

# Greater Flagstone Priority Development Area Development Charges and Offset Plan

July 2025

**Economic Development Queensland**



**Queensland**  
Government

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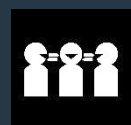


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# 1 Preliminary

## 1.1 Economic Development Act

The Economic Development Act 2012 (the ED Act)<sup>1</sup> 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 Act<sup>2</sup> 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 Act<sup>3</sup> 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 Act<sup>4</sup> provides for the MEDQ to fix charges and other terms for the provision of infrastructure in PDAs.

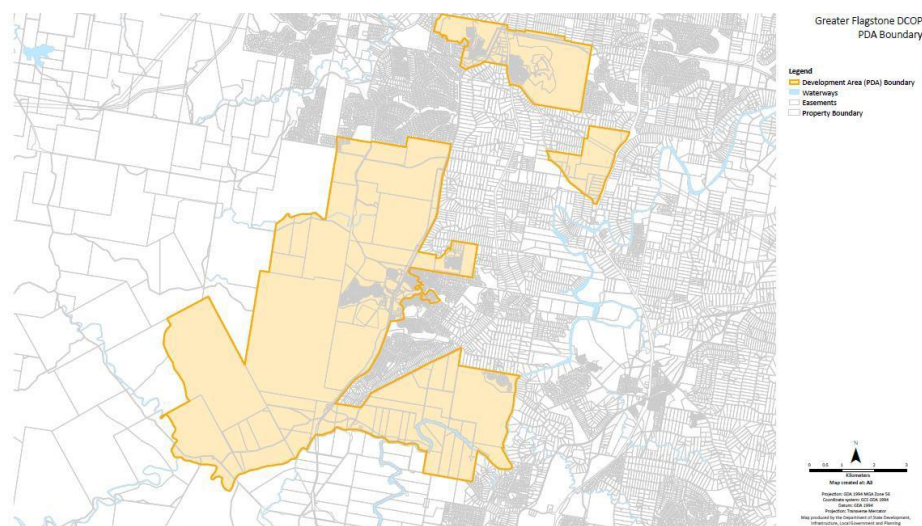
This document is the Development Charges and Offset Plan (DCOP) made by the MEDQ<sup>5</sup> for the Greater Flagstone PDA.

## 1.2 Greater Flagstone Priority Development Area

The Greater Flagstone PDA (the PDA) was declared by regulation<sup>6</sup> on 8 October 2010.

The PDA is approximately 7,188 hectares of land located west of Jimboomba and the Mount Lindsay Highway, along the Brisbane-Sydney rail line. It is immediately north of the Bromelton State Development Area. The boundaries of the PDA are shown on Map 1.

Map 1: PDA boundary



<sup>1</sup> See section 8 of the ED Act.

<sup>2</sup> See section 3 of the ED Act.

<sup>3</sup> See section 4 of the ED Act.

<sup>4</sup> See section 10 of the ED Act.

<sup>5</sup> See section 10 of the ED Act.

<sup>6</sup> See section 37 of the ED Act.

## 1.3 Application of the Development Charges and Offset Plan

The Greater Flagstone 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
- i. the Trunk Infrastructure plans and schedules of works, and
- ii. 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 Greater Flagstone 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 contains 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
<b>Residential development</b>	
<b>Residential</b>	Display home, Home based business, House, Multiple residential, Other residential, Relocatable home park, Short term accommodation
<b>Non-residential development</b>	
<b>Retail</b>	Bulk landscape supplies, Fast food premises, Food premises, Garden centre, Market, Outdoor sales, Service station, Shop, Shopping centre, Showroom
<b>Commercial</b>	Business, Car park, Health care services, Sales office
<b>Industrial</b>	Extractive industry, High impact industry, Low impact industry, Medium impact industry, Noxious and hazardous industry, Research and technology facility, Service industry, Warehouse
<b>Rural category</b>	Agriculture, Agricultural supply store, Animal keeping and husbandry, Intensive animal industries, Intensive horticulture, Wholesale nursery
<b>Tourism category</b>	Tourist attraction, Tourist park
<b>Service, community and other uses category</b>	Cemetery, Child care centre, Community facility, Crematorium, Educational establishment, Emergency services, Funeral parlour, Hospital, Place of assembly, Telecommunications facility, Utility installation, Veterinary hospital
<b>Sport, recreation and entertainment category</b>	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. **public transport charge** – a component of the municipal charge used to facilitate the early delivery of public transport services for the PDA. The initial agreement timeframe with Translink for the delivery of the early public transport services is for six years and commenced in 2019.
  - c. **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

The following other charges apply to development in the PDA:

- i. **value capture charge** – assists in the delivery of sub-regional infrastructure and only applies to land that is included within the Value Capture Charge Area as identified in Map 2. The Value Capture Charge Area identifies land that, prior to the declaration of the PDA, was outside the urban footprint as identified in the *South East Queensland Regional Plan 2009-2031*.

## 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)	Value capture charge	Total Development Charge (per unit)
		Municipal charge			State charge	Implementation charge	Sub-regional charge			
		Catalyst charge	Public transport charge	Balance municipal charge						
Management Lot	Lot	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential	Lot	\$6,334	\$2,024	\$18,344	\$1,299	\$1,158	\$11,503	\$40,662	\$10,510	\$51,172
Non residential	Lot	\$0	\$0	\$7,337	\$0	\$0	\$2,849	\$10,186	\$2,665	\$12,851

