	Water Main	Complete	\$20,758	\$0
EXWM09	Water Main	Complete	\$75,042	\$0
EXWM11	Water Main	Complete	\$161,038	\$0
EXWM12	Water Main	Complete	\$9,178	\$0
EXWM13	Water Main	Complete	\$7,650	\$0
EXWM13	Water Main	Complete	\$82,805	\$0
EXWM13	Water Main	Complete	\$19,635	\$0
EXWM13	Water Main	Complete	\$3,442	\$0
EXWM13	Water Main	Complete	\$41,420	\$0
EXWM13	Water Main	Complete	\$32,207	\$0
EXWM13	Water Main	Complete	\$43,632	\$0
EXWM14	Water Main	Complete	\$43,149	\$0
EXWM15	Water Main	Complete	\$41,743	\$0
EXWM15	Water Main	Complete	\$27,184	\$0
EXWM16	Water Main	Complete	\$268,947	\$1,170,801
WM039	Water Main	Partial	\$8,925	\$0
WM039	Water Main	Partial	\$50,904	\$0
WM123	Water Main	Partial	\$50,273	\$0
WM130	Water Main	Partial	\$44,522	\$0
			\$ 2,945,153	\$ 1,336,698

Municipal Sewerage Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	DIAMETER (mm)	LENGTH (m)	CONSTRUCTION METHOD	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)		CONTINGENCY COST (EXCLUDING LAND)		TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)
GM001	Gravity Main	GRP	2027	2021 - 2026	500	286	Trench		\$0	\$0	\$944	\$270,402	Y			1.400	1.000	1.000	\$378,562	15%	\$56,784	20%	\$87,069	\$522,416	\$0	\$522,416	\$0
GM002	Gravity Main	GRP	2041	2026 - 2031	500	963	Trench		\$0	\$0	\$944	\$909,043	Y			1.400	1.000	1.000	\$1,272,661	15%	\$190,899	20%	\$292,712	\$1,756,272	\$602,381	\$1,153,891	\$0
GM003	Gravity Main	GRP	2027	2021 - 2026	450	531	Trench		\$0	\$0	\$958	\$509,024	Y			1.400	1.000	1.000	\$712,634	15%	\$106,895	20%	\$163,906	\$983,434	\$0	\$983,434	\$0
GM004	Gravity Main	GRP	2027	2021 - 2026	525	350	Trench		\$0	\$0	\$1,074	\$376,354	Y			1.400	1.000	1.000	\$526,895	15%	\$79,034	20%	\$121,186	\$727,115	\$0	\$727,115	\$0
GM005	Gravity Main	PVC	2027	2021 - 2026	300	161	Trench		\$0	\$0	\$724	\$116,670	Y			1.400	1.000	1.000	\$163,338	15%	\$24,501	20%	\$37,568	\$225,407	\$0	\$225,407	\$0
GM006	Gravity Main	GRP	2027	2021 - 2026	600	93	Tunnel		\$0	\$0	\$1,209	\$112,014			Y	1.000	1.000	5.000	\$560,071	15%	\$84,011	20%	\$128,816	\$772,897	\$0	\$772,897	\$0
GM007	Gravity Main	PVC	2027	2021 - 2026	315	1,116	Trench		\$0	\$0	\$724	\$808,115	Y			1.400	1.000	1.000	\$1,131,361	15%	\$169,704	20%	\$260,213	\$1,561,278	\$0	\$1,561,278	\$0
GM008	Gravity Main	GRP	2027	2021 - 2026	700	387	Trench		\$0	\$0	\$1,831	\$708,199	Y			1.400	1.000	1.000	\$991,478	15%	\$148,722	20%	\$228,040	\$1,368,240	\$0	\$1,368,240	\$0
GM009	Gravity Main	GRP	2027	2021 - 2026	450	1,123	Trench		\$0	\$0	\$958	\$1,075,613	Y			1.400	1.000	1.000	\$1,505,858	15%	\$225,879	20%	\$346,347	\$2,078,084	\$0	\$2,078,084	\$0
GM010	Gravity Main	PVC	2027	2021 - 2026	300	982	Trench		\$0	\$0	\$724	\$711,348	Y			1.400	1.000	1.000	\$995,888	15%	\$149,383	20%	\$229,054	\$1,374,325	\$0	\$1,374,325	\$0
GM011	Gravity Main	PVC	2027	2021 - 2026	375	373	Trench		\$0	\$0	\$752	\$280,288	Y			1.400	1.000	1.000	\$392,403	15%	\$58,860	20%	\$90,253	\$541,516	\$0	\$541,516	\$0
GM012	Gravity Main	PVC	2027	2021 - 2026	300	801	Trench		\$0	\$0	\$724	\$580,011	Y			1.400	1.000	1.000	\$812,015	15%	\$121,802	20%	\$186,763	\$1,120,580	\$0	\$1,120,580	\$0
GM013	Gravity Main	GRP	2027	2021 - 2026	600	627	Trench		\$0	\$0	\$1,209	\$758,162	Y			1.400	1.000	1.000	\$1,061,427	15%	\$159,214	20%	\$244,128	\$1,464,770	\$0	\$1,464,770	\$0
GM014	Gravity Main	GRP	2027	2021 - 2026	450	1,355	Trench		\$0	\$0	\$958	\$1,298,147	Y			1.400	1.000	1.000	\$1,817,405	15%	\$272,611	20%	\$418,003	\$2,508,019	\$0	\$2,508,019	\$0
GM015	Gravity Main	GRP	2027	2021 - 2026	450	162	Tunnel		\$0	\$0	\$958	\$155,397			Y	1.000	1.000	5.000	\$776,985	15%	\$116,548	20%	\$178,707	\$1,072,240	\$0	\$1,072,240	\$0
GM016	Gravity Main	GRP	2027	2021 - 2026	450	1,096	Trench		\$0	\$0	\$958	\$1,049,451	Y			1.400	1.000	1.000	\$1,469,231	15%	\$220,385	20%	\$337,923	\$2,027,538	\$0	\$2,027,538	\$0
GM017	Gravity Main	PVC	2027	2021 - 2026	300	537	Trench		\$0	\$0	\$724	\$389,063	Y			1.400	1.000	1.000	\$544,689	15%	\$81,703	20%	\$125,278	\$751,670	\$0	\$751,670	\$0
GM018	Gravity Main	GRP	2027	2021 - 2026	450	208	Trench		\$0	\$0	\$958	\$199,558	Y			1.400	1.000	1.000	\$279,381	15%	\$41,907	20%	\$64,258	\$385,546	\$0	\$385,546	\$0
GM019	Gravity Main	PVC	2027	2021 - 2026	375	310	Trench		\$0	\$0	\$752	\$233,552	Y			1.400	1.000	1.000	\$326,972	15%	\$49,046	20%	\$75,204	\$451,222	\$0	\$451,222	\$0
GM020	Gravity Main	PVC	2027	2021 - 2026	300	491	Trench		\$0	\$0	\$724	\$355,544	Y			1.400	1.000	1.000	\$497,762	15%	\$74,664	20%	\$114,485	\$686,912	\$0	\$686,912	\$0
GM021	Gravity Main	PVC	2027	2021 - 2026	300	1,270	Trench		\$0	\$0	\$724	\$919,994	Y			1.400	1.000	1.000	\$1,287,992	15%	\$193,199	20%	\$296,238	\$1,777,429	\$0	\$1,777,429	\$0
GM023	Gravity Main	GRP	2027	2021 - 2026	400	30	Trench		\$0	\$0	\$791	\$24,120	Y			1.400	1.000	1.000	\$33,768	15%	\$5,065	20%	\$7,767	\$46,599	\$0	\$46,599	\$0
GM024	Gravity Main	GRP	2021	2021 - 2026	560	72	Bridge		\$0	\$0	\$1,178	\$187,165				1.000	1.000	1.000	\$187,165	15%	\$28,075	20%	\$43,048	\$258,288	\$0	\$258,288	\$0
GM025	Gravity Main	GRP	2021	2021 - 2026	560	87	Trench		\$0	\$0	\$1,178	\$102,201	Y			1.400	1.000	1.000	\$143,081	15%	\$21,462	20%	\$32,909	\$197,452	\$0	\$197,452	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Sewerage Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	DIAMETER (mm)	LENGTH (m)	CONSTRUCTION METHOD	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
GM026	Gravity Main	GRP	2021	2021 - 2026	560	191	Trench		\$0	\$0	\$1,178	\$225,288	Y			1.400	1.000	1.000	\$315,403	15%	\$47,310	20%	\$72,543	\$435,256	\$0	\$435,256	\$0
GM027	Gravity Main	GRP	2021	2021 - 2026	560	127	Trench		\$0	\$0	\$1,178	\$149,005	Y			1.400	1.000	1.000	\$208,606	15%	\$31,291	20%	\$47,979	\$287,877	\$0	\$287,877	\$0
GM028	Gravity Main	GRP	2041	2026 - 2031	600	287	Trench		\$0	\$0	\$1,209	\$346,755	Y			1.400	1.000	1.000	\$485,457	15%	\$72,819	20%	\$111,655	\$669,931	\$0	\$669,931	\$0
GM029	Gravity Main	GRP	2041	2026 - 2031	525	132	Trench		\$0	\$0	\$1,074	\$141,559	Y			1.400	1.000	1.000	\$198,183	15%	\$29,727	20%	\$45,582	\$273,492	\$0	\$273,492	\$0
GM030	Gravity Main	GRP	2021	2021 - 2026	400	43	Trench		\$0	\$0	\$791	\$34,124	Y			1.400	1.000	1.000	\$47,774	15%	\$7,166	20%	\$10,988	\$65,928	\$0	\$65,928	\$0
GM031	Gravity Main	GRP	2041	2036 - 2041	525	107	Trench		\$0	\$0	\$1,074	\$115,001	Y			1.400	1.000	1.000	\$161,001	15%	\$24,150	20%	\$37,030	\$222,182	\$0	\$222,182	\$0
GM032	Gravity Main	GRP	2041	2036 - 2041	400	314	Trench		\$0	\$0	\$791	\$248,861	Y			1.400	1.000	1.000	\$348,405	15%	\$52,261	20%	\$80,133	\$480,799	\$0	\$480,799	\$0
GM033	Gravity Main	PVC	2041	2036 - 2041	375	73	Trench		\$0	\$0	\$752	\$54,629	Y			1.400	1.000	1.000	\$76,480	15%	\$11,472	20%	\$17,591	\$105,543	\$0	\$105,543	\$0
GM034	Gravity Main	GRP	2021	2021 - 2026	400	103	Trench		\$0	\$0	\$791	\$81,475	Y			1.400	1.000	1.000	\$114,065	15%	\$17,110	20%	\$26,235	\$157,409	\$0	\$157,409	\$0
GM035	Gravity Main	GRP	2021	2021 - 2026	400	156	Trench		\$0	\$0	\$791	\$123,149	Y			1.400	1.000	1.000	\$172,409	15%	\$25,861	20%	\$39,654	\$237,924	\$0	\$237,924	\$0
GM036	Gravity Main	PVC	2021	2021 - 2026	355	155	Trench		\$0	\$0	\$752	\$116,976	Y			1.400	1.000	1.000	\$163,767	15%	\$24,565	20%	\$37,666	\$225,998	\$0	\$225,998	\$0
GM037	Gravity Main	PVC	2021	2021 - 2026	355	70	Trench		\$0	\$0	\$752	\$52,494	Y			1.400	1.000	1.000	\$73,492	15%	\$11,024	20%	\$16,903	\$101,419	\$0	\$101,419	\$0
GM039	Gravity Main	PVC	2027	2021 - 2026	375	567	Trench		\$0	\$0	\$752	\$426,340	Y			1.400	1.000	1.000	\$596,877	15%	\$89,531	20%	\$137,282	\$823,690	\$0	\$823,690	\$0
GM040	Gravity Main	PVC	2027	2021 - 2026	300	328	Trench		\$0	\$0	\$724	\$237,600	Y			1.400	1.000	1.000	\$332,640	15%	\$49,896	20%	\$76,507	\$459,043	\$0	\$459,043	\$0
GM041	Gravity Main	GRP	2021	2021 - 2026	400	201	Trench		\$0	\$0	\$791	\$158,822	Y			1.400	1.000	1.000	\$222,350	15%	\$33,353	20%	\$51,141	\$306,844	\$0	\$306,844	\$0
GM042	Gravity Main	GRP	2021	2021 - 2026	400	19	Trench		\$0	\$0	\$791	\$14,917	Y			1.400	1.000	1.000	\$20,884	15%	\$3,133	20%	\$4,803	\$28,821	\$0	\$28,821	\$0
GM043	Gravity Main	PVC	2021	2021 - 2026	250	411	Trench		\$0	\$0	\$724	\$297,827	Y			1.400	1.000	1.000	\$416,958	15%	\$62,544	20%	\$95,900	\$575,402	\$0	\$575,402	\$0
GM044	Gravity Main	GRP	2021	2021 - 2026	400	307	Trench		\$0	\$0	\$791	\$242,643	Y			1.400	1.000	1.000	\$339,700	15%	\$50,955	20%	\$78,131	\$468,786	\$0	\$468,786	\$0
GM045	Gravity Main	PVC	2021	2021 - 2026	315	204	Trench		\$0	\$0	\$724	\$147,745	Y	Y		1.400	1.225	1.000	\$240,086	15%	\$36,013	20%	\$55,220	\$331,319	\$0	\$331,319	\$0
GM046	Gravity Main	PVC	2021	2021 - 2026	250	924	Trench		\$0	\$0	\$724	\$668,821	Y	Y		1.400	1.225	1.000	\$1,086,834	15%	\$163,025	20%	\$249,972	\$1,499,831	\$0	\$1,499,831	\$0
GM047	Gravity Main	GRP	2027	2021 - 2026	675	42	Trench		\$0	\$0	\$1,784	\$75,206	Y			1.400	1.000	1.000	\$105,288	15%	\$15,793	20%	\$24,216	\$145,297	\$0	\$145,297	\$0
GM048	Gravity Main	GRP	2027	2021 - 2026	600	626	Trench		\$0	\$0	\$1,209	\$756,811	Y			1.400	1.000	1.000	\$1,059,536	15%	\$158,930	20%	\$243,693	\$1,462,159	\$0	\$1,462,159	\$0
GM049	Gravity Main	GRP	2027	2021 - 2026	450	264	Trench		\$0	\$0	\$958	\$253,061	Y			1.400	1.000	1.000	\$354,286	15%	\$53,143	20%	\$81,486	\$488,914	\$0	\$488,914	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Sewerage Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	DIAMETER (mm)	LENGTH (m)	CONSTRUCTION METHOD	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m)	WORKS RAW COST	SOIL FACTOR	TRAFFIC FACTOR	TUNNELLING FACTOR	SOIL FACTOR VALUE	TRAFFIC FACTOR VALUE	TUNNELLING FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)			CONTINGENCY COST (EXCLUDING LAND)		TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)
																				\$	%	\$	%	\$				
GM050	Gravity Main	GRP	2027	2021 - 2026	400	479	Trench		\$0	\$0	\$791	\$378,994	Y			1.400	1.000	1.000	\$530,592	15%	\$79,589	20%	\$122,036	\$732,217	\$0	\$732,217	\$0	
GM052	Gravity Main	GRP	2027	2021 - 2026	400	817	Trench		\$0	\$0	\$791	\$646,823	Y			1.400	1.000	1.000	\$905,552	15%	\$135,833	20%	\$208,277	\$1,249,662	\$0	\$1,249,662	\$0	
GM053	Gravity Main	PVC	2027	2021 - 2026	300	515	Trench		\$0	\$0	\$724	\$372,944	Y			1.400	1.000	1.000	\$522,121	15%	\$78,318	20%	\$120,088	\$720,527	\$0	\$720,527	\$0	
GM054	Gravity Main	GRP	2027	2021 - 2026	600	408	Trench		\$0	\$0	\$1,209	\$493,462	Y			1.400	1.000	1.000	\$690,846	15%	\$103,627	20%	\$158,895	\$953,368	\$0	\$953,368	\$0	
GM055	Gravity Main	GRP	2027	2021 - 2026	450	125	Bridge		\$0	\$0	\$958	\$222,173				1.000	1.000	1.000	\$222,173	15%	\$33,326	20%	\$51,100	\$306,598	\$0	\$306,598	\$0	
GM056	Gravity Main	PVC	2027	2021 - 2026	300	882	Trench		\$0	\$0	\$724	\$638,471	Y			1.400	1.000	1.000	\$893,860	15%	\$134,079	20%	\$205,588	\$1,233,526	\$0	\$1,233,526	\$0	
GM057	Gravity Main	PVC	2027	2021 - 2026	375	1,350	Trench		\$0	\$0	\$752	\$1,015,854	Y			1.400	1.000	1.000	\$1,422,195	15%	\$213,329	20%	\$327,105	\$1,962,630	\$0	\$1,962,630	\$0	
GM058	Gravity Main	PVC	2027	2021 - 2026	300	387	Trench		\$0	\$0	\$724	\$280,022	Y			1.400	1.000	1.000	\$392,031	15%	\$58,805	20%	\$90,167	\$541,002	\$0	\$541,002	\$0	
GM059	Gravity Main	GRP	2027	2021 - 2026	600	3,205	Trench		\$0	\$0	\$1,209	\$3,876,142	Y			1.400	1.000	1.000	\$5,426,598	15%	\$813,990	20%	\$1,248,118	\$7,488,706	\$0	\$7,488,706	\$0	
GM060	Gravity Main	PVC	2027	2021 - 2026	300	130	Trench		\$0	\$0	\$724	\$94,052	Y			1.400	1.000	1.000	\$131,673	15%	\$19,751	20%	\$30,285	\$181,708	\$0	\$181,708	\$0	
GM061	Gravity Main	GRP	2027	2021 - 2026	600	193	Trench		\$0	\$0	\$1,209	\$233,820	Y			1.400	1.000	1.000	\$327,348	15%	\$49,102	20%	\$75,290	\$451,740	\$0	\$451,740	\$0	
GM062	Gravity Main	PVC	2041	2031 - 2036	300	363	Trench		\$0	\$0	\$724	\$262,636	Y			1.400	1.000	1.000	\$367,690	15%	\$55,154	20%	\$84,569	\$507,412	\$0	\$507,412	\$0	
GM063	Gravity Main	GRP	2027	2021 - 2026	450	736	Trench		\$0	\$0	\$958	\$705,244	Y			1.400	1.000	1.000	\$987,341	15%	\$148,101	20%	\$227,088	\$1,362,531	\$0	\$1,362,531	\$0	
GM064	Gravity Main	PVC	2027	2021 - 2026	300	127	Trench		\$0	\$0	\$724	\$91,850	Y			1.400	1.000	1.000	\$128,589	15%	\$19,288	20%	\$29,576	\$177,453	\$0	\$177,453	\$0	
GM065	Gravity Main	PVC	2027	2021 - 2026	375	512	Trench		\$0	\$0	\$752	\$385,398	Y			1.400	1.000	1.000	\$539,557	15%	\$80,934	20%	\$124,098	\$744,589	\$0	\$744,589	\$0	
GM066	Gravity Main	PVC	2027	2021 - 2026	300	849	Trench		\$0	\$0	\$724	\$614,988	Y			1.400	1.000	1.000	\$860,984	15%	\$129,148	20%	\$198,026	\$1,188,158	\$0	\$1,188,158	\$0	
GM067	Gravity Main	PVC	2027	2021 - 2026	375	1,088	Trench		\$0	\$0	\$752	\$818,141	Y			1.400	1.000	1.000	\$1,145,397	15%	\$171,810	20%	\$263,441	\$1,580,648	\$0	\$1,580,648	\$0	
GM068	Gravity Main	PVC	2027	2021 - 2026	300	353	Trench		\$0	\$0	\$724	\$255,685	Y			1.400	1.000	1.000	\$357,959	15%	\$53,694	20%	\$82,331	\$493,984	\$0	\$493,984	\$0	
GM069	Gravity Main	PVC	2027	2021 - 2026	300	308	Trench		\$0	\$0	\$724	\$223,347	Y			1.400	1.000	1.000	\$312,685	15%	\$46,903	20%	\$71,918	\$431,506	\$0	\$431,506	\$0	
GM070	Gravity Main	PVC	2027	2021 - 2026	300	335	Trench		\$0	\$0	\$724	\$242,264	Y			1.400	1.000	1.000	\$339,169	15%	\$50,875	20%	\$78,009	\$468,054	\$0	\$468,054	\$0	
GM071	Gravity Main	GRP	2027	2021 - 2026	560	468	Trench		\$0	\$0	\$1,178	\$551,329	Y			1.400	1.000	1.000	\$771,861	15%	\$115,779	20%	\$177,528	\$1,065,168	\$0	\$84,332	\$980,836	
GM072	Gravity Main	PVC	2027	2021 - 2026	300	37	Trench		\$0	\$0	\$724	\$26,640	Y			1.400	1.000	1.000	\$37,296	15%	\$5,594	20%	\$8,578	\$51,468	\$0	\$4,075	\$47,393	
GM073	Gravity Main	GRP	2027	2021 - 2026	500	1,364	Trench		\$0	\$0	\$944	\$1,287,313	Y			1.400	1.000	1.000	\$1,802,238	15%	\$270,336	20%	\$414,515	\$2,487,089	\$0	\$2,487,089	\$0	
GM074	Gravity Main	PVC	2027	2021 - 2026	300	444	Trench		\$0	\$0	\$724	\$321,785	Y			1.400	1.000	1.000	\$450,499	15%	\$67,575	20%	\$103,615	\$621,689	\$0	\$621,689	\$0	
GM075	Gravity Main	PVC	2027	2021 - 2026	300	809	Trench		\$0	\$0	\$724	\$585,647	Y			1.400	1.000	1.000	\$819,906	15%	\$122,986	20%	\$188,578	\$1,131,471	\$0	\$1,131,471	\$0	
GM076	Gravity Main	PVC	2021	2021 - 2026	315	365	Trench		\$0	\$0	\$724	\$264,213	Y			1.400	1.000	1.000	\$369,898	15%	\$55,485	20%	\$85,076	\$510,459	\$0	\$510,459	\$0	
GM077	Gravity Main	PVC	2041	2026 - 2031	300	189	Trench		\$0	\$0	\$724	\$137,103	Y			1.400	1.000	1.000	\$191,944	15%	\$28,792	20%	\$44,147	\$264,883	\$0	\$264,883	\$0	
								TOTAL		\$0		\$32,124,881									\$6,893,626		\$10,570,226	\$63,421,358	\$602,381	\$61,790,748	\$1,028,229	

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXGM01	Gravity Main	Complete	\$304,037	\$0
EXGM02	Gravity Main	Complete	\$63,454	\$0
EXGM03	Gravity Main	Complete	-\$18,588	\$0
EXGM03	Gravity Main	Complete	\$185,703	\$0
EXGM04	Gravity Main	Complete	-\$16,483	\$0
EXGM04	Gravity Main	Complete	\$163,904	\$0
EXGM05	Gravity Main	Complete	\$17,014	\$0
EXGM05	Gravity Main	Complete	\$322,885	\$0
EXGM06	Gravity Main	Complete	\$135,608	\$0
EXGM06	Gravity Main	Complete	\$370,474	\$0
EXGM07	Gravity Main	Complete	\$292,574	\$0
EXGM08	Gravity Main	Complete	\$346,760	\$0
EXGM09	Gravity Main	Complete	\$8,161	\$0
EXGM09	Gravity Main	Complete	\$31,473	\$0
EXGM10	Gravity Main	Complete	\$116,811	\$330,481
EXGM11	Gravity Main	Complete	\$17,101	\$48,382
EXGM12	Gravity Main	Complete	\$15,346	\$0
EXGM12	Gravity Main	Complete	\$61,777	\$0
EXGM13	Gravity Main	Complete	\$12,733	\$36,023
EXGM13	Gravity Main	Complete	\$44,781	\$126,695
EXGM14	Gravity Main	Complete	\$164,002	\$463,993
EXGM15	Gravity Main	Complete	\$114,282	\$323,327
EXPS01	Pump Station	Complete	\$348,871	\$987,024
EXPS02	Pump Station	Complete	\$348,871	\$987,024
EXRM01	Rising Main	Complete	\$160,764	\$454,834
EXRM02	Gravity Main	Complete	\$113,329	\$320,631
EXRM02	Rising Main	Complete	\$160,764	\$454,834
GM002	Gravity Main	Partial	\$602,381	\$0
			\$4,488,789	\$4,533,248

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads & bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² , off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
ORP01	Off Road Path	Shared Path		2027	2021 - 2026	2.5	3,924	1,570		\$0	\$0	\$92.54	\$363,131			1.00	1.00	\$363,131	15%	\$54,470	20%	\$83,520	\$501,120	\$0	\$501,120	\$0	\$0
ORP02	Off Road Path	Separate Cycle Path and Footpath		2027	2021 - 2026	5.0	2,159	432		\$0	\$0	\$92.54	\$199,759			1.00	1.00	\$199,759	15%	\$29,964	20%	\$45,944	\$275,667	\$0	\$275,667	\$0	\$0
ORP03	Off Road Path	Separate Cycle Path and Footpath		2027	2021 - 2026	5.0	9,911	1,982		\$0	\$0	\$92.54	\$917,147			1.00	1.00	\$917,147	15%	\$137,572	20%	\$210,944	\$1,265,662	\$0	\$1,265,662	\$0	\$0
ORP04	Off Road Path	Shared Path		2027	2021 - 2026	4.0	5,283	1,321		\$0	\$0	\$92.54	\$488,873			1.00	1.00	\$488,873	15%	\$73,331	20%	\$112,441	\$674,644	\$0	\$674,644	\$0	\$0
ORP05	Off Road Path	Shared Path		2041	2026 - 2031	4.0	2,871	718		\$0	\$0	\$92.54	\$265,700			1.00	1.00	\$265,700	15%	\$39,855	20%	\$61,111	\$366,666	\$0	\$366,666	\$0	\$0
ORP06	Off Road Path	Shared Path		2041	2026 - 2031	4.0	21,579	5,395		\$0	\$0	\$92.54	\$1,996,943			1.00	1.00	\$1,996,943	15%	\$299,541	20%	\$459,297	\$2,755,781	\$0	\$2,755,781	\$0	\$0
ORP07	Off Road Path	Shared Path		2041	2026 - 2031	4.0	15,032	3,758		\$0	\$0	\$92.54	\$1,391,024			1.00	1.00	\$1,391,024	15%	\$208,654	20%	\$319,936	\$1,919,614	\$0	\$1,919,614	\$0	\$0
ORP08	Off Road Path	On-Road Cycle Lanes / Shared Path		2041	2026 - 2031	4.0	71	18		\$0	\$0	\$128.53	\$9,179			1.00	1.00	\$9,179	15%	\$1,377	20%	\$2,111	\$12,666	\$0	\$12,666	\$0	\$0
ORP09	Off Road Path	Shared Path		2041	2026 - 2031	4.0	1,622	405		\$0	\$0	\$92.54	\$150,093			1.00	1.00	\$150,093	15%	\$22,514	20%	\$34,521	\$207,128	\$0	\$207,128	\$0	\$0
PB01	Off Road Path	Shared Path Bridge		2027	2021 - 2026	6.0	300	50		\$0	\$0	\$856.86	\$257,059			1.00	1.00	\$257,059	15%	\$38,559	20%	\$59,124	\$354,742	\$0	\$354,742	\$0	\$0
PB02	Off Road Path	Shared Path Bridge		2041	2026 - 2031	6.0	300	50		\$0	\$0	\$856.86	\$257,059			1.00	1.00	\$257,059	15%	\$38,559	20%	\$59,124	\$354,742	\$0	\$354,742	\$0	\$0
RI001A	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$783,922	\$783,922			1.00	1.00	\$783,922	15%	\$117,588	15%	\$135,227	\$1,036,737	\$0	\$1,036,737	\$0	\$0
RI001B	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$133,310	\$133,310			1.00	1.00	\$133,310	15%	\$19,996	15%	\$22,996	\$176,302	\$0	\$176,302	\$0	\$0
RI003A	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$879,958	\$879,958			1.00	1.00	\$879,958	15%	\$131,994	15%	\$151,793	\$1,163,745	\$0	\$1,163,745	\$0	\$0
RI003B	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$90,690	\$90,690			1.00	1.00	\$90,690	15%	\$13,603	15%	\$15,644	\$119,937	\$0	\$119,937	\$0	\$0
RI004A	Intersection	Signalised		2027	2021 - 2026	0	0	0		\$0	\$0	\$1,109,048	\$1,109,048	Y	Y	1.20	1.10	\$1,441,762	15%	\$216,264	15%	\$248,704	\$1,906,730	\$0	\$1,906,730	\$0	\$0
RI004B	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$216,237	\$216,237	Y	Y	1.20	1.10	\$281,108	15%	\$42,166	15%	\$48,491	\$371,765	\$0	\$371,765	\$0	\$0
RI007A	Intersection	Signalised		2027	2021 - 2026	0	0	0		\$0	\$0	\$1,139,278	\$1,139,278			1.00	1.00	\$1,139,278	15%	\$170,892	15%	\$196,525	\$1,506,695	\$0	\$1,506,695	\$0	\$0
RI007B	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$115,779	\$115,779			1.00	1.00	\$115,779	15%	\$17,367	15%	\$19,972	\$153,117	\$0	\$153,117	\$0	\$0
RI007C	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$629,790	\$629,790			1.00	1.00	\$629,790	15%	\$94,469	15%	\$108,639	\$832,898	\$0	\$832,898	\$0	\$0
RI010A	Intersection	Signalised		2027	2021 - 2026	0	0	0		\$0	\$0	\$595,139	\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI010B	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$937,128	\$937,128			1.00	1.00	\$937,128	15%	\$140,569	15%	\$161,655	\$1,239,352	\$0	\$1,239,352	\$0	\$0
RI011A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0		\$0	\$0	\$77,117	\$77,117			1.00	1.00	\$77,117	15%	\$11,568	15%	\$13,303	\$101,987	\$0	\$101,987	\$0	\$0
RI011B	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$787,315	\$787,315			1.00	1.00	\$787,315	15%	\$118,097	15%	\$135,812	\$1,041,224	\$0	\$1,041,224	\$0	\$0
RI011C	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$1,451,037	\$1,451,037			1.00	1.00	\$1,451,037	15%	\$217,656	15%	\$250,304	\$1,918,996	\$0	\$1,918,996	\$0	\$0
RI011D	Intersection	Signalised		2041	2041 - 2066	0	0	0		\$0	\$0	\$57,067	\$57,067			1.00	1.00	\$57,067	15%	\$8,560	15%	\$9,844	\$75,471	\$0	\$75,471	\$0	\$0
RI012A	Intersection	Signalised		2027	2021 - 2026	0	0	0		\$0	\$0	\$1,340,811	\$1,340,811			1.00	1.00	\$1,340,811	15%	\$201,122	15%	\$231,290	\$1,773,222	\$0	\$1,773,222	\$0	\$0
RI012B	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$300,346	\$300,346			1.00	1.00	\$300,346	15%	\$45,052	15%	\$51,810	\$397,207	\$0	\$397,207	\$0	\$0
RI012C	Intersection	Signalised		2041	2041 - 2066	0	0	0		\$0	\$0	\$15,423	\$15,423			1.00	1.00	\$15,423	15%	\$2,314	15%	\$2,661	\$20,397	\$0	\$20,397	\$0	\$0
RI015A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0		\$0	\$0	\$624,752	\$624,752			1.00	1.00	\$624,752	15%	\$93,713	15%	\$107,770	\$826,234	\$0	\$826,234	\$0	\$0
RI015B	Intersection	Signalised		2041	2026 - 2031	0	0	0		\$0	\$0	\$878,416	\$878,416			1.00	1.00	\$878,416	15%	\$131,762	15%	\$151,527	\$1,161,705	\$0	\$1,161,705	\$0	\$0
RI015C	Intersection	Signalised		2041	2031 - 2041	0	0	0		\$0	\$0	\$392,989	\$392,989			1.00	1.00	\$392,989	15%	\$58,948	15%	\$67,791	\$519,728	\$0	\$519,728	\$0	\$0