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)	Value capture charge	Total Development Charge (per unit)
		Municipal charge			State charge	Implementation charge	Sub-regional charge			
		Catalyst charge	Public transport charge	Balance municipal charge						
Residential category										
House or display home	Dwelling	\$6,334	\$2,024	\$18,344	\$1,299	\$1,158	\$11,503	\$40,662	\$10,510	\$51,172
Multiple residential, Other residential, relocatable home park, short term accommodation	Small dwelling	\$6,334	\$2,024	\$6,364	\$845	\$753	\$8,522	\$24,842	\$6,103	\$30,945
	Medium dwelling	\$6,334	\$2,024	\$12,507	\$1,077	\$960	\$9,877	\$32,779	\$9,153	\$41,932
	Large dwelling	\$6,334	\$2,024	\$18,344	\$1,299	\$1,158	\$11,503	\$40,662	\$10,510	\$51,172
Retail category										
Bulk landscape supplies	m² GFA	\$0	\$0	\$181	\$0	\$0	\$74	\$255	\$40	\$295
Fast food premises	m² GFA	\$0	\$0	\$233	\$0	\$0	\$87	\$320	\$40	\$360
Food premises	m² GFA	\$0	\$0	\$233	\$0	\$0	\$87	\$320	\$40	\$360
Garden centre	m² GFA	\$0	\$0	\$181	\$0	\$0	\$74	\$255	\$40	\$295
Market	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Proposed land use	Unit	Local Charges (per unit)						Total Local Charge (per unit)	Value capture charge	Total Development Charge (per unit)
		Municipal charge			State charge	Implementation charge	Sub-regional charge			
		Catalyst charge	Public transport charge	Balance municipal charge						
Outdoor sales	m² GFA	\$0	\$0	\$181	\$0	\$0	\$74	\$255	\$40	\$295
Service station	m² GFA	\$0	\$0	\$233	\$0	\$0	\$87	\$320	\$40	\$360
Shop	m² GFA	\$0	\$0	\$233	\$0	\$0	\$87	\$320	\$40	\$360
Shopping centre	m² GFA	\$0	\$0	\$233	\$0	\$0	\$87	\$320	\$40	\$360
Showroom	m² GFA	\$0	\$0	\$181	\$0	\$0	\$74	\$255	\$40	\$295
Commercial category										
Business	m² GFA	\$0	\$0	\$179	\$0	\$0	\$72	\$251	\$40	\$291
Car park	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Health care services	m² GFA	\$0	\$0	\$179	\$0	\$0	\$72	\$251	\$40	\$291
Sales office – on a residential lot	Small office	\$6,334	\$2,024	\$6,364	\$845	\$753	\$8,522	\$24,842	\$6,103	\$30,945
	Medium office	\$6,334	\$2,024	\$12,507	\$1,077	\$960	\$9,877	\$32,779	\$9,153	\$41,932
	Large office	\$6,334	\$2,024	\$18,344	\$1,299	\$1,158	\$11,503	\$40,662	\$10,510	\$51,172
Industrial category										
Extractive industry	m² GFA	\$0.00	\$0.00	TBD	\$0.00	\$0.00	TBD	TBD	TBD	TBD
High impact industry	m² GFA	\$0.00	\$0.00	TBD	\$0.00	\$0.00	TBD	TBD	TBD	TBD
Noxious and hazardous industry	m² GFA	\$0.00	\$0.00	TBD	\$0.00	\$0.00	TBD	TBD	TBD	TBD
Low impact industry	m² GFA	\$0	\$0	\$64	\$0	\$0	\$36	\$100	\$26	\$126
Medium impact industry	m² GFA	\$0	\$0	\$64	\$0	\$0	\$36	\$100	\$26	\$126
Research and technology facility	m² GFA	\$0	\$0	\$64	\$0	\$0	\$36	\$100	\$26	\$126
Service industry	m² GFA	\$0	\$0	\$230	\$0	\$0	\$79	\$309	\$26	\$335

Proposed land use	Unit	Local Charges (per unit)						Total Local Charge (per unit)	Value capture charge	Total Development Charge (per unit)
		Municipal charge			State charge	Implementation charge	Sub-regional charge			
		Catalyst charge	Public transport charge	Balance municipal charge						
Warehouse	m² GFA	\$0	\$0	\$64	\$0	\$0	\$36	\$100	\$26	\$126
Rural category										
Agriculture	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Agricultural supply store	m² GFA	\$0	\$0	\$64	\$0	\$0	\$36	\$100	\$26	\$126
Animal keeping and husbandry	m² GFA	\$0	\$0	TBD	\$0	\$0	TBD	TBD	TBD	TBD
Intensive animal industries	m² GFA	\$0	\$0	\$25	\$0	\$0	\$7	\$32	\$26	\$58
Intensive horticulture	m² GFA	\$0	\$0	\$25	\$0	\$0	\$7	\$32	\$26	\$58
Wholesale nursery	m² GFA	\$0	\$0	\$25	\$0	\$0	\$7	\$32	\$26	\$58
Tourism category										
Tourist attraction	m² GFA	\$0	\$0	TBD	\$0	\$0	TBD	TBD	TBD	TBD
Tourist park	m² GFA	\$0	\$0	TBD	\$0	\$0	TBD	TBD	TBD	TBD
Service, community and other uses category										
Cemetery	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Child care centre	m² GFA	\$0	\$0	\$179	\$0	\$0	\$71	\$250	\$26	\$276
Community facility	m² GFA	\$0	\$0	\$89	\$0	\$0	\$43	\$132	\$26	\$158
Crematorium	m² GFA	\$0	\$0	\$89	\$0	\$0	\$43	\$132	\$26	\$158
Educational establishment	m² GFA	\$0	\$0	\$179	\$0	\$0	\$71	\$250	\$26	\$276
Emergency services	m² GFA	\$0	\$0	\$179	\$0	\$0	\$71	\$250	\$26	\$276
Funeral parlour	m² GFA	\$0	\$0	\$89	\$0	\$0	\$43	\$132	\$26	\$158
Hospital	m² GFA	\$0	\$0	\$179	\$0	\$0	\$71	\$250	\$26	\$276
Place of assembly	m² GFA	\$0	\$0	\$89	\$0	\$0	\$43	\$132	\$26	\$158
Telecommunications facility	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utility installation	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veterinary hospital	m² GFA	\$0	\$0	\$179	\$0	\$0	\$71	\$250	\$26	\$276
Sport, recreation and entertainment category										
Indoor entertainment	m² GFA	\$0	\$0	\$256	\$0	\$0	\$95	\$351	\$40	\$391

Proposed land use	Unit	Local Charges (per unit)						Total Local Charge (per unit)	Value capture charge	Total Development Charge (per unit)
		Municipal charge			State charge	Implementation charge	Sub-regional charge			
		Catalyst charge	Public transport charge	Balance municipal charge						
Indoor sport and recreation	m² GFA	\$0	\$0	\$256	\$0	\$0	\$95	\$351	\$40	\$391
Outdoor sport and recreation	m² GFA	\$0	\$0	\$0	TBD	\$0	\$0	TBD	TBD	TBD
Park	m² GFA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Undefined category										
All undefined uses	m² GFA	\$0	\$0	TBD	\$0	\$0	TBD	TBD	TBD	TBD

## 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 Greater Flagstone 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. For the Greater Flagstone PDA the Development Charge Rate is calculated as follows:

$$DCR = LC + VC$$

Where:

DCR = Development Charge Rate

LC = Local charge

VC = Value capture charge

## 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 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 prepared<sup>7</sup> to defer the payment of Development Charges.

If an infrastructure agreement is proposed, it may include clauses that 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.

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<sup>7</sup> 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 Greater Flagstone 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 fewer 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 for planned Trunk Infrastructure 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 infrastructure charge 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 additional State community facilities are required (e.g. as varied from those facilities identified in the Greater Flagstone Infrastructure Charging Offset Plan, June 2020), any 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
- ii. 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
- iii. 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 Greater Flagstone 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:

- i. that the Infrastructure Contribution has been lawfully completed
- ii. that the applicant seeks a refund of the Unused Infrastructure Offset, and
- iii. 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	Municipal Charge	Implementation Charge	State Charge	Sub-regional Charge
FY23/24	1.042905			1.03
FY24/25	1.062911			1.03
FY25/26	1.064382			1.03

The indexation rate for Municipal, Implementation and State Charges 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 works<sup>8</sup> 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: Value Capture Area

Map 3: Transport (roads) – Trunk infrastructure

Map 4: Transport (intersections) – Trunk infrastructure

Map 5: Transport (structures) – Trunk infrastructure

Map 6: Transport (off-road pathways) – Trunk infrastructure

Map 7: Parks and open space – Trunk infrastructure

Map 8: Local community facilities – Trunk infrastructure

Map 9: State community facilities – Trunk infrastructure

Map 10: Water – Trunk infrastructure

Map 11: Sewer – Trunk infrastructure

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<sup>8</sup> 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 Greater Flagstone 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
<b>Applicant</b>	means an individual or entity who submits a development application to the MEDQ or their delegate, such as EDQ
<b>Base Development Charge Rate</b>	means the rate, for each use type, as outlined in Tables 2 and 3 as at FY23/24 (July 2023)
<b>Catalyst Infrastructure</b>	means infrastructure, as determined by MEDQ, that enables the early and more efficient delivery of development within the PDA.
<b>Complete Works Contribution</b>	means a Works Contribution for which MEDQ has accepted as on-maintenance
<b>Credit</b>	means the monetary amount used in the calculation of an infrastructure charge, which is determined in accordance with section 2.5.
<b>Detailed Scope of Works</b>	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.
<b>Development Charge</b>	means the monetary amount of the charge for development in the PDA or PDA-associated development calculated in accordance with section 2
<b>Development Charge Rate</b>	means the rate, per demand unit, charged for development as calculated in section 2.7
<b>Development Charge Type</b>	Means the charge type as per section 2.2
<b>ED Act</b>	means the <i>Economic Development Act 2012</i> .
<b>EDQ</b>	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
<b>Existing Lawful Use</b>	means an existing use which is lawful and already taking place on premises.
<b>Final Offset</b>	means an Infrastructure Offset stated in a notice from MEDQ to an applicant in accordance with section 3.6
<b>Final Offset Value</b>	means the value of an offset issued by notice from MEDQ to an applicant in accordance with section 3.6

<b>Implementation Works Contribution</b>	means an Infrastructure Contribution that is approved by the MEDQ through an Implementation Plan in accordance with section 3.4
<b>Infrastructure Contribution</b>	means a Land Contribution, Works Contribution or Implementation Works Contribution
<b>Infrastructure Offset</b>	means an offset for an infrastructure contribution referred to in section 3
<b>Infrastructure Refund</b>	means a refund for an infrastructure contribution referred to in section 3.8
<b>Land Contribution</b>	means an Infrastructure Contribution that is land referred to in section 3.3
<b>Local Charge</b>	means the charges required to fund Implementation works and Trunk Infrastructure necessary to service development within the PDA
<b>Management Lot</b>	means a lot that is: <ul style="list-style-type: none"> <li>i. intended for a use or purpose that will not result in additional impacts on infrastructure networks for example, an easement lot; or</li> <li>ii. intended for further subdivision</li> </ul>
<b>MEDQ</b>	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 MEDQ's delegate. In this document, MEDQ refers to both the Minister and EDQ
<b>Previous Lawful Use</b>	means a previous use which was lawful at the time it was carried out and is no longer taking place on premises
<b>Producer Price Index or PPI</b>	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
<b>Provisional Offset</b>	means an Infrastructure Offset stated in a notice from MEDQ to an applicant in accordance with section 3.5
<b>Provisional Offset Value</b>	means the offset value for an Infrastructure Contribution stated in a notice from MEDQ to an applicant in accordance with section 3.5
<b>Reduction</b>	means the monetary amount used in the calculation of the Development Charge, which is determined in accordance with section 2.6
<b>Superseded EDQ Instrument</b>	An EDQ instrument that was in effect prior to the adoption of the DCOP
<b>Trunk Infrastructure</b>	means infrastructure which the MEDQ has identified in section 5
<b>Unused Infrastructure Offset</b>	means an Infrastructure Offset, or the portion of an Infrastructure Offset, that has not been used to offset Development Charges

<b>Unit</b>	<p>has the following meanings for quantifying the Development Charge in accordance with Section 2.4:</p> <ul style="list-style-type: none"> <li>• Dwelling – is defined as per the relevant development instrument</li> <li>• Residential lot – a lot which is intended to accommodate residential land uses as listed under the residential category in Table 1</li> <li>• 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"> <li>○ telecommunications facility</li> <li>○ utility installation</li> <li>○ park</li> </ul> </li> <li>• GFA – means gross floor area and is defined as per the relevant development instrument</li> <li>• Small dwelling or small sales office – has a GFA of less than 60 m<sup>2</sup></li> <li>• Medium dwelling or medium sales office – has a GFA of between 60 m<sup>2</sup> to 100 m<sup>2</sup></li> <li>• Large dwelling or large sales office – has a GFA of greater than 100 m<sup>2</sup></li> </ul>
<b>Value Capture Charge Area</b>	means the area to which the value capture charge applies as described in section 2.3
<b>Works Contribution</b>	means an Infrastructure Contribution that is works referred to in section 3.2