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Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² , off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
RI016A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$937,745			1.00	1.00	\$937,745	15%	\$140,662	15%	\$161,761	\$1,240,168	\$73,477	\$1,166,691	\$0	\$0
RI017A	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$532,006			1.00	1.00	\$532,006	15%	\$79,801	15%	\$91,771	\$703,578	\$0	\$703,578	\$0	\$0
RI017B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$272,069			1.00	1.00	\$272,069	15%	\$40,810	15%	\$46,932	\$359,812	\$0	\$359,812	\$0	\$0
RI018A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$90,690			1.00	1.00	\$90,690	15%	\$13,603	15%	\$15,644	\$119,937	\$0	\$119,937	\$0	\$0
RI018B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$491,699			1.00	1.00	\$491,699	15%	\$73,755	15%	\$84,818	\$650,272	\$0	\$650,272	\$0	\$0
RI018C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$272,069			1.00	1.00	\$272,069	15%	\$40,810	15%	\$46,932	\$359,812	\$0	\$359,812	\$0	\$0
RI019A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$90,690			1.00	1.00	\$90,690	15%	\$13,603	15%	\$15,644	\$119,937	\$0	\$119,937	\$0	\$0
RI019B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$1,064,628			1.00	1.00	\$1,064,628	15%	\$159,694	15%	\$183,648	\$1,407,971	\$0	\$1,407,971	\$0	\$0
RI019C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$1,029,977			1.00	1.00	\$1,029,977	15%	\$154,497	15%	\$177,671	\$1,362,145	\$0	\$1,362,145	\$0	\$0
RI023A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI023B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$431,239			1.00	1.00	\$431,239	15%	\$64,686	15%	\$74,389	\$570,314	\$0	\$570,314	\$0	\$0
RI023C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$186,007			1.00	1.00	\$186,007	15%	\$27,901	15%	\$32,086	\$245,994	\$0	\$245,994	\$0	\$0
RI024A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI024B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$665,675			1.00	1.00	\$665,675	15%	\$99,851	15%	\$114,829	\$880,356	\$0	\$880,356	\$0	\$0
RI024C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$70,537			1.00	1.00	\$70,537	15%	\$10,580	15%	\$12,168	\$93,285	\$0	\$93,285	\$0	\$0
RI025A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI025B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$856,309			1.00	1.00	\$856,309	15%	\$128,446	15%	\$147,713	\$1,132,469	\$0	\$1,132,469	\$0	\$0
RI026A	Intersection	Signalised		2021	2021 - 2026	0	0	0			\$0		\$581,463			1.00	1.00	\$581,463	15%	\$87,220	15%	\$100,302	\$768,985	\$0	\$254,617	\$514,369	\$0
RI026B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$130,996			1.00	1.00	\$130,996	15%	\$19,649	15%	\$22,597	\$173,243	\$0	\$173,243	\$0	\$0
RI027A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI027B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI028A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$98,093			1.00	1.00	\$98,093	15%	\$14,714	15%	\$16,921	\$129,728	\$0	\$129,728	\$0	\$0
RI028B	Intersection	Signalised		2041	2041 - 2066	0	0	0			\$0		\$401,009			1.00	1.00	\$401,009	15%	\$60,151	15%	\$69,174	\$530,335	\$0	\$530,335	\$0	\$0
RI029A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI029B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$645,522			1.00	1.00	\$645,522	15%	\$96,828	15%	\$111,353	\$853,703	\$0	\$853,703	\$0	\$0
RI029C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$20,873			1.00	1.00	\$20,873	15%	\$3,131	15%	\$3,601	\$27,605	\$0	\$27,605	\$0	\$0
RI030A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI030B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$155,852	\$631,220	\$0
RI031A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$151,150			1.00	1.00	\$151,150	15%	\$22,672	15%	\$26,073	\$199,895	\$0	\$199,895	\$0	\$0
RI031B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$619,097			1.00	1.00	\$619,097	15%	\$92,865	15%	\$106,794	\$818,755	\$0	\$818,755	\$0	\$0

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Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
RI031C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$33,315			1.00	1.00	\$33,315	15%	\$4,997	15%	\$5,747	\$44,059	\$0	\$44,059	\$0	\$0
RI032A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$461,469			1.00	1.00	\$461,469	15%	\$69,220	15%	\$79,603	\$610,293	\$0	\$610,293	\$0	\$0
RI032B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$30,230			1.00	1.00	\$30,230	15%	\$4,534	15%	\$5,215	\$39,979	\$0	\$39,979	\$0	\$0
RI033A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI033B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$716,059			1.00	1.00	\$716,059	15%	\$107,409	15%	\$123,520	\$946,988	\$0	\$946,988	\$0	\$0
RI033C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$43,391			1.00	1.00	\$43,391	15%	\$6,509	15%	\$7,485	\$57,385	\$0	\$57,385	\$0	\$0
RI034A	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$758,627			1.00	1.00	\$758,627	15%	\$113,794	15%	\$130,863	\$1,003,285	\$0	\$1,003,285	\$0	\$0
RI034B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$80,613			1.00	1.00	\$80,613	15%	\$12,092	15%	\$13,906	\$106,611	\$0	\$106,611	\$0	\$0
RI035A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$68,641	\$718,431	\$0	\$0
RI035B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$141,073			1.00	1.00	\$141,073	15%	\$21,161	15%	\$24,335	\$186,569	\$0	\$186,569	\$0	\$0
RI036A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$122,154			1.00	1.00	\$122,154	15%	\$18,323	15%	\$21,071	\$161,548	\$0	\$161,548	\$0	\$0
RI037A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI037B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$431,239			1.00	1.00	\$431,239	15%	\$64,686	15%	\$74,389	\$570,314	\$0	\$570,314	\$0	\$0
RI038A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$746,289			1.00	1.00	\$746,289	15%	\$111,943	15%	\$128,735	\$986,967	\$0	\$986,967	\$0	\$0
RI038B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$362,759			1.00	1.00	\$362,759	15%	\$54,414	15%	\$62,576	\$479,749	\$0	\$479,749	\$0	\$0
RI038C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$503,832			1.00	1.00	\$503,832	15%	\$75,575	15%	\$86,911	\$666,318	\$0	\$666,318	\$0	\$0
RI039A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI039B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$723,770			1.00	1.00	\$723,770	15%	\$108,566	15%	\$124,850	\$957,186	\$0	\$957,186	\$0	\$0
RI039C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$9,254			1.00	1.00	\$9,254	15%	\$1,388	15%	\$1,596	\$12,238	\$0	\$12,238	\$0	\$0
RI040A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$655,599			1.00	1.00	\$655,599	15%	\$98,340	15%	\$113,091	\$867,029	\$0	\$867,029	\$0	\$0
RI040B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI040C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$151,150			1.00	1.00	\$151,150	15%	\$22,672	15%	\$26,073	\$199,895	\$0	\$199,895	\$0	\$0
RI041A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI041B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$503,729			1.00	1.00	\$503,729	15%	\$75,559	15%	\$86,893	\$666,182	\$0	\$666,182	\$0	\$0
RI042A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0			\$0		\$60,460			1.00	1.00	\$60,460	15%	\$9,069	15%	\$10,429	\$79,958	\$0	\$79,958	\$0	\$0
RI042B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$401,009			1.00	1.00	\$401,009	15%	\$60,151	15%	\$69,174	\$530,335	\$0	\$530,335	\$0	\$0
RI043A	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$431,239			1.00	1.00	\$431,239	15%	\$64,686	15%	\$74,389	\$570,314	\$0	\$570,314	\$0	\$0
RI043B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$107,347			1.00	1.00	\$107,347	15%	\$16,102	15%	\$18,517	\$141,967	\$0	\$141,967	\$0	\$0
RI044A	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$716,059			1.00	1.00	\$716,059	15%	\$107,409	15%	\$123,520	\$946,988	\$0	\$946,988	\$0	\$0
RI044B	Intersection	Signalised		2041	2026 - 2031	0	0	0			\$0		\$140,250			1.00	1.00	\$140,250	15%	\$21,038	15%	\$24,193	\$185,481	\$0	\$185,481	\$0	\$0
RI044C	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$80,613			1.00	1.00	\$80,613	15%	\$12,092	15%	\$13,906	\$106,611	\$0	\$106,611	\$0	\$0
RI044D	Intersection	Signalised		2041	2041 - 2066	0	0	0			\$0		\$92,952			1.00	1.00	\$92,952	15%	\$13,943	15%	\$16,034	\$122,929	\$0	\$122,929	\$0	\$0
RI045A	Intersection	Roundabout		2027	2021 - 2026	0	0	0			\$0		\$298,186			1.00	1.00	\$298,186	15%	\$44,728	15%	\$51,437	\$394,352	\$0	\$394,352	\$0	\$0
RI046A	Intersection	Roundabout		2027	2021 - 2026	0	0	0			\$0		\$992,241			1.00	1.00	\$992,241	15%	\$148,836	15%	\$171,162	\$1,312,239	\$0	\$1,312,239	\$0	\$0
RI046B	Intersection	Roundabout		2041	2031 - 2041	0	0	0			\$0		\$462,703			1.00	1.00	\$462,703	15%	\$69,405	15%	\$79,816	\$611,925	\$0	\$611,925	\$0	\$0

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Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, eas) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, eas) (\$/m², off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
RI047A	Intersection	Roundabout		2027	2021 - 2026	0	0	0			\$0		\$298,186			1.00	1.00	\$298,186	15%	\$44,728	15%	\$51,437	\$394,352	\$0	\$394,352	\$0	\$0
RI048	Intersection	Signalised		2021	2021 - 2026	0	0	0			\$0		\$260,268			1.00	1.00	\$260,268	15%	\$39,040	15%	\$44,896	\$344,205	\$0	\$344,205	\$0	\$0
RI049	Intersection	Signalised		2027	2021 - 2026	0	0	0			\$0		\$461,469			1.00	1.00	\$461,469	15%	\$69,220	15%	\$79,603	\$610,293	\$0	\$610,293	\$0	\$0
RI050A	Intersection	Priority Controlled		2041	2031 - 2041	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI050B	Intersection	Signalised		2041	2041 - 2066	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI051A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI051B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI052A	Intersection	Priority Controlled		2041	2031 - 2041	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI052B	Intersection	Signalised		2041	2041 - 2066	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI053A	Intersection	Priority Controlled		2041	2031 - 2041	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI053B	Intersection	Signalised		2041	2041 - 2066	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI054	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI055A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI055B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI056A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI056B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI057A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0			\$0		\$120,920			1.00	1.00	\$120,920	15%	\$18,138	15%	\$20,859	\$159,916	\$0	\$159,916	\$0	\$0
RI057B	Intersection	Signalised		2041	2031 - 2041	0	0	0			\$0		\$595,139			1.00	1.00	\$595,139	15%	\$89,271	15%	\$102,661	\$787,071	\$0	\$787,071	\$0	\$0
RI058A	Intersection	Signalised - Pedestrian Crossing		2041	2026 - 2031	0	0	0			\$0		\$200,230			1.00	1.00	\$200,230	15%	\$30,035	15%	\$34,540	\$264,804	\$0	\$264,804	\$0	\$0
RI058B	Intersection	Signalised - Pedestrian Crossing		2041	2031 - 2041	0	0	0			\$0		\$200,230			1.00	1.00	\$200,230	15%	\$30,035	15%	\$34,540	\$264,804	\$0	\$264,804	\$0	\$0
PC001	Road	Prior Offset Commitment		2021	2021 - 2026		0	0			\$0		\$2,193,768			1.00	1.00	\$2,193,768	15%	\$329,065	15%	\$378,425	\$2,901,258	\$0	\$2,901,258	\$0	\$0
R001	Road	Trunk Connector	2Lu (Standard)	2021	2021 - 2026	24.0	0.55	786	> Q100	\$303,966	\$167,729	\$4,883	\$3,838,442			1.00	1.00	\$3,838,442	15%	\$575,766	15%	\$662,131	\$5,244,068	\$0	\$2,543,548	\$2,700,519	\$0
R002	Road	Trunk Connector	2Lu (Non-Standard 1)	2027	2021 - 2026	20.5	2.89	1,018	> Q100	\$303,966	\$878,128	\$4,176	\$4,253,039			1.00	1.00	\$4,253,039	15%	\$637,956	15%	\$733,649	\$6,502,772	\$0	\$6,502,772	\$0	\$0
R003	Road	Trunk Connector	2Lu (upg) (Non-Standard 1)	2027	2021 - 2026	13.5	0.82	723	> Q100	\$303,966	\$248,432	\$3,155	\$2,281,763			1.00	1.00	\$2,281,763	15%	\$342,264	15%	\$393,604	\$3,266,063	\$454,742	\$2,811,321	\$0	\$0
R004A	Road	Urban Arterial	2LBi (upg) (Non-Standard 2)	2041	2026 - 2031	17.4	1.15	840	> Q100	\$303,968	\$350,374	\$3,979	\$3,344,224	Y	Y	1.20	1.10	\$4,347,491	15%	\$652,124	15%	\$749,942	\$6,099,932	\$2,387,159	\$3,712,772	\$0	\$0
R004B	Road	Urban Arterial	4LBu (Standard)	2041	2031 - 2041	40.4	1.15	840	> Q100	\$303,968	\$350,374	\$4,816	\$4,047,736	Y	Y	1.20	1.10	\$5,262,057	15%	\$789,308	15%	\$907,705	\$7,309,444	\$33,496	\$7,275,949	\$0	\$0
R005A	Road	Trunk Connector	2Li (upg) (Non-Standard 1)	2027	2021 - 2026	10.0	2.50	2,018	> Q100	\$303,966	\$761,253	\$2,679	\$5,406,615			1.00	1.00	\$5,406,615	15%	\$810,992	15%	\$932,641	\$7,911,501	\$0	\$7,911,501	\$0	\$0
R005B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	2.50	2,018	> Q100	\$303,966	\$761,253	\$3,270	\$6,599,763			1.00	1.00	\$6,599,763	15%	\$989,964	15%	\$1,138,459	\$9,489,439	\$0	\$9,489,439	\$0	\$0
R007A	Road	Urban Arterial	2LBi (upg) (Non-Standard 2)	2041	2026 - 2031	17.4	0.00	576	> Q100		\$0	\$3,979	\$2,292,470	Y	Y	1.20	1.10	\$2,980,211	15%	\$447,032	15%	\$514,086	\$3,941,330	\$696,191	\$3,245,139	\$0	\$0
R007A-r	Road	Urban Arterial	2LO (Standard)	2041	2026 - 2031	19.5	0.00	576	> Q100		\$0	\$4,067	\$2,343,166			1.00	1.00	\$2,343,166	15%	\$351,475	15%	\$404,196	\$3,098,837	\$0	\$3,098,837	\$0	\$0
R007B	Road	Urban Arterial	4LBu (Non-Standard 4)	2041	2031 - 2041	40.4	1.36	576	> Q100	\$303,966	\$413,425	\$4,728	\$2,724,033	Y	Y	1.20	1.10	\$3,541,243	15%	\$531,186	15%	\$610,864	\$5,096,719	\$23,581	\$5,073,138	\$0	\$0