# **Appendix A – Schedule of Works**



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	TUNNELLING FACTOR	SOIL 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)		
WPS001	Pump Station	40 kW	2041	2031 - 2041		500		> Q100	\$24.32	\$12,159		\$397,359			1.00	1.00	\$397,359	15%	\$59,604	20%	\$91,393	\$560,514	\$0	\$560,514	\$0
WPS002A	Pump Station	40 kW	2041	2041 - 2066		500		> Q100	\$24.32	\$12,159		\$397,051			1.00	1.00	\$397,051	15%	\$59,558	20%	\$91,322	\$560,089	\$0	\$560,089	\$0
WPS002B	Pump Station	26 kW	2041	2031 - 2041		500		> Q100	\$24.32	\$12,159		\$322,956			1.00	1.00	\$322,956	15%	\$48,443	20%	\$74,280	\$457,839	\$0	\$457,839	\$0
WPS002C	Pump Station	17 kW	2041	2031 - 2041		500		> Q100	\$24.32	\$12,159		\$247,937			1.00	1.00	\$247,937	15%	\$37,191	20%	\$57,025	\$354,312	\$0	\$354,312	\$0
WPS003	Pump Station	12 kW	2041	2031 - 2041		500		> Q100	\$24.32	\$12,159		\$192,131			1.00	1.00	\$192,131	15%	\$28,820	20%	\$44,190	\$277,299	\$0	\$277,299	\$0
WPS004A	Pump Station	5 kW	2041	2041 - 2066		500		> Q100	\$24.32	\$12,159		\$120,519			1.00	1.00	\$120,519	15%	\$18,078	20%	\$27,719	\$178,474	\$0	\$178,474	\$0
WPS004B	Pump Station	5 kW	2041	2041 - 2066		500		> Q100	\$24.32	\$12,159		\$120,519			1.00	1.00	\$120,519	15%	\$18,078	20%	\$27,719	\$178,474	\$0	\$178,474	\$0
WPS005A	Pump Station	5 kW	2027	2021 - 2026		500		> Q100	\$24.32	\$12,159		\$120,519			1.00	1.00	\$120,519	15%	\$18,078	20%	\$27,719	\$178,474	\$0	\$178,474	\$0
WPS005B	Pump Station	5 kW	2027	2021 - 2026		500		> Q100	\$24.32	\$12,159		\$120,519			1.00	1.00	\$120,519	15%	\$18,078	20%	\$27,719	\$178,474	\$0	\$178,474	\$0
WRES001	Reservoir	3.0 ML	2041	2041 - 2066		5,000		> Q100	\$24.32	\$121,587		\$1,388,109			1.00	1.00	\$1,388,109	15%	\$208,216	20%	\$319,265	\$2,037,177	\$0	\$2,037,177	\$0
WRES002	Reservoir	4.0 ML	2041	2041 - 2066		5,000		> Q100	\$24.32	\$121,587		\$1,642,781			1.00	1.00	\$1,642,781	15%	\$246,417	20%	\$377,840	\$2,388,624	\$0	\$2,388,624	\$0
WM001	Water Main	PVC	2027	2021 - 2026	225	0	909			\$0	\$370	\$336,585	Y		1.25	1.00	\$420,732	15%	\$63,110	20%	\$96,768	\$580,610	\$0	\$580,610	\$0
WM002	Water Main	PVC	2027	2021 - 2026	225	0	297			\$0	\$370	\$109,961	Y		1.25	1.00	\$137,451	15%	\$20,618	20%	\$31,614	\$189,683	\$0	\$189,683	\$0
WM003	Water Main	PVC	2027	2021 - 2026	300	0	159			\$0	\$448	\$71,408	Y		1.25	1.00	\$89,260	15%	\$13,389	20%	\$20,530	\$123,178	\$0	\$123,178	\$0
WM004	Water Main	PVC	2041	2031 - 2041	250	0	500			\$0	\$396	\$197,738	Y		1.25	1.00	\$247,173	15%	\$37,076	20%	\$56,850	\$341,098	\$0	\$341,098	\$0
WM005	Water Main	PVC	2027	2021 - 2026	250	0	1,171			\$0	\$396	\$463,751	Y		1.25	1.00	\$579,689	15%	\$86,953	20%	\$133,328	\$799,971	\$0	\$799,971	\$0
WM006	Water Main	PVC	2041	2026 - 2031	250	0	871			\$0	\$396	\$344,700	Y		1.25	1.00	\$430,875	15%	\$64,631	20%	\$99,101	\$594,608	\$0	\$594,608	\$0
WM007	Water Main	PVC	2041	2026 - 2031	250	0	500			\$0	\$396	\$198,006	Y		1.25	1.00	\$247,507	15%	\$37,126	20%	\$56,927	\$341,560	\$0	\$341,560	\$0
WM008	Water Main	PVC	2041	2026 - 2031	300	0	2,227			\$0	\$448	\$998,685	Y		1.25	1.00	\$1,248,357	15%	\$187,253	20%	\$287,122	\$1,722,732	\$0	\$1,722,732	\$0
WM009	Water Main	PVC	2041	2031 - 2041	225	0	1,100			\$0	\$370	\$407,058	Y		1.25	1.00	\$508,823	15%	\$76,323	20%	\$117,029	\$702,176	\$0	\$702,176	\$0
WM010	Water Main	PVC	2041	2031 - 2041	225	0	322			\$0	\$370	\$119,321	Y		1.25	1.00	\$149,151	15%	\$22,373	20%	\$34,305	\$205,828	\$0	\$205,828	\$0
WM011	Water Main	PVC	2041	2031 - 2041	250	0	242			\$0	\$396	\$95,729	Y		1.25	1.00	\$119,661	15%	\$17,949	20%	\$27,522	\$165,132	\$0	\$165,132	\$0
WM012	Water Main	PVC	2041	2031 - 2041	250	0	587			\$0	\$396	\$232,258	Y		1.25	1.00	\$290,323	15%	\$43,548	20%	\$66,774	\$400,646	\$0	\$400,646	\$0
WM013	Water Main	PVC	2041	2031 - 2041	250	0	444			\$0	\$396	\$175,822	Y		1.25	1.00	\$219,777	15%	\$32,967	20%	\$50,549	\$303,293	\$0	\$303,293	\$0
WM014	Water Main	GRP	2041	2031 - 2041	375	0	261			\$0	\$730	\$190,814	Y		1.25	1.00	\$238,517	15%	\$35,778	20%	\$54,859	\$329,153	\$0	\$329,153	\$0