➤ Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² , off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
R010A	Road	Urban Arterial	2LBI (upg) (Non-Standard 2)	2041	2026 - 2031	17.4	1.06	942	> Q100	\$303,966	\$320,715	\$3,979	\$3,748,820	Y	Y	1.20	1.10	\$4,873,466	15%	\$731,020	15%	\$840,673	\$6,765,873	\$2,461,789	\$4,304,084	\$0	\$0
R010B	Road	Urban Arterial	4LBu (Standard)	2041	2031 - 2041	40.4	1.06	942	> Q100	\$303,966	\$320,715	\$4,816	\$4,537,445	Y	Y	1.20	1.10	\$5,898,678	15%	\$884,802	15%	\$1,017,522	\$8,121,717	\$32,584	\$8,089,133	\$0	\$0
R011A	Road	Trunk Connector	2LI (upg) (Non-Standard 1)	2027	2021 - 2026	10.0	1.38	1,173	> Q100	\$303,966	\$420,948	\$2,679	\$3,141,037			1.00	1.00	\$3,141,037	15%	\$471,155	15%	\$541,829	\$4,574,969	\$2,577,073	\$1,997,896	\$0	\$0
R011B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	1.38	1,173	> Q100	\$303,966	\$420,948	\$3,270	\$3,834,210			1.00	1.00	\$3,834,210	15%	\$575,132	15%	\$661,401	\$5,491,690	\$0	\$5,491,690	\$0	\$0
R012B	Road	Urban Arterial	4LBu (Non-Standard 4)	2041	2031 - 2041	40.4	0.63	327	> Q100	\$303,966	\$192,168	\$4,895	\$1,601,434	Y	Y	1.20	1.10	\$2,081,864	15%	\$312,280	15%	\$359,122	\$2,945,433	\$0	\$2,945,433	\$0	\$0
R012C	Road	Urban Arterial	CW (Standard)	2041	2026 - 2031	22.0	0.00	327	> Q100		\$0	\$1,808	\$591,549	Y	Y	1.20	1.10	\$769,014	15%	\$115,352	15%	\$132,655	\$1,017,021	\$0	\$1,017,021	\$0	\$0
R013A	Road	Urban Arterial	2LBI (upg) (Non-Standard 3)	2041	2026 - 2031	17.4	0.25	364	> Q100	\$303,966	\$74,715	\$3,979	\$1,449,983	Y	Y	1.20	1.10	\$1,884,979	15%	\$282,747	15%	\$325,159	\$2,567,599	\$898,004	\$1,669,595	\$0	\$0
R013B	Road	Urban Arterial	4LBu (Standard)	2041	2031 - 2041	40.4	0.25	364	> Q100	\$303,966	\$74,715	\$4,816	\$1,755,011	Y	Y	1.20	1.10	\$2,281,514	15%	\$342,227	15%	\$393,561	\$3,092,018	\$0	\$3,092,018	\$0	\$0
R017	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	5.27	1,339	> Q100	\$303,966	\$1,601,963	\$4,883	\$6,536,697			1.00	1.00	\$6,536,697	15%	\$980,504	15%	\$1,127,580	\$10,246,745	\$0	\$10,246,745	\$0	\$0
R018A	Road	Trunk Connector	2LI (Standard)	2027	2021 - 2026	17.0	4.07	933	> Q100	\$303,966	\$1,236,535	\$3,900	\$3,639,338			1.00	1.00	\$3,639,338	15%	\$545,901	15%	\$627,786	\$6,049,559	\$0	\$6,049,559	\$0	\$0
R018B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	933	> Q100		\$0	\$3,270	\$3,051,765			1.00	1.00	\$3,051,765	15%	\$457,765	15%	\$526,429	\$4,035,959	\$0	\$4,035,959	\$0	\$0
R019A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	2.09	1,020	> Q100	\$303,966	\$635,426	\$3,900	\$3,978,533			1.00	1.00	\$3,978,533	15%	\$596,780	15%	\$686,297	\$5,897,036	\$0	\$5,897,036	\$0	\$0
R019B	Road	Urban Arterial	4Lu (Standard)	2041	2026 - 2031	33.0	2.09	1,020	> Q100	\$303,966	\$635,426	\$3,270	\$3,336,197			1.00	1.00	\$3,336,197	15%	\$500,430	15%	\$575,494	\$5,047,547	\$0	\$5,047,547	\$0	\$0
R020A	Road	Trunk Connector	2LI (Standard)	2041	2026 - 2031	17.0	6.26	1,450	> Q100	\$303,966	\$1,901,309	\$3,900	\$5,653,075			1.00	1.00	\$5,653,075	15%	\$847,961	15%	\$975,155	\$9,377,500	\$0	\$9,377,500	\$0	\$0
R020B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	1,450	> Q100		\$0	\$3,270	\$4,740,383			1.00	1.00	\$4,740,383	15%	\$711,057	15%	\$817,716	\$6,269,156	\$0	\$6,269,156	\$0	\$0
R021A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	2.54	929	> Q100	\$303,966	\$770,737	\$3,900	\$3,624,217			1.00	1.00	\$3,624,217	15%	\$543,632	15%	\$625,177	\$5,563,763	\$0	\$3,167,250	\$0	\$2,396,513
R021B	Road	Urban Arterial	6Lu (Standard)	2041	2031 - 2041	39.0	2.54	929	> Q100	\$303,966	\$770,737	\$4,655	\$4,326,321			1.00	1.00	\$4,326,321	15%	\$648,948	15%	\$746,290	\$6,492,296	\$0	\$3,631,516	\$0	\$2,860,779
R022B	Road	Urban Arterial	4Lu (Standard)	2027	2021 - 2026	33.0	0.00	280	> Q100		\$0	\$3,270	\$915,364		Y	1.00	1.10	\$1,006,900	15%	\$151,035	15%	\$173,690	\$1,331,625	\$0	\$1,331,625	\$0	\$0
R022C	Road	Urban Arterial	4LBu (Standard)	2041	2031 - 2041	40.4	0.00	280	> Q100		\$0	\$8,795	\$2,461,934		Y	1.00	1.10	\$2,708,127	15%	\$406,219	15%	\$467,152	\$3,581,499	\$0	\$3,581,499	\$0	\$0
R028	Road	Trunk Connector	2Lu (Standard)	2041	2031 - 2041	24.0	3.57	534	> Q100	\$303,966	\$1,085,251	\$4,883	\$2,605,148			1.00	1.00	\$2,605,148	15%	\$390,772	15%	\$449,388	\$4,530,560	\$0	\$4,530,560	\$0	\$0
R029	Road	Trunk Connector	2Lu (Standard)	2041	2026 - 2031	24.0	0.94	345	> Q100	\$303,966	\$285,850	\$4,883	\$1,683,438			1.00	1.00	\$1,683,438	15%	\$252,516	15%	\$290,393	\$2,512,197	\$0	\$2,512,197	\$0	\$0
R031A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	3.24	700	> Q100	\$303,966	\$985,976	\$3,900	\$2,730,799			1.00	1.00	\$2,730,799	15%	\$409,620	15%	\$471,063	\$4,597,457	\$0	\$4,597,457	\$0	\$0
R031B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	700	> Q100		\$0	\$3,270	\$2,289,910			1.00	1.00	\$2,289,910	15%	\$343,487	15%	\$395,010	\$3,028,406	\$0	\$3,028,406	\$0	\$0
R032A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	1.17	931	> Q100	\$303,966	\$356,720	\$3,900	\$3,631,804			1.00	1.00	\$3,631,804	15%	\$544,771	15%	\$626,486	\$5,159,780	\$446,497	\$4,713,283	\$0	\$0
R032B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.17	931	> Q100	\$303,966	\$356,720	\$3,270	\$3,045,447			1.00	1.00	\$3,045,447	15%	\$456,817	15%	\$525,340	\$4,384,323	\$0	\$4,384,323	\$0	\$0
R034A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	0.39	446	> Q100	\$303,966	\$118,288	\$3,900	\$1,738,510			1.00	1.00	\$1,738,510	15%	\$260,776	15%	\$299,893	\$2,417,467	\$0	\$2,417,467	\$0	\$0
R034B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.39	446	> Q100	\$303,966	\$118,288	\$3,270	\$1,457,826			1.00	1.00	\$1,457,826	15%	\$218,674	15%	\$251,475	\$2,046,264	\$0	\$2,046,264	\$0	\$0
R035A	Road	Trunk Connector	2LI (Standard)	2041	2026 - 2031	17.0	6.18	2,690	> Q100	\$303,966	\$1,877,980	\$3,900	\$10,491,765		Y	1.00	1.10	\$11,540,942	15%	\$1,731,141	15%	\$1,990,812	\$17,140,876	\$0	\$17,140,876	\$0	\$0
R035B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	6.18	2,690	> Q100	\$303,966	\$1,877,980	\$3,270	\$8,797,865		Y	1.00	1.10	\$9,677,651	15%	\$1,451,648	15%	\$1,669,395	\$14,676,674	\$0	\$14,676,674	\$0	\$0
R036A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	4.27	1,776	> Q100	\$303,966	\$1,298,009	\$3,900	\$6,925,661		Y	1.00	1.10	\$7,618,227	15%	\$1,142,734	15%	\$1,314,144	\$11,373,115	\$0	\$11,373,115	\$0	\$0
R036B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.07	1,776	> Q100	\$303,966	\$324,502	\$3,270	\$5,807,510		Y	1.00	1.10	\$6,388,261	15%	\$958,239	15%	\$1,101,975	\$8,772,977	\$0	\$8,772,977	\$0	\$0
R037A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	0.19	256	> Q100	\$303,966	\$58,985	\$3,900	\$998,659			1.00	1.00	\$998,659	15%	\$149,799	15%	\$172,269	\$1,379,711	\$0	\$1,379,711	\$0	\$0
R037B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.19	256	> Q100	\$303,966	\$58,985	\$3,270	\$837,425			1.00	1.00	\$837,425	15%	\$125,614	15%	\$144,456	\$1,166,479	\$0	\$1,166,479	\$0	\$0
R038A	Road	Urban Arterial	2LI (Standard)	2027	2021 - 2026	17.0	0.42	508	> Q100	\$303,966	\$127,438	\$3,900	\$1,981,627		Y	1.00	1.10	\$2,179,790	15%	\$326,968	15%	\$376,014	\$3,010,210	\$0	\$3,010,210	\$0	\$0