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

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	TUNNELLING FACTOR	SOIL 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)		
WM015	Water Main	PVC	2041	2031 - 2041	250	0	447			\$0	\$396	\$177,114	Y		1.25	1.00	\$221,393	15%	\$33,209	20%	\$50,920	\$305,522	\$0	\$305,522	\$0
WM016	Water Main	PVC	2041	2031 - 2041	250	0	166			\$0	\$396	\$65,853	Y		1.25	1.00	\$82,316	15%	\$12,347	20%	\$18,933	\$113,596	\$0	\$113,596	\$0
WM017	Water Main	PVC	2041	2031 - 2041	250	0	111			\$0	\$396	\$44,060	Y		1.25	1.00	\$55,075	15%	\$8,261	20%	\$12,667	\$76,004	\$0	\$76,004	\$0
WM018	Water Main	PVC	2041	2031 - 2041	250	0	783			\$0	\$396	\$310,102	Y		1.25	1.00	\$387,627	15%	\$58,144	20%	\$89,154	\$534,925	\$0	\$534,925	\$0
WM019	Water Main	GRP	2041	2041 - 2066	450	0	721			\$0	\$1,002	\$722,690	Y		1.25	1.00	\$903,362	15%	\$135,504	20%	\$207,773	\$1,246,640	\$0	\$1,246,640	\$0
WM020	Water Main	PVC	2041	2031 - 2041	250	0	577			\$0	\$396	\$228,533	Y		1.25	1.00	\$285,666	15%	\$42,850	20%	\$65,703	\$394,219	\$0	\$394,219	\$0
WM022	Water Main	PVC	2041	2031 - 2041	250	0	581			\$0	\$396	\$229,920	Y		1.25	1.00	\$287,400	15%	\$43,110	20%	\$66,102	\$396,612	\$0	\$396,612	\$0
WM023	Water Main	PVC	2041	2041 - 2066	250	0	303			\$0	\$396	\$119,931	Y		1.25	1.00	\$149,913	15%	\$22,487	20%	\$34,480	\$206,881	\$0	\$206,881	\$0
WM024	Water Main	PVC	2041	2041 - 2066	225	0	230			\$0	\$370	\$85,050	Y		1.25	1.00	\$106,312	15%	\$15,947	20%	\$24,452	\$146,711	\$0	\$146,711	\$0
WM025	Water Main	PVC	2041	2031 - 2041	250	0	602			\$0	\$396	\$238,425	Y		1.25	1.00	\$298,032	15%	\$44,705	20%	\$68,547	\$411,284	\$0	\$411,284	\$0
WM026	Water Main	PVC	2041	2041 - 2066	250	0	672			\$0	\$396	\$265,909	Y		1.25	1.00	\$332,386	15%	\$49,858	20%	\$76,449	\$458,693	\$0	\$458,693	\$0
WM027	Water Main	PVC	2041	2041 - 2066	300	0	1,348			\$0	\$448	\$604,354	Y		1.25	1.00	\$755,443	15%	\$113,316	20%	\$173,752	\$1,042,511	\$0	\$1,042,511	\$0
WM028	Water Main	PVC	2041	2041 - 2066	250	0	1,248			\$0	\$396	\$493,904	Y		1.25	1.00	\$617,380	15%	\$92,607	20%	\$141,997	\$851,985	\$0	\$851,985	\$0
WM029	Water Main	PVC	2041	2041 - 2066	250	0	673			\$0	\$396	\$266,373	Y		1.25	1.00	\$332,966	15%	\$49,945	20%	\$76,582	\$459,493	\$0	\$459,493	\$0
WM030	Water Main	GRP	2041	2041 - 2066	375	0	1,511			\$0	\$730	\$1,103,175	Y		1.25	1.00	\$1,378,968	15%	\$206,845	20%	\$317,163	\$1,902,977	\$0	\$1,902,977	\$0
WM031	Water Main	PVC	2041	2041 - 2066	250	0	606			\$0	\$396	\$239,835	Y		1.25	1.00	\$299,793	15%	\$44,969	20%	\$68,952	\$413,715	\$0	\$413,715	\$0
WM032	Water Main	PVC	2041	2031 - 2041	250	0	860			\$0	\$396	\$340,542	Y		1.25	1.00	\$425,678	15%	\$63,852	20%	\$97,906	\$587,436	\$0	\$587,436	\$0
WM033	Water Main	PVC	2027	2021 - 2026	250	0	757			\$0	\$396	\$299,595	Y		1.25	1.00	\$374,494	15%	\$56,174	20%	\$86,134	\$516,801	\$0	\$516,801	\$0
WM034	Water Main	PVC	2027	2021 - 2026	250	0	567			\$0	\$396	\$224,579	Y		1.25	1.00	\$280,724	15%	\$42,109	20%	\$64,566	\$387,399	\$0	\$387,399	\$0
WM035	Water Main	PVC	2041	2041 - 2066	300	0	2,252			\$0	\$448	\$1,009,857	Y		1.25	1.00	\$1,262,322	15%	\$189,348	20%	\$290,334	\$1,742,004	\$0	\$1,742,004	\$0
WM036	Water Main	PVC	2041	2031 - 2041	300	0	176			\$0	\$448	\$78,896	Y		1.25	1.00	\$98,620	15%	\$14,793	20%	\$22,683	\$136,096	\$0	\$136,096	\$0
WM037	Water Main	PVC	2041	2041 - 2066	300	0	83			\$0	\$448	\$37,244	Y		1.25	1.00	\$46,556	15%	\$6,983	20%	\$10,708	\$64,247	\$0	\$64,247	\$0
WM038	Water Main	PVC	2041	2031 - 2041	300	0	191			\$0	\$448	\$85,575	Y		1.25	1.00	\$106,969	15%	\$16,045	20%	\$24,603	\$147,617	\$0	\$147,617	\$0
WM039	Water Main	PVC	2027	2021 - 2026	225	0	2,126			\$0	\$370	\$787,003	Y		1.25	1.00	\$983,754	15%	\$147,563	20%	\$226,263	\$1,357,580	\$0	\$1,357,580	\$0