➤ Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION/ ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² , off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
R038B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.42	508	> Q100	\$303,966	\$127,438	\$3,270	\$1,661,693		Y	1.00	1.10	\$1,827,862	15%	\$274,179	15%	\$315,306	\$2,544,785	\$0	\$2,544,785	\$0	\$0
R039A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	1.71	986	> Q100	\$303,966	\$520,664	\$3,900	\$3,844,392			1.00	1.00	\$3,844,392	15%	\$576,659	15%	\$663,158	\$5,604,872	\$0	\$5,604,872	\$0	\$0
R039B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.71	986	> Q100	\$303,966	\$520,664	\$3,270	\$3,223,713			1.00	1.00	\$3,223,713	15%	\$483,557	15%	\$556,090	\$4,784,024	\$0	\$4,784,024	\$0	\$0
R040A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	5.17	1,013	> Q100	\$303,966	\$1,572,205	\$3,900	\$3,950,186			1.00	1.00	\$3,950,186	15%	\$592,528	15%	\$681,407	\$6,796,326	\$0	\$6,796,326	\$0	\$0
R040B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	1,013	> Q100		\$0	\$3,270	\$3,312,426			1.00	1.00	\$3,312,426	15%	\$496,864	15%	\$571,394	\$4,380,684	\$0	\$4,380,684	\$0	\$0
R041	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	7.32	1,197	> Q100	\$303,966	\$2,226,310	\$4,883	\$5,845,924			1.00	1.00	\$5,845,924	15%	\$876,889	15%	\$1,008,422	\$9,957,545	\$0	\$9,957,545	\$0	\$0
R042	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	1.56	393	> Q100	\$303,966	\$474,187	\$4,883	\$1,918,629			1.00	1.00	\$1,918,629	15%	\$287,794	15%	\$330,964	\$3,011,575	\$0	\$3,011,575	\$0	\$0
R043A	Road	Urban Arterial	2Li (upg) (Non-Standard 2)	2027	2021 - 2026	10.0	0.00	1,120	> Q100		\$0	\$2,679	\$2,999,611			1.00	1.00	\$2,999,611	15%	\$449,942	15%	\$517,433	\$3,966,985	\$0	\$3,966,985	\$0	\$0
R043A-1	Road	Urban Arterial	2Li (upg) (Non-Standard 2)	2027	2021 - 2026	10.0	0.00	679	> Q100		\$0	\$2,679	\$1,819,219			1.00	1.00	\$1,819,219	15%	\$272,883	15%	\$313,815	\$2,405,917	\$0	\$2,405,917	\$0	\$0
R043B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.90	1,120	> Q100	\$303,966	\$274,269	\$3,270	\$3,661,574			1.00	1.00	\$3,661,574	15%	\$549,236	15%	\$631,621	\$5,116,700	\$0	\$5,116,700	\$0	\$0
R043B-1	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.17	679	> Q100	\$303,966	\$50,945	\$3,270	\$2,220,689			1.00	1.00	\$2,220,689	15%	\$333,103	15%	\$383,069	\$2,987,807	\$0	\$2,987,807	\$0	\$0
R045	Road	Trunk Connector	2Lu (Standard)	2041	2026 - 2031	24.0	2.36	667	> Q100	\$303,966	\$716,266	\$4,883	\$3,258,921			1.00	1.00	\$3,258,921	15%	\$488,838	15%	\$562,164	\$5,026,189	\$0	\$5,026,189	\$0	\$0
R046A	Road	Trunk Connector	2Li (Standard)	2027	2021 - 2026	17.0	0.46	342	> Q100	\$303,966	\$138,609	\$3,900	\$1,332,648			1.00	1.00	\$1,332,648	15%	\$199,897	15%	\$229,882	\$1,901,035	\$0	\$1,901,035	\$0	\$0
R046B	Road	Trunk Connector	4Lu (Standard)	2041	2026 - 2031	33.0	0.46	342	> Q100	\$303,966	\$138,609	\$3,270	\$1,117,491			1.00	1.00	\$1,117,491	15%	\$167,624	15%	\$192,767	\$1,616,490	\$0	\$1,616,490	\$0	\$0
R047A	Road	Urban Arterial	2Lbi (upg) (Non-Standard 1)	2041	2026 - 2031	17.4	1.06	1,086	> Q100	\$303,966	\$322,873	\$3,979	\$4,322,566	Y	Y	1.20	1.10	\$5,619,335	15%	\$842,900	15%	\$969,335	\$7,754,444	\$0	\$7,754,444	\$0	\$0
R047B	Road	Urban Arterial	4Lbu (Standard)	2041	2031 - 2041	40.4	1.06	1,086	> Q100	\$303,966	\$322,873	\$4,816	\$5,231,888	Y	Y	1.20	1.10	\$6,801,454	15%	\$1,020,218	15%	\$1,173,251	\$9,317,796	\$0	\$9,317,796	\$0	\$0
R048	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	1.56	973	> Q100	\$303,966	\$475,555	\$4,883	\$4,752,834			1.00	1.00	\$4,752,834	15%	\$712,925	15%	\$819,864	\$6,761,178	\$0	\$3,417,342	\$3,343,836	\$0
R049A	Road	Urban Arterial	2Li (Standard)	2021	2021 - 2026	17.0	16.05	2,458	> Q100	\$303,966	\$4,878,659	\$2,824	\$6,941,390			1.00	1.00	\$6,941,390	15%	\$1,041,208	15%	\$1,197,390	\$14,058,647	\$0	\$4,654,925	\$9,403,722	\$0
R049B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	2,458	> Q100		\$0	\$3,270	\$8,037,928			1.00	1.00	\$8,037,928	15%	\$1,205,689	15%	\$1,386,543	\$10,630,160	\$0	\$10,630,160	\$0	\$0
R050	Road	Trunk Connector	2Lu (Non-Standard 2)	2027	2021 - 2026	20.3	1.08	335	> Q100	\$303,966	\$329,165	\$4,177	\$1,398,804			1.00	1.00	\$1,398,804	15%	\$209,821	15%	\$241,294	\$2,179,083	\$0	\$2,179,083	\$0	\$0
R051A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	1.35	946	> Q100	\$303,966	\$411,418	\$3,900	\$3,689,056			1.00	1.00	\$3,689,056	15%	\$553,358	15%	\$636,362	\$5,290,194	\$0	\$5,290,194	\$0	\$0
R051B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.35	946	> Q100	\$303,966	\$411,418	\$3,270	\$3,093,456			1.00	1.00	\$3,093,456	15%	\$464,018	15%	\$533,621	\$4,502,514	\$0	\$891,564	\$3,610,950	\$0
R052A	Road	Trunk Connector	2Li (upg) (Non-Standard 3)	2027	2021 - 2026	10.0	2.72	684	> Q100	\$303,966	\$826,351	\$2,679	\$1,831,902			1.00	1.00	\$1,831,902	15%	\$274,785	15%	\$316,003	\$3,249,041	\$0	\$3,249,041	\$0	\$0
R052B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	0.68	684	> Q100	\$303,966	\$206,588	\$3,270	\$2,236,172			1.00	1.00	\$2,236,172	15%	\$335,426	15%	\$385,740	\$3,163,925	\$0	\$3,163,925	\$0	\$0
R053	Road	Trunk Connector	2Lu (Non-Standard 3)	2041	2026 - 2031	19.0	2.18	1,091	> Q100	\$303,966	\$662,373	\$3,948	\$4,307,866		Y	1.00	1.10	\$4,738,652	15%	\$710,798	15%	\$817,418	\$6,929,240	\$0	\$6,929,240	\$0	\$0
R054	Road	Trunk Connector	2Lu (Non-Standard 4)	2027	2021 - 2026	19.5	0.30	358	> Q100	\$303,966	\$90,369	\$4,024	\$1,441,799			1.00	1.00	\$1,441,799	15%	\$216,270	15%	\$248,710	\$1,997,148	\$0	\$1,997,148	\$0	\$0
R055	Road	Trunk Connector	2Lu (Standard)	2021	2021 - 2026	24.0	2.21	952	> Q100	\$303,966	\$673,225	\$324	\$308,469			1.00	1.00	\$308,469	15%	\$46,270	15%	\$53,211	\$1,081,174	\$0	\$1,081,174	\$0	\$0
R056A	Road	Urban Arterial	2Li (Standard)	2041	2031 - 2041	17.0	0.43	294	> Q100	\$303,966	\$130,219	\$3,900	\$1,144,733			1.00	1.00	\$1,144,733	15%	\$171,710	15%	\$197,467	\$1,644,129	\$0	\$1,644,129	\$0	\$0
R056B	Road	Urban Arterial	4Lu (Standard)	2041	2041 - 2066	33.0	0.43	294	> Q100	\$303,966	\$130,219	\$3,270	\$959,916			1.00	1.00	\$959,916	15%	\$143,987	15%	\$165,585	\$1,399,708	\$0	\$1,399,708	\$0	\$0
R057	Road	Trunk Connector	2Lu (Standard)	2041	2026 - 2031	24.0	0.18	467	> Q100	\$303,966	\$54,896	\$4,883	\$2,279,160			1.00	1.00	\$2,279,160	15%	\$341,874	15%	\$393,155	\$3,069,086	\$0	\$3,069,086	\$0	\$0
RB001	Bridge	Trunk Connector	2L	2021	2021 - 2026	15.0	750	50		\$0	\$0	\$4,524	\$3,393,156			1.00	1.00	\$3,393,156	15%	\$508,973	20%	\$780,426	\$4,682,555	\$0	\$4,682,555	\$0	\$0
RB002	Bridge	Trunk Connector	2L	2027	2021 - 2026	15.0	450	30		\$0	\$0	\$4,524	\$2,035,893			1.00	1.00	\$2,035,893	15%	\$305,384	20%	\$468,255	\$2,809,533	\$0	\$2,809,533	\$0	\$0
RB004A	Bridge	Urban Arterial	2Li	2027	2021 - 2026	12.0	600	50		\$0	\$0	\$4,524	\$2,714,525			1.00	1.00	\$2,714,525	15%	\$407,179	20%	\$624,341	\$3,746,044	\$0	\$3,746,044	\$0	\$0
RB004B	Bridge	Urban Arterial	4Lu	2041	2031 - 2041	12.0	600	50		\$0	\$0	\$4,524	\$2,714,525			1.00	1.00	\$2,714,525	15%	\$407,179	20%	\$624,341	\$3,746,044	\$0	\$3,746,044	\$0	\$0
RB005	Bridge	Trunk Connector	2L	2041	2026 - 2031	15.0	1,500	100		\$0	\$0	\$4,524	\$6,786,311			1.00	1.00	\$6,786,311	15%	\$1,017,947	20%	\$1,560,852	\$9,365,110	\$0	\$9,365,110	\$0	\$0
RB006A	Bridge	Trunk Connector	2Li	2027	2021 - 2026	12.0	120	10		\$0	\$0	\$4,524	\$542,905			1.00	1.00	\$542,905	15%	\$81,436	20%	\$124,868	\$749,209	\$0	\$749,209	\$0	\$0
RB006B	Bridge	Trunk Connector	4Lu	2041	2031 - 2041	12.0	120	10		\$0	\$0	\$4,524	\$542,905			1.00	1.00	\$542,905	15%	\$81,436	20%	\$124,868	\$749,209	\$0	\$749,209	\$0	\$0