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

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	TUNNELLING FACTOR	SOIL 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)		
WM040	Water Main	PVC	2027	2021 - 2026	300	0	1,486			\$0	\$448	\$666,542	Y	1.25	1.00	\$833,177	15%	\$124,977	20%	\$191,631	\$1,149,784	\$0	\$1,149,784	\$0	
WM041	Water Main	PVC	2027	2021 - 2026	300	0	261			\$0	\$448	\$117,136	Y	1.25	1.00	\$146,420	15%	\$21,963	20%	\$33,677	\$202,060	\$0	\$202,060	\$0	
WM042	Water Main	PVC	2027	2021 - 2026	250	0	581			\$0	\$396	\$229,993	Y	1.25	1.00	\$287,491	15%	\$43,124	20%	\$66,123	\$396,738	\$0	\$396,738	\$0	
WM043	Water Main	PVC	2041	2041 - 2066	250	0	1,318			\$0	\$396	\$521,752	Y	1.25	1.00	\$652,190	15%	\$97,828	20%	\$150,004	\$900,022	\$0	\$900,022	\$0	
WM044	Water Main	PVC	2041	2041 - 2066	250	0	62			\$0	\$396	\$24,650		Y	1.00	5.00	\$123,249	15%	\$18,487	20%	\$28,347	\$170,083	\$0	\$170,083	\$0
WM045	Water Main	PVC	2041	2041 - 2066	250	0	191			\$0	\$396	\$75,481	Y	1.25	1.00	\$94,351	15%	\$14,153	20%	\$21,701	\$130,205	\$0	\$130,205	\$0	
WM046	Water Main	PVC	2041	2041 - 2066	250	0	161			\$0	\$396	\$63,763	Y	1.25	1.00	\$79,704	15%	\$11,956	20%	\$18,332	\$109,992	\$0	\$109,992	\$0	
WM047	Water Main	PVC	2027	2021 - 2026	250	0	2,943			\$0	\$396	\$1,164,986	Y	1.25	1.00	\$1,456,233	15%	\$218,435	20%	\$334,934	\$2,009,601	\$0	\$2,009,601	\$0	
WM048	Water Main	PVC	2041	2031 - 2041	300	0	358			\$0	\$448	\$160,769	Y	1.25	1.00	\$200,962	15%	\$30,144	20%	\$46,221	\$277,327	\$0	\$277,327	\$0	
WM049	Water Main	PVC	2041	2031 - 2041	300	0	1,327			\$0	\$448	\$595,217	Y	1.25	1.00	\$744,022	15%	\$111,603	20%	\$171,125	\$1,026,750	\$0	\$1,026,750	\$0	
WM050	Water Main	GRP	2041	2031 - 2041	525	0	579			\$0	\$1,095	\$633,302	Y	1.25	1.00	\$791,627	15%	\$118,744	20%	\$182,074	\$1,092,445	\$0	\$1,092,445	\$0	
WM051	Water Main	PVC	2041	2031 - 2041	300	0	481			\$0	\$448	\$215,901	Y	1.25	1.00	\$269,876	15%	\$40,481	20%	\$62,071	\$372,429	\$0	\$372,429	\$0	
WM052	Water Main	PVC	2041	2031 - 2041	300	0	1,025			\$0	\$448	\$459,528	Y	1.25	1.00	\$574,410	15%	\$86,161	20%	\$132,114	\$792,685	\$0	\$792,685	\$0	
WM053	Water Main	PVC	2041	2041 - 2066	300	0	2,327			\$0	\$448	\$1,043,824	Y	1.25	1.00	\$1,304,780	15%	\$195,717	20%	\$300,099	\$1,800,596	\$0	\$1,800,596	\$0	
WM054	Water Main	GRP	2027	2021 - 2026	375	0	545			\$0	\$730	\$397,526	Y	1.25	1.00	\$496,907	15%	\$74,536	20%	\$114,289	\$685,732	\$0	\$685,732	\$0	
WM055	Water Main	PVC	2041	2031 - 2041	225	0	3,334			\$0	\$370	\$1,234,279	Y	1.25	1.00	\$1,542,849	15%	\$231,427	20%	\$354,855	\$2,129,132	\$0	\$2,129,132	\$0	
WM056	Water Main	GRP	2027	2021 - 2026	375	0	296			\$0	\$730	\$216,210	Y	1.25	1.00	\$270,262	15%	\$40,539	20%	\$62,160	\$372,962	\$0	\$372,962	\$0	
WM057	Water Main	GRP	2027	2021 - 2026	375	0	77			\$0	\$730	\$56,525		Y	1.00	5.00	\$282,624	15%	\$42,394	20%	\$65,003	\$390,020	\$0	\$390,020	\$0
WM058	Water Main	GRP	2027	2021 - 2026	375	0	1,594			\$0	\$730	\$1,163,531	Y	1.25	1.00	\$1,454,413	15%	\$218,162	20%	\$334,515	\$2,007,091	\$0	\$2,007,091	\$0	
WM059	Water Main	GRP	2041	2041 - 2066	375	0	2,186			\$0	\$730	\$1,596,164	Y	1.25	1.00	\$1,995,205	15%	\$299,281	20%	\$458,897	\$2,753,383	\$0	\$2,753,383	\$0	
WM060	Water Main	GRP	2027	2021 - 2026	375	0	2,394			\$0	\$730	\$1,747,966	Y	1.25	1.00	\$2,184,957	15%	\$327,744	20%	\$502,540	\$3,015,241	\$0	\$3,015,241	\$0	
WM061	Water Main	GRP	2027	2021 - 2026	375	0	1,068			\$0	\$730	\$779,517	Y	1.25	1.00	\$974,396	15%	\$146,159	20%	\$224,111	\$1,344,667	\$0	\$1,344,667	\$0	
WM062	Water Main	GRP	2027	2021 - 2026	375	0	639			\$0	\$730	\$466,235	Y	1.25	1.00	\$582,794	15%	\$87,419	20%	\$134,043	\$804,256	\$0	\$804,256	\$0	
WM063	Water Main	GRP	2041	2031 - 2041	375	0	1,101			\$0	\$730	\$804,027	Y	1.25	1.00	\$1,005,034	15%	\$150,755	20%	\$231,158	\$1,386,946	\$0	\$1,386,946	\$0	
WM064	Water Main	GRP	2041	2031 - 2041	375	0	639			\$0	\$730	\$466,595	Y	1.25	1.00	\$583,243	15%	\$87,486	20%	\$134,146	\$804,876	\$0	\$804,876	\$0	

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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	TUNNELLING FACTOR	SOIL 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)		
WM065	Water Main	PVC	2041	2031 - 2041	2041	225	0	568			\$0	\$370	\$210,148	Y	1.25	1.00	\$262,684	15%	\$39,403	20%	\$60,417	\$362,505	\$0	\$362,505	\$0	
WM066	Water Main	PVC	2041	2031 - 2041	2041	225	0	361			\$0	\$370	\$133,602	Y	1.25	1.00	\$167,003	15%	\$25,050	20%	\$38,411	\$230,464	\$0	\$230,464	\$0	
WM067	Water Main	PVC	2041	2031 - 2041	2041	225	0	1,550			\$0	\$370	\$573,895	Y	1.25	1.00	\$717,369	15%	\$107,605	20%	\$164,995	\$989,969	\$0	\$989,969	\$0	
WM068	Water Main	PVC	2041	2041 - 2066	2041	225	0	1,795			\$0	\$370	\$664,306	Y	1.25	1.00	\$830,382	15%	\$124,557	20%	\$190,988	\$1,145,928	\$0	\$1,145,928	\$0	
WM069	Water Main	PVC	2041	2031 - 2041	2041	225	0	954			\$0	\$370	\$353,080	Y	1.25	1.00	\$441,350	15%	\$66,203	20%	\$101,511	\$609,064	\$0	\$609,064	\$0	
WM070	Water Main	PVC	2041	2031 - 2041	2041	225	0	309			\$0	\$370	\$114,267	Y	1.25	1.00	\$142,834	15%	\$21,425	20%	\$32,852	\$197,110	\$0	\$197,110	\$0	
WM071	Water Main	PVC	2027	2021 - 2026	2027	225	0	1,123			\$0	\$370	\$415,821	Y	1.25	1.00	\$519,776	15%	\$77,966	20%	\$119,549	\$717,292	\$0	\$717,292	\$0	
WM072	Water Main	PVC	2027	2021 - 2026	2027	300	0	458			\$0	\$448	\$205,341	Y	1.25	1.00	\$256,677	15%	\$38,501	20%	\$59,036	\$354,214	\$0	\$354,214	\$0	
WM073	Water Main	PVC	2027	2021 - 2026	2027	300	0	449			\$0	\$448	\$201,200	Y	1.25	1.00	\$251,500	15%	\$37,725	20%	\$57,845	\$347,070	\$0	\$347,070	\$0	
WM074	Water Main	PVC	2027	2021 - 2026	2027	225	0	855			\$0	\$370	\$316,610	Y	1.25	1.00	\$395,763	15%	\$59,364	20%	\$91,025	\$546,153	\$0	\$546,153	\$0	
WM075	Water Main	PVC	2041	2041 - 2066	2041	225	0	718			\$0	\$370	\$265,636	Y	1.25	1.00	\$332,046	15%	\$49,807	20%	\$76,370	\$458,223	\$0	\$458,223	\$0	
WM076	Water Main	PVC	2041	2041 - 2066	2041	225	0	1,452			\$0	\$370	\$537,404	Y	1.25	1.00	\$671,755	15%	\$100,763	20%	\$154,504	\$927,022	\$0	\$927,022	\$0	
WM077	Water Main	PVC	2041	2041 - 2066	2041	225	0	394			\$0	\$370	\$145,688	Y	1.25	1.00	\$182,110	15%	\$27,317	20%	\$41,885	\$251,312	\$0	\$251,312	\$0	
WM078	Water Main	PVC	2041	2041 - 2066	2041	300	0	398			\$0	\$448	\$178,336	Y	1.25	1.00	\$222,920	15%	\$33,438	20%	\$51,272	\$307,630	\$0	\$307,630	\$0	
WM079	Water Main	PVC	2041	2041 - 2066	2041	300	0	305			\$0	\$448	\$136,619	Y	1.25	1.00	\$170,774	15%	\$25,616	20%	\$39,278	\$235,668	\$0	\$235,668	\$0	
WM080	Water Main	PVC	2027	2021 - 2026	2027	300	0	526			\$0	\$448	\$236,094	Y	1.25	1.00	\$295,118	15%	\$44,268	20%	\$67,877	\$407,263	\$0	\$407,263	\$0	
WM081	Water Main	PVC	2027	2021 - 2026	2027	300	0	375			\$0	\$448	\$168,257	Y	1.25	1.00	\$210,321	15%	\$31,548	20%	\$48,374	\$290,243	\$0	\$290,243	\$0	
WM082	Water Main	PVC	2027	2021 - 2026	2027	225	0	271			\$0	\$370	\$100,490	Y	1.25	1.00	\$125,613	15%	\$18,842	20%	\$28,891	\$173,346	\$0	\$173,346	\$0	
WM083	Water Main	PVC	2041	2031 - 2041	2041	225	0	497			\$0	\$370	\$183,899	Y	1.25	1.00	\$229,874	15%	\$34,481	20%	\$52,871	\$317,226	\$0	\$317,226	\$0	
WM084	Water Main	PVC	2027	2021 - 2026	2027	225	0	382			\$0	\$370	\$141,551	Y	1.25	1.00	\$176,938	15%	\$26,541	20%	\$40,696	\$244,175	\$0	\$244,175	\$0	
WM085	Water Main	PVC	2041	2026 - 2031	2041	225	0	662			\$0	\$370	\$245,022	Y	1.25	1.00	\$306,277	15%	\$45,942	20%	\$70,444	\$422,662	\$0	\$422,662	\$0	
WM086	Water Main	PVC	2027	2021 - 2026	2027	300	0	1,346			\$0	\$448	\$603,649	Y	1.25	1.00	\$754,561	15%	\$113,184	20%	\$173,549	\$1,041,294	\$0	\$1,041,294	\$0	
WM087	Water Main	PVC	2027	2021 - 2026	2027	300	0	916			\$0	\$448	\$410,833	Y	1.25	1.00	\$513,541	15%	\$77,031	20%	\$118,115	\$708,687	\$0	\$708,687	\$0	
									TOTAL		\$352,601		\$38,513,921					\$47,179,205		\$7,076,881		\$10,851,217	\$65,459,904	\$0	\$65,459,904	\$0