➤ Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² , off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
R038B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.42	508	> Q100	\$303,966	\$127,438	\$3,270	\$1,661,693		Y	1.00	1.10	\$1,827,862	15%	\$274,179	15%	\$315,306	\$2,544,785	\$0	\$2,544,785	\$0	\$0
R039A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	1.71	986	> Q100	\$303,966	\$520,664	\$3,900	\$3,844,392			1.00	1.00	\$3,844,392	15%	\$576,659	15%	\$663,158	\$5,604,872	\$0	\$5,604,872	\$0	\$0
R039B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.71	986	> Q100	\$303,966	\$520,664	\$3,270	\$3,223,713			1.00	1.00	\$3,223,713	15%	\$483,557	15%	\$556,090	\$4,784,024	\$0	\$4,784,024	\$0	\$0
R040A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	5.17	1,013	> Q100	\$303,966	\$1,572,205	\$3,900	\$3,950,186			1.00	1.00	\$3,950,186	15%	\$592,528	15%	\$681,407	\$6,796,326	\$0	\$6,796,326	\$0	\$0
R040B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	1,013	> Q100		\$0	\$3,270	\$3,312,426			1.00	1.00	\$3,312,426	15%	\$496,864	15%	\$571,394	\$4,380,684	\$0	\$4,380,684	\$0	\$0
R041	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	7.32	1,197	> Q100	\$303,966	\$2,226,310	\$4,883	\$5,845,924			1.00	1.00	\$5,845,924	15%	\$876,889	15%	\$1,008,422	\$9,957,545	\$0	\$9,957,545	\$0	\$0
R042	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	1.56	393	> Q100	\$303,966	\$474,187	\$4,883	\$1,918,629			1.00	1.00	\$1,918,629	15%	\$287,794	15%	\$330,964	\$3,011,575	\$0	\$3,011,575	\$0	\$0
R043A	Road	Urban Arterial	2Li (upg) (Non-Standard 2)	2027	2021 - 2026	10.0	0.00	1,120	> Q100		\$0	\$2,679	\$2,999,611			1.00	1.00	\$2,999,611	15%	\$449,942	15%	\$517,433	\$3,966,985	\$0	\$3,966,985	\$0	\$0
R043A-1	Road	Urban Arterial	2Li (upg) (Non-Standard 2)	2027	2021 - 2026	10.0	0.00	679	> Q100		\$0	\$2,679	\$1,819,219			1.00	1.00	\$1,819,219	15%	\$272,883	15%	\$313,815	\$2,405,917	\$0	\$2,405,917	\$0	\$0
R043B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.90	1,120	> Q100	\$303,966	\$274,269	\$3,270	\$3,661,574			1.00	1.00	\$3,661,574	15%	\$549,236	15%	\$631,621	\$5,116,700	\$0	\$5,116,700	\$0	\$0
R043B-1	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.17	679	> Q100	\$303,966	\$50,945	\$3,270	\$2,220,689			1.00	1.00	\$2,220,689	15%	\$333,103	15%	\$383,069	\$2,987,807	\$0	\$2,987,807	\$0	\$0
R045	Road	Trunk Connector	2Lu (Standard)	2041	2026 - 2031	24.0	2.36	967	> Q100	\$303,966	\$716,266	\$4,883	\$3,258,921			1.00	1.00	\$3,258,921	15%	\$488,838	15%	\$562,164	\$5,026,189	\$0	\$5,026,189	\$0	\$0
R046A	Road	Trunk Connector	2Li (Standard)	2027	2021 - 2026	17.0	0.46	342	> Q100	\$303,966	\$138,609	\$3,900	\$1,332,648			1.00	1.00	\$1,332,648	15%	\$199,897	15%	\$229,882	\$1,901,035	\$0	\$1,901,035	\$0	\$0
R046B	Road	Trunk Connector	4Lu (Standard)	2041	2026 - 2031	33.0	0.46	342	> Q100	\$303,966	\$138,609	\$3,270	\$1,117,491			1.00	1.00	\$1,117,491	15%	\$167,624	15%	\$192,767	\$1,616,490	\$0	\$1,616,490	\$0	\$0
R047A	Road	Urban Arterial	2LBI (upg) (Non-Standard 1)	2041	2026 - 2031	17.4	1.06	1,086	> Q100	\$303,966	\$322,873	\$3,979	\$4,322,566	Y	Y	1.20	1.10	\$5,619,335	15%	\$842,900	15%	\$969,335	\$7,754,444	\$0	\$7,754,444	\$0	\$0
R047B	Road	Urban Arterial	4LBu (Standard)	2041	2031 - 2041	40.4	1.06	1,086	> Q100	\$303,966	\$322,873	\$4,816	\$5,231,888	Y	Y	1.20	1.10	\$6,801,454	15%	\$1,020,218	15%	\$1,173,251	\$9,317,796	\$0	\$9,317,796	\$0	\$0
R048	Road	Trunk Connector	2Lu (Standard)	2027	2021 - 2026	24.0	1.56	973	> Q100	\$303,966	\$475,555	\$4,883	\$4,752,834			1.00	1.00	\$4,752,834	15%	\$712,925	15%	\$819,864	\$6,761,178	\$0	\$3,417,342	\$3,343,836	\$0
R049A	Road	Urban Arterial	2Li (Standard)	2021	2021 - 2026	17.0	16.05	2,458	> Q100	\$303,966	\$4,878,659	\$2,824	\$6,941,390			1.00	1.00	\$6,941,390	15%	\$1,041,208	15%	\$1,197,390	\$14,058,647	\$0	\$4,654,925	\$9,403,722	\$0
R049B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	0.00	2,458	> Q100		\$0	\$3,270	\$8,037,928			1.00	1.00	\$8,037,928	15%	\$1,205,689	15%	\$1,386,543	\$10,630,160	\$0	\$10,630,160	\$0	\$0
R050	Road	Trunk Connector	2Lu (Non-Standard 2)	2027	2021 - 2026	20.3	1.08	335	> Q100	\$303,966	\$329,165	\$4,177	\$1,398,804			1.00	1.00	\$1,398,804	15%	\$209,821	15%	\$241,294	\$2,179,083	\$0	\$2,179,083	\$0	\$0
R051A	Road	Urban Arterial	2Li (Standard)	2027	2021 - 2026	17.0	1.35	946	> Q100	\$303,966	\$411,418	\$3,900	\$3,689,056			1.00	1.00	\$3,689,056	15%	\$553,358	15%	\$636,362	\$5,290,194	\$0	\$5,290,194	\$0	\$0
R051B	Road	Urban Arterial	4Lu (Standard)	2041	2031 - 2041	33.0	1.35	946	> Q100	\$303,966	\$411,418	\$3,270	\$3,093,456			1.00	1.00	\$3,093,456	15%	\$464,018	15%	\$533,621	\$4,502,514	\$0	\$891,564	\$3,610,950	\$0
R052A	Road	Trunk Connector	2Li (upg) (Non-Standard 3)	2027	2021 - 2026	10.0	2.72	684	> Q100	\$303,966	\$826,351	\$2,679	\$1,831,902			1.00	1.00	\$1,831,902	15%	\$274,785	15%	\$316,003	\$3,249,041	\$0	\$3,249,041	\$0	\$0
R052B	Road	Trunk Connector	4Lu (Standard)	2041	2031 - 2041	33.0	0.68	684	> Q100	\$303,966	\$206,588	\$3,270	\$2,236,172			1.00	1.00	\$2,236,172	15%	\$335,426	15%	\$385,740	\$3,163,925	\$0	\$3,163,925	\$0	\$0
R053	Road	Trunk Connector	2Lu (Non-Standard 3)	2041	2026 - 2031	19.0	2.18	1,091	> Q100	\$303,966	\$662,373	\$3,948	\$4,307,866		Y	1.00	1.10	\$4,738,652	15%	\$710,798	15%	\$817,418	\$6,929,240	\$0	\$6,929,240	\$0	\$0
R054	Road	Trunk Connector	2Lu (Non-Standard 4)	2027	2021 - 2026	19.5	0.30	358	> Q100	\$303,966	\$90,369	\$4,024	\$1,441,799			1.00	1.00	\$1,441,799	15%	\$216,270	15%	\$248,710	\$1,997,148	\$0	\$1,997,148	\$0	\$0
R055	Road	Trunk Connector	2Lu (Standard)	2021	2021 - 2026	24.0	2.21	952	> Q100	\$303,966	\$673,225	\$324	\$308,469			1.00	1.00	\$308,469	15%	\$46,270	15%	\$53,211	\$1,081,174	\$0	\$1,081,174	\$0	\$0
R056A	Road	Urban Arterial	2Li (Standard)	2041	2031 - 2041	17.0	0.43	294	> Q100	\$303,966	\$130,219	\$3,900	\$1,144,733			1.00	1.00	\$1,144,733	15%	\$171,710	15%	\$197,467	\$1,644,129	\$0	\$1,644,129	\$0	\$0
R056B	Road	Urban Arterial	4Lu (Standard)	2041	2041 - 2066	33.0	0.43	294	> Q100	\$303,966	\$130,219	\$3,270	\$959,916			1.00	1.00	\$959,916	15%	\$143,987	15%	\$165,585	\$1,399,708	\$0	\$1,399,708	\$0	\$0
R057	Road	Trunk Connector	2Lu (Standard)	2041	2026 - 2031	24.0	0.18	467	> Q100	\$303,966	\$54,896	\$4,883	\$2,279,160			1.00	1.00	\$2,279,160	15%	\$341,874	15%	\$393,155	\$3,069,086	\$0	\$3,069,086	\$0	\$0
RB001	Bridge	Trunk Connector	2L	2021	2021 - 2026	15.0	750	50		\$0	\$0	\$4,524	\$3,393,156			1.00	1.00	\$3,393,156	15%	\$508,973	20%	\$780,426	\$4,682,555	\$0	\$4,682,555	\$0	\$0
RB002	Bridge	Trunk Connector	2L	2027	2021 - 2026	15.0	450	30		\$0	\$0	\$4,524	\$2,035,893			1.00	1.00	\$2,035,893	15%	\$305,384	20%	\$468,255	\$2,809,533	\$0	\$2,809,533	\$0	\$0
RB004A	Bridge	Urban Arterial	2Li	2027	2021 - 2026	12.0	600	50		\$0	\$0	\$4,524	\$2,714,525			1.00	1.00	\$2,714,525	15%	\$407,179	20%	\$624,341	\$3,746,044	\$0	\$3,746,044	\$0	\$0
RB004B	Bridge	Urban Arterial	4Lu	2041	2031 - 2041	12.0	600	50		\$0	\$0	\$4,524	\$2,714,525			1.00	1.00	\$2,714,525	15%	\$407,179	20%	\$624,341	\$3,746,044	\$0	\$3,746,044	\$0	\$0
RB005	Bridge	Trunk Connector	2L	2041	2026 - 2031	15.0	1,500	100		\$0	\$0	\$4,524	\$6,786,311			1.00	1.00	\$6,786,311	15%	\$1,017,947	20%	\$1,560,852	\$9,365,110	\$0	\$9,365,110	\$0	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off road path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
RB006A	Bridge	Trunk Connector	2Li	2027	2021 - 2026	12.0	120	10		\$0	\$0	\$4,524	\$542,905			1.00	1.00	\$542,905	15%	\$81,436	20%	\$124,868	\$749,209	\$0	\$749,209	\$0	\$0
RB006B	Bridge	Trunk Connector	4Lu	2041	2031 - 2041	12.0	120	10		\$0	\$0	\$4,524	\$542,905			1.00	1.00	\$542,905	15%	\$81,436	20%	\$124,868	\$749,209	\$0	\$749,209	\$0	\$0
RB007A	Bridge	Urban Arterial	2Li	2021	2021 - 2026	20.0	700	35		\$0	\$0	\$3,102	\$2,171,620			1.00	1.00	\$2,171,620	15%	\$325,743	20%	\$499,473	\$2,996,835	\$0	\$992,275	\$2,004,560	\$0
RB007B	Bridge	Urban Arterial	4Lu	2041	2031 - 2041	13.0	455	35		\$0	\$0	\$4,524	\$2,058,514			1.00	1.00	\$2,058,514	15%	\$308,777	20%	\$473,458	\$2,840,750	\$0	\$2,840,750	\$0	\$0
RC002A	Culvert	Trunk Connector	2L	2021	2021 - 2026	23.5	470	20		\$0	\$0	\$2,460	\$1,155,976			1.00	1.00	\$1,155,976	15%	\$173,396	20%	\$265,875	\$1,595,247	\$0	\$746,605	\$848,642	\$0
RC003	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	65	5		\$0	\$0	\$2,460	\$159,869			1.00	1.00	\$159,869	15%	\$23,980	20%	\$36,770	\$220,619	\$0	\$220,619	\$0	\$0
RC004	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC005	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	65	5		\$0	\$0	\$2,460	\$159,869			1.00	1.00	\$159,869	15%	\$23,980	20%	\$36,770	\$220,619	\$0	\$220,619	\$0	\$0
RC006	Culvert	Trunk Connector	2L	2027	2021 - 2026	23.5	353	15		\$0	\$0	\$2,460	\$868,212			1.00	1.00	\$868,212	15%	\$130,232	20%	\$199,689	\$1,198,132	\$0	\$1,198,132	\$0	\$0
RC009	Culvert	Trunk Connector	2L	2041	2031 - 2041	23.5	940	40		\$0	\$0	\$2,460	\$2,311,952			1.00	1.00	\$2,311,952	15%	\$346,793	20%	\$531,749	\$3,190,494	\$0	\$3,190,494	\$0	\$0
RC012A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	20.0	160	8		\$0	\$0	\$2,460	\$393,524			1.00	1.00	\$393,524	15%	\$59,029	20%	\$90,510	\$543,063	\$0	\$543,063	\$0	\$0
RC012B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	144	8		\$0	\$0	\$2,460	\$354,171			1.00	1.00	\$354,171	15%	\$53,126	20%	\$81,459	\$488,757	\$0	\$488,757	\$0	\$0
RC013B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	432	24		\$0	\$0	\$2,460	\$1,062,514			1.00	1.00	\$1,062,514	15%	\$159,377	20%	\$244,378	\$1,466,270	\$0	\$1,466,270	\$0	\$0
RC014A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC014B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	180	10		\$0	\$0	\$2,460	\$442,714			1.00	1.00	\$442,714	15%	\$66,407	20%	\$101,824	\$610,946	\$0	\$610,946	\$0	\$0
RC016A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	20.0	300	15		\$0	\$0	\$2,460	\$737,857			1.00	1.00	\$737,857	15%	\$110,679	20%	\$169,707	\$1,018,243	\$0	\$1,018,243	\$0	\$0
RC016B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	270	15		\$0	\$0	\$2,460	\$664,071			1.00	1.00	\$664,071	15%	\$99,611	20%	\$152,736	\$916,419	\$0	\$916,419	\$0	\$0
RC017A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	20.0	100	5		\$0	\$0	\$2,460	\$245,952			1.00	1.00	\$245,952	15%	\$36,893	20%	\$56,569	\$339,414	\$0	\$339,414	\$0	\$0
RC017B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	90	5		\$0	\$0	\$2,460	\$221,357			1.00	1.00	\$221,357	15%	\$33,204	20%	\$50,912	\$305,473	\$0	\$305,473	\$0	\$0
RC018A	Culvert	Trunk Connector	2Li	2041	2026 - 2031	20.0	400	20		\$0	\$0	\$2,460	\$983,810			1.00	1.00	\$983,810	15%	\$147,571	20%	\$226,276	\$1,357,657	\$0	\$1,357,657	\$0	\$0
RC018B	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	260	20		\$0	\$0	\$2,460	\$639,476			1.00	1.00	\$639,476	15%	\$95,921	20%	\$147,080	\$882,477	\$0	\$882,477	\$0	\$0
RC019	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	90	5		\$0	\$0	\$2,460	\$221,357			1.00	1.00	\$221,357	15%	\$33,204	20%	\$50,912	\$305,473	\$0	\$305,473	\$0	\$0
RC022	Culvert	Trunk Connector	2L	2041	2031 - 2041	23.5	705	30		\$0	\$0	\$2,460	\$1,733,964			1.00	1.00	\$1,733,964	15%	\$260,095	20%	\$398,812	\$2,392,871	\$0	\$2,392,871	\$0	\$0
RC023A	Culvert	Urban Arterial	2Li	2027	2021 - 2026	20.0	400	20		\$0	\$0	\$2,460	\$983,810			1.00	1.00	\$983,810	15%	\$147,571	20%	\$226,276	\$1,357,657	\$0	\$1,357,657	\$0	\$0
RC023B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	260	20		\$0	\$0	\$2,460	\$639,476			1.00	1.00	\$639,476	15%	\$95,921	20%	\$147,080	\$882,477	\$0	\$882,477	\$0	\$0
RC024A	Culvert	Urban Arterial	2Li	2027	2021 - 2026	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC024B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC025A	Culvert	Urban Arterial	2Li	2027	2021 - 2026	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC025B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DOOP ID	ASSET TYPE	ASSET SUB TYPE	ROAD CROSS SECTION	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	WIDTH (m)	AREA (ha, roads) (sq.m, bridges/culverts)	LENGTH (m)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m ² of road/path, bridge and culverts)	WORKS RAW COST	RELOCATION FACTOR	TRAFFIC FACTOR	RELOCATION FACTOR VALUE	TRAFFIC FACTOR VALUE	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)	EXTERNAL FUNDING (OTHER ENTITIES)		
RC026A	Culvert	Trunk Connector	2Lj	2041	2026 - 2031	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC026B	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC027A	Culvert	Trunk Connector	2Lj	2041	2026 - 2031	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC027B	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC028A	Culvert	Trunk Connector	2Lj	2041	2026 - 2031	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC028B	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC029A	Culvert	Urban Arterial	2Lj	2027	2021 - 2026	20.0	100	5		\$0	\$0	\$2,460	\$245,952			1.00	1.00	\$245,952	15%	\$36,893	20%	\$56,569	\$339,414	\$0	\$339,414	\$0	\$0
RC029B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	65	5		\$0	\$0	\$2,460	\$159,869			1.00	1.00	\$159,869	15%	\$23,980	20%	\$36,770	\$220,619	\$0	\$220,619	\$0	\$0
RC030A	Culvert	Urban Arterial	2Lj	2027	2021 - 2026	20.0	240	12		\$0	\$0	\$2,460	\$590,286			1.00	1.00	\$590,286	15%	\$88,543	20%	\$135,766	\$814,594	\$0	\$814,594	\$0	\$0
RC030B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	156	12		\$0	\$0	\$2,460	\$383,686			1.00	1.00	\$383,686	15%	\$57,553	20%	\$88,248	\$529,486	\$0	\$529,486	\$0	\$0
RC031A	Culvert	Urban Arterial	2Lj	2027	2021 - 2026	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC031B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC032A	Culvert	Trunk Connector	2Lj	2027	2021 - 2026	20.0	200	10		\$0	\$0	\$2,460	\$491,905			1.00	1.00	\$491,905	15%	\$73,786	20%	\$113,138	\$678,829	\$0	\$678,829	\$0	\$0
RC032B	Culvert	Trunk Connector	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
RC033A	Culvert	Urban Arterial	2Lj	2027	2021 - 2026	20.0	240	12		\$0	\$0	\$2,460	\$590,286			1.00	1.00	\$590,286	15%	\$88,543	20%	\$135,766	\$814,594	\$0	\$814,594	\$0	\$0
RC033B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	156	12		\$0	\$0	\$2,460	\$383,686			1.00	1.00	\$383,686	15%	\$57,553	20%	\$88,248	\$529,486	\$0	\$529,486	\$0	\$0
RC034B	Culvert	Urban Arterial	4LBu	2041	2031 - 2041	18.0	270	15		\$0	\$0	\$2,460	\$664,071			1.00	1.00	\$664,071	15%	\$99,611	20%	\$152,736	\$916,419	\$0	\$916,419	\$0	\$0
RC035	Culvert	Urban Arterial	4Lu	2027	2021 - 2026	33.5	436	13		\$0	\$0	\$2,460	\$1,072,352			1.00	1.00	\$1,072,352	15%	\$160,853	20%	\$246,641	\$1,479,846	\$0	\$293,031	\$1,186,815	\$0
RC036	Culvert	Urban Arterial	4Lu	2027	2021 - 2026	34.0	238	7		\$0	\$0	\$2,460	\$585,367			1.00	1.00	\$585,367	15%	\$87,805	20%	\$134,634	\$807,806	\$0	\$159,957	\$647,849	\$0
RC037	Culvert	Urban Arterial	2Lj	2021	2021 - 2026	42.0	252	6		\$0	\$0	\$2,460	\$619,800			1.00	1.00	\$619,800	15%	\$92,970	20%	\$142,554	\$855,324	\$0	\$855,324	\$0	\$0
RC038	Culvert	Trunk Connector	2L	2021	2021 - 2026	12.5	250	20		\$0	\$0	\$2,460	\$614,881			1.00	1.00	\$614,881	15%	\$92,232	20%	\$141,423	\$848,536	\$0	\$397,130	\$451,405	\$0
RC039A	Culvert	Urban Arterial	2Lj	2021	2021 - 2026	20.0	200	10		\$0	\$0	\$7,823	\$1,564,696			1.00	1.00	\$1,564,696	15%	\$234,704	20%	\$359,880	\$2,159,281	\$0	\$714,954	\$1,444,326	\$0
RC039B	Culvert	Urban Arterial	4Lu	2041	2031 - 2041	13.0	130	10		\$0	\$0	\$2,460	\$319,738			1.00	1.00	\$319,738	15%	\$47,961	20%	\$73,540	\$441,239	\$0	\$441,239	\$0	\$0
									TOTAL		\$38,925,363		\$349,113,794							\$54,681,098		\$66,190,897	\$524,338,014	\$10,153,231	\$482,139,277	\$26,788,214	\$5,257,293

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Transport Network Ripley Valley Existing Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXC01	Culvert	Complete	\$113,447.16	\$0.00
EXC01	Culvert	Complete	\$555,580.92	\$0.00
EXC02	Culvert	Complete	\$273,035.62	\$0.00
EXC03	Culvert	Complete	\$154,169.73	\$0.00
EXC03	Culvert	Complete	\$365,960.71	\$0.00
EXC04	Bridge	Complete	\$729,884.68	\$4,278,815.60
EXC05	Culvert	Complete	\$113,634.88	\$666,163.73
EXR1	Road	Complete	\$176,284.98	\$1,033,438.48
EXR2	Intersection	Complete	\$0.00	\$0.00
EXR2	Intersection	Complete	\$0.00	\$0.00
EXR2	Road	Complete	\$4,369,184.26	\$0.00
EXR3	Road	Complete	\$1,126,576.22	\$0.00
EXR3	Road	Complete	\$492,921.19	\$0.00
EXR3	Road	Complete	\$811,397.19	\$0.00
EXR3	Road	Complete	\$766,787.80	\$0.00
EXR3	Road	Complete	\$741,925.85	\$0.00
EXR3	Road	Complete	\$421,827.34	\$0.00
EXR3	Road	Complete	\$1,641,192.72	\$0.00
EXR4	Road	Complete	\$2,739,311.30	\$0.00
EXR4	Road	Complete	\$328,784.31	\$0.00
EXR4	Road	Complete	\$1,478,065.55	\$0.00
EXR5	Road	Complete	\$120,271.67	\$705,070.69
R003	Road	Partial	\$454,741.77	\$0.00
R004A	Road	Partial	\$1,130,293.07	\$0.00
R004A	Road	Partial	\$16,693.98	\$0.00
R004A	Road	Partial	\$960,486.36	\$0.00
R004A	Road	Partial	\$5,853.49	\$0.00
R004A	Road	Partial	\$16,800.60	\$0.00
R004A	Road	Partial	\$257,031.57	\$0.00
R004B	Road	Partial	\$16,695.02	\$0.00

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
R004B	Road	Partial	\$16,800.60	\$0.00
R007A	Road	Partial	\$11,827.96	\$0.00
R007A	Road	Partial	\$11,753.00	\$0.00
R007A	Road	Partial	\$672,609.59	\$0.00
R007B	Road	Partial	\$11,753.00	\$0.00
R007B	Road	Partial	\$11,827.96	\$0.00
R010A	Road	Partial	\$16,343.58	\$0.00
R010A	Road	Partial	\$16,239.98	\$0.00
R010A	Road	Partial	\$1,254,177.18	\$0.00
R010A	Road	Partial	\$853,466.41	\$0.00
R010A	Road	Partial	\$321,561.88	\$0.00
R010B	Road	Partial	\$16,239.98	\$0.00
R010B	Road	Partial	\$16,343.58	\$0.00
R011A	Road	Partial	\$170,426.37	\$0.00
R011A	Road	Partial	\$153,521.79	\$0.00
R011A	Road	Partial	\$11,443.89	\$0.00
R011A	Road	Partial	\$2,241,680.97	\$0.00
R012	Road	Complete	\$700,662.24	\$0.00
R012	Road	Complete	\$568,929.83	\$0.00
R012	Road	Complete	\$237,101.15	\$0.00
R012	Road	Complete	\$18,025.63	\$0.00
R012	Road	Complete	\$4,378,778.10	\$0.00
R013A	Road	Partial	\$402,413.28	\$0.00
R013A	Road	Partial	\$495,590.29	\$0.00
R032A	Road	Partial	\$446,496.64	\$0.00
RI016A	Intersection	Partial	\$73,476.56	\$0.00
RI035A	Intersection	Partial	\$10,240.00	\$0.00
RI035A	Intersection	Partial	\$58,400.66	\$0.00
			\$ 33,576,972	\$ 6,683,489

Municipal Parks and Open Space Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	LINEAR PARK CORRIDOR WIDTH (m)	LINEAR PARK CORRIDOR LENGTH (m)	PARK AREA (m²)	BIODIVERSITY AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	REHABILITATION UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
POS001	District/Major Recreation Park	District Recreation	2027	2021 - 2026			20,000		>Q20 & <Q100	\$4.26	\$85,111	\$42.78		\$855,658	15%	\$128,349	10%	\$98,401	\$1,167,519	\$0	\$1,167,519	\$0
POS003	District/Major Recreation Park	District Recreation	2027	2021 - 2026			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797	\$384,533	\$2,534,265	\$0
POS004	District/Major Recreation Park	District Recreation	2041	2026 - 2031			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797	\$0	\$2,918,797	\$0
POS006	District/Major Recreation Park	District Recreation	2041	2031 - 2041			50,000		<Q20	\$2.43	\$121,584	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,827,604	\$0	\$2,827,604	\$0
POS008	District/Major Recreation Park	District Recreation	2041	2031 - 2041			50,000		> Q100 - Market	\$100.00	\$5,000,002	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$7,706,021	\$0	\$7,706,021	\$0
POS009	District/Major Recreation Park	District Recreation	2041	2031 - 2041			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797	\$0	\$2,918,797	\$0
POS010	District/Major Recreation Park	District Recreation	2041	2031 - 2041			50,000		<Q20	\$2.43	\$121,584	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,827,604	\$0	\$2,827,604	\$0
POS011	District/Major Recreation Park	District Recreation	2041	2041 - 2066			50,000		<Q20	\$2.43	\$121,584	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,827,604	\$0	\$2,827,604	\$0
POS012	District/Major Recreation Park	District Recreation	2041	2041 - 2066			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797	\$0	\$2,918,797	\$0
POS013	District/Major Recreation Park	District Recreation	2041	2041 - 2066			50,000		<Q20	\$2.43	\$121,584	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,827,604	\$0	\$2,827,604	\$0
POS048	Sports Park	District Sport	2041	2026 - 2031			75,000		>Q20 & <Q100	\$4.26	\$319,167	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,575,745	\$0	\$8,575,745	\$0
POS049	Sports Park	District Sport	2041	2031 - 2041			75,000		> Q100 - Market	\$100.00	\$7,500,003	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$15,756,582	\$0	\$15,756,582	\$0
POS050	Sports Park	District Sport	2027	2021 - 2026			50,000		<Q20	\$2.43	\$121,584	\$87.03		\$4,351,293	15%	\$652,694	10%	\$500,399	\$5,625,970	\$0	\$5,625,970	\$0
POS051	Sports Park	District Sport	2041	2026 - 2031			55,000		<Q20	\$2.43	\$133,743	\$87.03		\$4,786,422	15%	\$717,963	10%	\$550,439	\$6,188,567	\$0	\$6,188,567	\$0
POS052	Sports Park	District Sport	2041	2031 - 2041			75,000		<Q20	\$2.43	\$182,376	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,438,955	\$0	\$8,438,955	\$0
POS053	Sports Park	District Sport	2041	2026 - 2031			75,000		<Q20	\$2.43	\$182,376	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,438,955	\$0	\$8,438,955	\$0
POS057	Sports Park	District Sport	2041	2031 - 2041			53,000		>Q20 & <Q100	\$4.26	\$225,545	\$87.03		\$4,612,370	15%	\$691,856	10%	\$530,423	\$6,060,193	\$0	\$6,060,193	\$0
POS058	Sports Park	District Sport	2041	2041 - 2066			75,000		Specific	\$6.41	\$480,893	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,737,472	\$0	\$8,737,472	\$0
POS059	Sports Park	District Sport	2041	2041 - 2066			50,000		<Q20	\$2.43	\$121,584	\$87.03		\$4,351,293	15%	\$652,694	10%	\$500,399	\$5,625,970	\$0	\$5,625,970	\$0
POS062	Sports Park	Regional Sport	2041	2026 - 2031			100,000		<Q20	\$2.43	\$243,169	\$82.70		\$8,269,938	15%	\$1,240,491	10%	\$951,043	\$10,704,640	\$0	\$10,704,640	\$0
POS063	Sports Park	Regional Sport	2041	2026 - 2031			100,000		<Q20	\$2.43	\$243,169	\$82.70		\$8,269,938	15%	\$1,240,491	10%	\$951,043	\$10,704,640	\$4,033,634	\$6,671,006	\$0
POS064	Sports Park	Regional Sport	2041	2031 - 2041			150,000		Specific	\$7.21	\$1,082,169	\$82.70		\$12,404,907	15%	\$1,860,736	10%	\$1,426,564	\$16,774,376	\$0	\$16,774,376	\$0
POS066	Sports Park	Regional Sport	2041	2026 - 2031			150,000		<Q20	\$2.43	\$364,753	\$82.70		\$12,404,907	15%	\$1,860,736	10%	\$1,426,564	\$16,056,960	\$0	\$16,056,960	\$0
POS067	Sports Park	Regional Sport	2041	2041 - 2066			100,000		> Q100 - Market	\$100.00	\$10,000,005	\$82.70		\$8,269,938	15%	\$1,240,491	10%	\$951,043	\$20,461,476	\$0	\$20,461,476	\$0
POS068	District/Major Recreation Park	Regional Park and Garden	2041	2026 - 2031			100,000		<Q20	\$2.43	\$243,169	\$48.39		\$4,838,895	15%	\$725,834	10%	\$556,473	\$6,364,370	\$0	\$6,364,370	\$0
POS069	District/Major Recreation Park	Town Centre Plaza	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.95		\$599,740	15%	\$89,961	10%	\$68,970	\$779,949	\$0	\$779,949	\$0
POS070	District/Major Recreation Park	Town Centre Plaza	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.95		\$599,740	15%	\$89,961	10%	\$68,970	\$779,949	\$0	\$779,949	\$0
POS071	District/Major Recreation Park	Town Centre Plaza	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.95		\$599,740	15%	\$89,961	10%	\$68,970	\$779,949	\$0	\$779,949	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Parks and Open Space Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	LINEAR PARK CORRIDOR WIDTH (m)	LINEAR PARK CORRIDOR LENGTH (m)	PARK AREA (m²)	BIODIVERSITY AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	REHABILITATION UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
POS141	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS142	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS143	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS144	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS145	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS146	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS147	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS148	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS149	Local Park	Neighbourhood Recreation	2027	2021 - 2026			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS150	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS151	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS152	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS153	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS154	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS155	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS156	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS157	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS158	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS159	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS160	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0
POS161	Local Park	Neighbourhood Recreation	2041	2026 - 2031			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15%	\$89,953	10%	\$68,964	\$779,881	\$0	\$779,881	\$0

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Municipal Parks and Open Space Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	LINEAR PARK CORRIDOR WIDTH (m)	LINEAR PARK CORRIDOR LENGTH (m)	PARK AREA (m²)	BIODIVERSITY AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	REHABILITATION UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)
POS162	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS163	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS164	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS165	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS166	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS167	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS168	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS169	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS170	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS171	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS172	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS173	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS174	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS175	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS176	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS177	Local Park	Neighbourhood Recreation	2041	2031 - 2041			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS178	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS179	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS180	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS181	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS182	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS183	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS184	Local Park	Neighbourhood Recreation	2041	2041 - 2066			5,000		>Q20 & <Q100	\$4.26	\$21,278	\$119.94		\$599,686	15% \$89,953	10% \$68,964	\$779,881	\$0	\$779,881	\$0
POS185	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS186	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS187	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS188	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS189	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS190	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0
POS191	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15% \$109,832	10% \$84,204	\$968,804	\$0	\$968,804	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

Municipal Parks and Open Space Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	LINEAR PARK CORRIDOR WIDTH (m)	LINEAR PARK CORRIDOR LENGTH (m)	PARK AREA (m²)	BIODIVERSITY AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	REHABILITATION UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
POS192	District/Major Recreation Park	Major Recreation	2041	2031 - 2041			100,000		> Q100 - Market	\$100.00	\$10,000,005	\$39.46		\$3,945,654	15%	\$591,848	10%	\$453,750	\$14,991,257	\$0	\$14,991,257	\$0
POS194	District/Major Recreation Park	Major Recreation	2041	2041 - 2066			100,000		>Q20 & <Q100	\$4.26	\$425,556	\$39.46		\$3,945,654	15%	\$591,848	10%	\$453,750	\$5,416,808	\$0	\$5,416,808	\$0
POS195	District/Major Recreation Park	District Recreation	2041	2026 - 2031			50,000		<Q20	\$2.43	\$121,584	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,827,604	\$0	\$2,827,604	\$0
POS196	District/Major Recreation Park	District Recreation	2041	2031 - 2041			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$42.78		\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797	\$0	\$2,918,797	\$0
POS197	Sports Park	District Sport	2027	2021 - 2026			50,000		>Q20 & <Q100	\$4.26	\$212,778	\$87.03		\$4,351,293	15%	\$652,694	10%	\$500,399	\$5,717,164	\$0	\$5,717,164	\$0
POS198	Sports Park	District Sport	2041	2041 - 2066			75,000		<Q20	\$2.43	\$182,376	\$87.03		\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,438,955	\$0	\$8,438,955	\$0
POS199	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS200	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS201	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS202	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS203	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS204	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS205	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS206	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS207	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS208	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS209	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS210	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS211	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS212	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS213	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS214	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS215	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS216	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS217	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS218	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS219	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS220	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS221	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS222	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS223	Local Park	Neighbourhood Recreation	2041	2041 - 2066			10,000		>Q20 & <Q100	\$4.26	\$42,556	\$73.22		\$732,212	15%	\$109,832	10%	\$84,204	\$968,804	\$0	\$968,804	\$0
POS300	Linear Park	Environmental	2041	2021 - 2066				141,675	>Q20 & <Q100	\$4.26	\$602,905		\$5.14	\$728,370	15%	\$109,256	10%	\$83,763	\$1,524,294	\$0	\$1,524,294	\$0

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Municipal Parks and Open Space Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23) (cont)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	LINEAR PARK CORRIDOR WIDTH (m)	LINEAR PARK CORRIDOR LENGTH (m)	PARK AREA (m²)	BIODIVERSITY AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	REHABILITATION UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
POS301	Linear Park	Environmental	2041	2021 - 2066				462,358	>Q20 & <Q100	\$4.26	\$1,967,592		\$5.14	\$2,377,048	15%	\$356,557	10%	\$273,361	\$4,974,558	\$0	\$4,974,558	\$0
POS303	Linear Park	Environmental	2041	2021 - 2066				476,962	>Q20 & <Q100	\$4.26	\$2,029,739		\$5.14	\$2,452,129	15%	\$367,819	10%	\$281,995	\$5,131,682	\$0	\$5,131,682	\$0
POS304	Linear Park	Environmental	2041	2021 - 2066				138,621	>Q20 & <Q100	\$4.26	\$589,910		\$5.14	\$712,671	15%	\$106,901	10%	\$81,957	\$1,491,439	\$0	\$1,491,439	\$0
POS305	Linear Park	Environmental	2041	2021 - 2066				187,266	>Q20 & <Q100	\$4.26	\$796,923		\$5.14	\$962,763	15%	\$144,414	10%	\$110,718	\$2,014,817	\$0	\$2,014,817	\$0
POS306	Linear Park	Environmental	2041	2021 - 2066				138,646	>Q20 & <Q100	\$4.26	\$590,015		\$5.14	\$712,798	15%	\$106,920	10%	\$81,972	\$1,491,704	\$0	\$1,491,704	\$0
POS307	Linear Park	Environmental	2041	2021 - 2066				188,213	>Q20 & <Q100	\$4.26	\$800,953		\$5.14	\$967,632	15%	\$145,145	10%	\$111,278	\$2,025,008	\$0	\$2,025,008	\$0
POS308	Linear Park	Environmental	2041	2021 - 2066				456,773	>Q20 & <Q100	\$4.26	\$1,943,825		\$5.14	\$2,348,336	15%	\$352,250	10%	\$270,059	\$4,914,470	\$0	\$4,914,470	\$0
POS309	Linear Park	Major Linear	2041	2021 - 2066	15	2,649	39,742		>Q20 & <Q100	\$4.26	\$169,126	\$23.55		\$936,024	15%	\$140,404	10%	\$107,643	\$1,353,195	\$0	\$1,353,195	\$0
POS310	Linear Park	Major Linear	2041	2021 - 2066	15	8,958	134,377		>Q20 & <Q100	\$4.26	\$571,849	\$23.55		\$3,164,890	15%	\$474,734	10%	\$363,962	\$4,575,435	\$0	\$4,575,435	\$0
POS312	Linear Park	Major Linear	2041	2021 - 2066	15	9,286	139,288		>Q20 & <Q100	\$4.26	\$592,750	\$23.55		\$3,280,570	15%	\$492,085	10%	\$377,266	\$4,742,671	\$0	\$4,742,671	\$0
POS313	Linear Park	Major Linear	2041	2021 - 2066	15	2,700	40,493		>Q20 & <Q100	\$4.26	\$172,321	\$23.55		\$953,706	15%	\$143,056	10%	\$109,676	\$1,378,759	\$0	\$1,378,759	\$0
POS314	Linear Park	Major Linear	2041	2021 - 2066	15	3,679	55,186		>Q20 & <Q100	\$4.26	\$234,848	\$23.55		\$1,299,763	15%	\$194,964	10%	\$149,473	\$1,879,048	\$0	\$1,879,048	\$0
POS315	Linear Park	Major Linear	2041	2021 - 2066	15	2,662	39,930		>Q20 & <Q100	\$4.26	\$169,923	\$23.55		\$940,437	15%	\$141,066	10%	\$108,150	\$1,359,576	\$0	\$1,359,576	\$0
POS316	Linear Park	Major Linear	2041	2021 - 2066	15	3,644	54,666		>Q20 & <Q100	\$4.26	\$232,634	\$23.55		\$1,287,508	15%	\$193,126	10%	\$148,063	\$1,861,331	\$0	\$1,861,331	\$0
POS349	Linear Park	Local Linear	2041	2021 - 2066	20	2,841	56,812		>Q20 & <Q100	\$4.26	\$241,768	\$29.63		\$1,683,540	15%	\$252,531	10%	\$193,607	\$2,371,446	\$0	\$2,371,446	\$0
POS350	Linear Park	Local Linear	2041	2021 - 2066	20	1,853	37,064		>Q20 & <Q100	\$4.26	\$157,727	\$29.63		\$1,098,328	15%	\$164,749	10%	\$126,308	\$1,547,112	\$0	\$1,547,112	\$0
POS351	Linear Park	Local Linear	2041	2021 - 2066	20	1,326	26,529		>Q20 & <Q100	\$4.26	\$112,896	\$29.63		\$786,149	15%	\$117,922	10%	\$90,407	\$1,107,375	\$0	\$1,107,375	\$0
POS352	Linear Park	Local Linear	2041	2021 - 2066	20	3,792	75,843		>Q20 & <Q100	\$4.26	\$322,754	\$29.63		\$2,247,483	15%	\$337,122	10%	\$258,460	\$3,165,819	\$0	\$3,165,819	\$0
POS353	Linear Park	Local Linear	2041	2021 - 2066	20	1,424	28,486		>Q20 & <Q100	\$4.26	\$121,223	\$29.63		\$844,129	15%	\$126,619	10%	\$97,075	\$1,189,046	\$0	\$1,189,046	\$0
POS354	Linear Park	Local Linear	2041	2021 - 2066	20	1,089	21,779		>Q20 & <Q100	\$4.26	\$92,680	\$29.63		\$645,375	15%	\$96,806	10%	\$74,218	\$909,080	\$0	\$909,080	\$0
POS355	Linear Park	Local Linear	2041	2021 - 2066	20	1,359	27,177		>Q20 & <Q100	\$4.26	\$115,652	\$29.63		\$805,337	15%	\$120,801	10%	\$92,614	\$1,134,403	\$0	\$1,134,403	\$0
POS356	Linear Park	Local Linear	2041	2021 - 2066	20	1,503	30,065		>Q20 & <Q100	\$4.26	\$127,944	\$29.63		\$890,935	15%	\$133,640	10%	\$102,457	\$1,254,976	\$0	\$1,254,976	\$0
POS357	Linear Park	Local Linear	2041	2021 - 2066	20	741	14,810		>Q20 & <Q100	\$4.26	\$63,025	\$29.63		\$438,873	15%	\$65,831	10%	\$50,470	\$618,200	\$0	\$618,200	\$0
POS358	Linear Park	Local Linear	2041	2021 - 2066	20	1,298	25,956		>Q20 & <Q100	\$4.26	\$110,459	\$29.63		\$769,178	15%	\$115,377	10%	\$88,455	\$1,083,469	\$0	\$1,083,469	\$0
POS359	Linear Park	Local Linear	2041	2021 - 2066	20	1,259	25,189		>Q20 & <Q100	\$4.26	\$107,193	\$29.63		\$746,432	15%	\$111,965	10%	\$85,840	\$1,051,430	\$0	\$1,051,430	\$0
POS360	Linear Park	Local Linear	2041	2021 - 2066	20	1,523	30,461		>Q20 & <Q100	\$4.26	\$129,627	\$29.63		\$902,653	15%	\$135,398	10%	\$103,805	\$1,271,483	\$0	\$1,271,483	\$0
POS361	Linear Park	Local Linear	2041	2021 - 2066	20	1,526	30,526		>Q20 & <Q100	\$4.26	\$129,904	\$29.63		\$904,578	15%	\$135,687	10%	\$104,027	\$1,274,195	\$0	\$1,274,195	\$0
POS362	Linear Park	Local Linear	2041	2021 - 2066	20	1,639	32,777		>Q20 & <Q100	\$4.26	\$139,484	\$29.63		\$971,293	15%	\$145,694	10%	\$111,699	\$1,368,170	\$0	\$1,368,170	\$0
POS363	Linear Park	Local Linear	2041	2021 - 2066	20	481	9,612		>Q20 & <Q100	\$4.26	\$40,903	\$29.63		\$284,828	15%	\$42,724	10%	\$32,755	\$401,211	\$0	\$401,211	\$0
POS364	Linear Park	Local Linear	2041	2021 - 2066	20	407	8,139		>Q20 & <Q100	\$4.26	\$34,637	\$29.63		\$241,192	15%	\$36,179	10%	\$27,737	\$339,744	\$0	\$339,744	\$0
POS365	Linear Park	Local Linear	2041	2021 - 2066	20	522	10,433		>Q20 & <Q100	\$4.26	\$44,399	\$29.63		\$309,170	15%	\$46,376	10%	\$35,555	\$435,499	\$0	\$435,499	\$0
									TOTAL		\$54,940,770			\$237,660,723		\$35,649,108		\$27,330,983	\$355,581,584	\$4,418,166	\$351,163,418	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXPOS01	Local Park	Complete	\$1,954,451.64	\$0.00
EXPOS02	Local Park	Complete	\$1,954,451.64	\$0.00
EXPOS03	Local Park	Complete	\$438,208.29	\$0.00
EXPOS03	Local Park	Complete	\$19,742.17	\$0.00
EXPOS04	Local Park	Complete	\$534,843.78	\$0.00
EXPOS05	Local Park	Complete	\$769,620.65	\$0.00
EXPOS06	District Recreation	Complete	\$59,224.57	\$0.00
EXPOS06	District Recreation	Complete	\$3,601,942.71	\$0.00
POS003	District Recreation	Partial	\$384,532.51	\$0.00
POS063	Regional Sport	Partial	\$428,509.05	\$0.00
POS063	Regional Sport	Partial	\$3,605,124.91	\$0.00
			\$13,750,651.92	\$0.00

Municipal Local Community Facilities Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	AREA (m2)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	WORKS UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (MUNICIPAL CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)		
CF001	Community Facility	Citywide	2041	2041 - 2066	30,000	> Q100	\$30.40	\$911,899	\$30.23	\$906,795	15%	\$136,019	10%	\$104,281	\$2,058,995	\$0	\$2,058,995	\$0
CF002	Community Facility	District	2041	2031 - 2041	15,000	> Q100	\$30.40	\$455,949	\$35.42	\$531,321	15%	\$79,698	10%	\$61,102	\$1,128,071	\$0	\$1,128,071	\$0
CF003	Community Facility	District	2041	2031 - 2041	15,000	> Q100	\$30.40	\$455,949	\$35.42	\$531,321	15%	\$79,698	10%	\$61,102	\$1,128,071	\$0	\$1,128,071	\$0
CF004	Community Facility	Local	2027	2021 - 2026	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF005	Community Facility	Local	2027	2021 - 2026	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF006	Community Facility	Local	2041	2026 - 2031	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF007	Community Facility	Local	2041	2026 - 2031	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF008	Community Facility	Local	2041	2031 - 2041	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF009	Community Facility	Local	2041	2031 - 2041	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF011	Community Facility	Local	2041	2041 - 2066	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF012	Community Facility	Local	2041	2041 - 2066	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
CF013	Community Facility	District	2041	2026 - 2031	15,000	> Q100	\$30.40	\$455,949	\$35.42	\$531,321	15%	\$79,698	10%	\$61,102	\$1,128,071	\$0	\$1,128,071	\$0
CF014	Community Facility	Local	2041	2031 - 2041	4,000	> Q100	\$30.40	\$121,587	\$53.00	\$211,989	15%	\$31,798	10%	\$24,379	\$389,752	\$0	\$389,752	\$0
						TOTAL		\$3,374,026		\$4,408,657		\$661,299		\$506,996	\$8,950,977	\$0	\$8,950,977	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
			\$ -	\$ -

State Community Facilities Network Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	AREA (m2)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	WORKS UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSETS PROVIDED (EXISTING PARTIAL CONSTRUCTION)	ESTABLISHMENT COST (STATE CHARGE COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)
AMB001	Community Facility	Ambulance	2041	2031 - 2041	6,000	> Q100	\$30.40	\$182,380	\$40.62	\$243,698	15%	\$36,555	10%	\$28,025	\$490,658	\$0
AMB002	Community Facility - Additional	Ambulance	2041	2026 - 2031	6,000	> Q100	\$30.40	\$182,380	\$40.62	\$243,698	15%	\$36,555	10%	\$28,025	\$490,658	\$0
AMB003	Community Facility - Additional	Ambulance	2027	2021 - 2026	10,000	> Q100	\$30.40	\$303,966	\$40.62	\$406,163	15%	\$60,924	10%	\$46,709	\$817,763	\$0
FR001	Community Facility	Fire & Rescue	2027	2021 - 2026	6,000	> Q100	\$30.40	\$182,380	\$40.62	\$243,698	15%	\$36,555	10%	\$28,025	\$490,658	\$0
FR002	Community Facility - Additional	Fire & Rescue	2041	2031 - 2041	6,000	> Q100	\$30.40	\$182,380	\$40.62	\$243,698	15%	\$36,555	10%	\$28,025	\$490,658	\$0
HCC001	Community Facility	Health Care Centre	2041	2031 - 2041	32,000	> Q100	\$30.40	\$972,692	\$40.62	\$1,299,722	15%	\$194,958	10%	\$149,468	\$2,616,841	\$0
HCC002	Community Facility	Health Care Centre	2027	2021 - 2026	27,000	> Q100	\$30.40	\$820,709	\$40.62	\$1,096,641	15%	\$164,496	10%	\$126,114	\$2,207,960	\$0
HCC003	Community Facility - Additional	Health Care Centre	2041	2031 - 2041	32,000	> Q100	\$30.40	\$972,692	\$40.62	\$1,299,722	15%	\$194,958	10%	\$149,468	\$2,616,841	\$0
HP001	Community Facility	Health Precinct	2041	2026 - 2031	40,000	> Q100	\$30.40	\$1,215,865	\$40.62	\$1,624,653	15%	\$243,698	10%	\$186,835	\$3,271,051	\$0
P001	Community Facility	Police	2027	2021 - 2026	10,000	> Q100	\$30.40	\$303,966	\$40.62	\$406,163	15%	\$60,924	10%	\$46,709	\$817,763	\$0
PS001	Community Facility	Primary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS002	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS003	Community Facility	Primary School	2027	2021 - 2026	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS004	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS005	Community Facility - Additional	Primary School	2041	2026 - 2031	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS006	Community Facility	Primary School	2027	2021 - 2026	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS007	Community Facility	Primary School	2041	2031 - 2041	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS008	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS009	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS010	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS011	Community Facility	Primary School	2027	2021 - 2026	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS012	Community Facility	Primary School	2041	2031 - 2041	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS013	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS014	Community Facility	Primary School	2041	2031 - 2041	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
PS015	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$27.69	\$1,938,329	15%	\$290,749	10%	\$222,908	\$4,579,751	\$0
SS001	Community Facility - Additional	Secondary School	2041	2031 - 2041	120,000	> Q100	\$30.40	\$3,647,596	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,987,317	\$0
SS002	Community Facility	Secondary School	2041	2026 - 2031	120,000	> Q100	\$30.40	\$3,647,596	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,987,317	\$0

SS003	Community Facility - Additional	Secondary School	2041	2041 - 2066	60,000	> Q100	\$30.40	\$1,823,798	\$22.00	\$1,320,048	15%	\$198,007	10%	\$151,805	\$3,493,658	\$0	\$3,493,658	\$0
SS004a	Community Facility	Secondary School	2041	2041 - 2066	70,000	> Q100	\$30.40	\$2,127,764	\$22.00	\$1,540,056	15%	\$231,008	10%	\$177,106	\$4,075,935	\$0	\$4,075,935	\$0
SS004b	Community Facility - Additional	Secondary School	2041	2041 - 2066	50,000	> Q100	\$30.40	\$1,519,832	\$22.00	\$1,100,040	15%	\$165,006	10%	\$126,505	\$2,911,382	\$0	\$2,911,382	\$0
SS005	Community Facility	Secondary School	2041	2031 - 2041	120,000	> Q100	\$30.40	\$3,647,596	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,987,317	\$0	\$6,987,317	\$0
SS006	Community Facility	Secondary School	2041	2041 - 2066	120,000	> Q100	\$30.40	\$3,647,596	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,987,317	\$0	\$6,987,317	\$0
RCW001	Rail Corridor Widening	Ripley Valley	2041	2021 - 2066	282,000	> Q100	\$30.40	\$8,571,850	\$0.00	\$0		\$0		\$0	\$8,571,850	\$0	\$8,571,850	\$0
						TOTAL		\$65,869,499		\$50,703,322		\$7,605,498		\$5,830,882	\$130,009,202	\$0	\$130,009,202	\$0

> Note: 2% of 15% Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

State Community Facilities Network Ripley Valley Existing Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXCF01	Existing School Primary and Secondary School	Complete	\$2,107,240.15	\$0.00
EXCF01	Existing School Primary and Secondary School	Complete	\$3,612,410.59	\$0.00
EXCF01	Existing School Primary and Secondary School	Complete	\$2,316,467.17	\$0.00
EXCF01	Existing School Primary and Secondary School	Complete	\$1,351,272.88	\$0.00
			\$9,387,390.80	\$0.00

Municipal Other Provisions Ripley Valley Future Assets – Base Rate Costs as at July 2022 (FY 2022/23)

ASSET ID	ASSET TYPE	TOTAL ESTABLISHMENT COST
Other Provisions		
PY01	Public Transport Allowance	\$7,081,413
	TOTAL	\$7,081,413

Sub-regional Infrastructure Networks Ripley Valley Assets – Base Rate Costs as at July 2022 (FY 2022/23)

DCOP ID	ASSET TYPE	ASSET SUB TYPE	TIMING FOR FINANCIAL MODEL	TIMING FOR CONSTRUCTION / ACQUISITION	AREA (m2)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	WORKS UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)	CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	ESTABLISHMENT COST (SUB REGIONAL COMPONENT)	ESTABLISHMENT COST (CATALYST FUNDING)
Transport															
SRT01	Sub-Arterial	Road Upgrade	2026	2021 - 2026	0			\$0		\$21,502,832	0%	\$0	\$0	\$21,502,832	\$0
SRT02	Sub-Arterial	Road Upgrade	2031	2026 - 2031	0			\$0		\$11,460,300	0%	\$0	\$0	\$11,460,300	\$0
SRT03	Sub-Arterial	Road Upgrade	2031	2026 - 2031	0			\$0		\$17,013,229	0%	\$0	\$0	\$17,013,229	\$0
SRT04	Sub-Arterial	Intersection Upgrade	2031	2026 - 2031	0			\$0		\$1,890,359	0%	\$0	\$0	\$1,890,359	\$0
SRT05	Sub-Arterial	Road Upgrade	2031	2026 - 2031	0			\$0		\$23,038,748	0%	\$0	\$0	\$23,038,748	\$0
Sewerage															
SRS01	Gravity Main		TBC	TBC				\$0		\$74,292,101	0%	\$0	\$0	\$74,292,101	\$0
SRS02	Gravity Main		TBC	TBC				\$0		\$43,383,926	0%	\$0	\$0	\$43,383,926	\$0
SRS03	Treatment Plant Capacity		TBC	TBC				\$0		\$55,487,658	0%	\$0	\$0	\$55,487,658	\$0
SRS04	Environmental		TBC	TBC				\$0		\$42,202,463	0%	\$0	\$0	\$42,202,463	\$0
Water Supply															
SRW01	Redbank PST		TBC	TBC				\$0		\$2,091,450	0%	\$0	\$0	\$2,091,450	\$0
SRW02	Redbank Res		TBC	TBC				\$0		\$20,065,333	0%	\$0	\$0	\$20,065,333	\$0
SRW03	Redbank Supply Main		TBC	TBC				\$0		\$6,474,240	0%	\$0	\$0	\$6,474,240	\$0
SRW04	Ripley HLZ Distribution Main		TBC	TBC				\$0		\$0	0%	\$0	\$0	\$0	\$0
SRW05	Ripley LLZ Res		TBC	TBC				\$0		\$10,673,050	0%	\$0	\$0	\$10,673,050	\$0
SRW06	Swanbank PST		TBC	TBC				\$0		\$4,508,221	0%	\$0	\$0	\$4,508,221	\$0
SRW07	Swanbank to Ripley LLZ Main		TBC	TBC				\$0		\$23,392,234	0%	\$0	\$0	\$23,392,234	\$0
						TOTAL		\$0		\$357,476,145	\$0	\$0	\$357,476,145	\$357,476,145	\$0

> Note: 2% of Project Management & Design Cost is allocated to EDQ strategic infrastructure planning costs.

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Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper



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