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

*Municipal Water Supply Network Greater Flagstone Existing Assets – Base Rate Costs as at July 2022 (FY2022/23)*

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXWM01	Water Main	Complete	\$118,795	\$0
EXWM01	Water Main	Complete	\$118,795	\$0
EXWM02	Water Main	Complete	\$118,795	\$0
EXWM02	Water Main	Complete	\$118,795	\$0
EXWM03	Water Main	Complete	\$82,801	\$0
EXWM04	Water Main	Complete	\$211,356	\$0
EXWM05	Water Main	Complete	\$125,448	\$0
EXWM06	Water Main	Complete	\$76,714	\$0
EXWM07	Water Main	Complete	\$180,385	\$0
			<b>\$1,151,883</b>	<b>\$0</b>

Municipal Sewerage Network Greater Flagstone Future Assets – Base Rate Costs as at July 2022 (FY2022/23)

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	TUNNELLING FACTOR	SOIL 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)	
SPS001	Pump Station	30 kW	2027	2021 - 2026	2400	500		> Q100	\$24.32	\$12,159		\$578,636			1.00	1.00	\$578,636	15%	\$86,795	20%	\$133,086	\$810,677	\$810,677	\$0
SFS002	Pump Station	22 kW	2027	2021 - 2026	2400	500		> Q100	\$24.32	\$12,159		\$500,594			1.00	1.00	\$500,594	15%	\$75,089	20%	\$115,137	\$702,978	\$702,978	\$0
SPS003	Pump Station	32 kW	2041	2041 - 2066	4200	500		> Q100	\$24.32	\$12,159		\$1,177,160			1.00	1.00	\$1,177,160	15%	\$176,574	20%	\$270,747	\$1,636,640	\$1,636,640	\$0
GM001	Gravity Main	PVC-U	2027	2021 - 2026	300		177			\$0	\$724	\$128,407	Y		1.40	1.00	\$179,770	15%	\$26,965	20%	\$41,347	\$248,082	\$248,082	\$0
GM002	Gravity Main	PVC-U	2027	2021 - 2026	225		311			\$0	\$570	\$177,137	Y		1.40	1.00	\$247,991	15%	\$37,199	20%	\$57,038	\$342,228	\$342,228	\$0
GM003	Gravity Main	PVC-U	2027	2021 - 2026	225		63			\$0	\$570	\$36,138		Y	1.00	5.00	\$180,691	15%	\$27,104	20%	\$41,559	\$249,353	\$249,353	\$0
GM004	Gravity Main	PVC-U	2027	2021 - 2026	375		72			\$0	\$752	\$54,202	Y		1.40	1.00	\$75,882	15%	\$11,382	20%	\$17,453	\$104,718	\$104,718	\$0
GM005	Gravity Main	PVC-U	2027	2021 - 2026	375		58			\$0	\$752	\$43,349	Y		1.40	1.00	\$60,689	15%	\$9,103	20%	\$13,958	\$83,750	\$83,750	\$0
GM006	Gravity Main	PVC-U	2027	2021 - 2026	300		287			\$0	\$724	\$207,613	Y		1.40	1.00	\$290,659	15%	\$43,599	20%	\$66,852	\$401,109	\$401,109	\$0
GM007	Gravity Main	PVC-U	2041	2031 - 2041	375		140			\$0	\$752	\$105,397	Y		1.40	1.00	\$147,555	15%	\$22,133	20%	\$33,938	\$203,626	\$203,626	\$0
GM008	Gravity Main	PVC-U	2041	2031 - 2041	300		797			\$0	\$724	\$577,483	Y		1.40	1.00	\$808,476	15%	\$121,271	20%	\$185,950	\$1,115,697	\$1,115,697	\$0
GM009	Gravity Main	PVC-U	2041	2031 - 2041	375		675			\$0	\$752	\$508,017	Y		1.40	1.00	\$711,224	15%	\$106,684	20%	\$163,581	\$981,489	\$981,489	\$0
GM010	Gravity Main	PVC-U	2041	2031 - 2041	300		895			\$0	\$724	\$648,334	Y		1.40	1.00	\$907,668	15%	\$136,150	20%	\$208,764	\$1,252,581	\$1,252,581	\$0
GM011	Gravity Main	GRP	2041	2031 - 2041	600		1,026			\$0	\$1,209	\$1,240,682	Y		1.40	1.00	\$1,736,955	15%	\$260,543	20%	\$399,500	\$2,396,998	\$2,396,998	\$0
GM012	Gravity Main	GRP	2041	2031 - 2041	525		115			\$0	\$1,074	\$123,935	Y		1.40	1.00	\$173,509	15%	\$26,026	20%	\$39,907	\$239,442	\$239,442	\$0
GM013	Gravity Main	PVC-U	2041	2041 - 2066	375		227			\$0	\$752	\$170,615	Y		1.40	1.00	\$238,860	15%	\$35,829	20%	\$54,938	\$329,627	\$329,627	\$0
GM014	Gravity Main	PVC-U	2041	2041 - 2066	300		243			\$0	\$724	\$176,091	Y		1.40	1.00	\$246,528	15%	\$36,979	20%	\$56,701	\$340,208	\$340,208	\$0
GM015	Gravity Main	GRP	2041	2031 - 2041	525		110			\$0	\$1,074	\$118,440	Y		1.40	1.00	\$165,816	15%	\$24,872	20%	\$38,138	\$228,827	\$228,827	\$0
GM016	Gravity Main	GRP	2041	2031 - 2041	450		1,090			\$0	\$958	\$1,043,495	Y		1.40	1.00	\$1,460,892	15%	\$219,134	20%	\$336,005	\$2,016,032	\$2,016,032	\$0
GM017	Gravity Main	PVC-U	2041	2031 - 2041	375		116			\$0	\$752	\$87,344	Y		1.40	1.00	\$122,282	15%	\$18,342	20%	\$28,125	\$168,749	\$168,749	\$0
GM018	Gravity Main	PVC-U	2041	2031 - 2041	300		478			\$0	\$724	\$346,078	Y		1.40	1.00	\$484,510	15%	\$72,676	20%	\$111,437	\$668,623	\$668,623	\$0
GM019	Gravity Main	PVC-U	2041	2031 - 2041	300		766			\$0	\$724	\$554,864	Y		1.40	1.00	\$776,809	15%	\$116,521	20%	\$178,666	\$1,071,996	\$1,071,996	\$0
GM020	Gravity Main	GRP	2041	2031 - 2041	450		3,031			\$0	\$958	\$2,903,185	Y		1.40	1.00	\$4,064,460	15%	\$609,669	20%	\$934,826	\$5,608,954	\$5,608,954	\$0
GM021	Gravity Main	GRP	2027	2021 - 2026	450		846			\$0	\$958	\$810,673	Y		1.40	1.00	\$1,134,943	15%	\$170,241	20%	\$261,037	\$1,566,221	\$1,566,221	\$0
GM022	Gravity Main	PVC-U	2027	2021 - 2026	375		314			\$0	\$752	\$235,930	Y		1.40	1.00	\$330,303	15%	\$49,545	20%	\$75,970	\$455,818	\$455,818	\$0
GM023	Gravity Main	PVC-U	2041	2031 - 2041	375		3,370			\$0	\$752	\$2,535,625	Y		1.40	1.00	\$3,549,875	15%	\$532,481	20%	\$816,471	\$4,898,828	\$4,898,828	\$0

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

COP 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	TUNNELLING FACTOR	SOIL 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)	
GM024	Gravity Main	PVC-U	2041	2041 - 2066	375		346			\$0	\$752	\$260,210	Y		1.40	1.00	\$364,294	15%	\$54,644	20%	\$83,788	\$502,725	\$502,725	\$0
GM025	Gravity Main	PVC-U	2041	2041 - 2066	300		379			\$0	\$724	\$274,547	Y		1.40	1.00	\$384,366	15%	\$57,655	20%	\$88,404	\$530,425	\$530,425	\$0
GM026	Gravity Main	GRP	2027	2021 - 2026	525		857			\$0	\$1,074	\$920,080	Y		1.40	1.00	\$1,288,113	15%	\$193,217	20%	\$296,266	\$1,777,595	\$1,777,595	\$0
GM027	Gravity Main	GRP	2041	2026 - 2031	525		371			\$0	\$1,074	\$399,009	Y		1.40	1.00	\$558,613	15%	\$83,792	20%	\$128,481	\$770,886	\$770,886	\$0
GM028	Gravity Main	GRP	2041	2031 - 2041	525		832			\$0	\$1,074	\$893,832	Y		1.40	1.00	\$1,251,365	15%	\$187,705	20%	\$287,814	\$1,726,884	\$1,726,884	\$0
GM029	Gravity Main	GRP	2041	2031 - 2041	450		631			\$0	\$958	\$603,865	Y		1.40	1.00	\$845,412	15%	\$126,812	20%	\$194,445	\$1,166,668	\$1,166,668	\$0
GM030	Gravity Main	PVC-U	2041	2041 - 2066	375		961			\$0	\$752	\$723,277	Y		1.40	1.00	\$1,012,588	15%	\$151,888	20%	\$232,895	\$1,397,371	\$1,397,371	\$0
GM031	Gravity Main	PVC-U	2041	2041 - 2066	375		75			\$0	\$752	\$56,492	Y		1.40	1.00	\$79,088	15%	\$11,863	20%	\$18,190	\$109,142	\$109,142	\$0
GM032	Gravity Main	PVC-U	2041	2041 - 2066	300		103			\$0	\$724	\$74,307	Y		1.40	1.00	\$104,029	15%	\$15,604	20%	\$23,927	\$143,560	\$143,560	\$0
GM033	Gravity Main	PVC-U	2041	2041 - 2066	375		2,182			\$0	\$752	\$1,641,842	Y		1.40	1.00	\$2,298,579	15%	\$344,787	20%	\$528,673	\$3,172,039	\$3,172,039	\$0
GM034	Gravity Main	PVC-U	2041	2041 - 2066	300		1,368			\$0	\$724	\$990,947	Y		1.40	1.00	\$1,387,325	15%	\$208,099	20%	\$319,085	\$1,914,509	\$1,914,509	\$0
GM035	Gravity Main	GRP	2027	2021 - 2026	450		236			\$0	\$958	\$225,588	Y		1.40	1.00	\$315,823	15%	\$47,373	20%	\$72,639	\$435,836	\$435,836	\$0
GM036	Gravity Main	PVC-U	2027	2021 - 2026	375		272			\$0	\$752	\$204,633	Y		1.40	1.00	\$286,486	15%	\$42,973	20%	\$65,892	\$395,350	\$395,350	\$0
GM037	Gravity Main	PVC-U	2027	2021 - 2026	300		865			\$0	\$724	\$626,363	Y		1.40	1.00	\$876,909	15%	\$131,536	20%	\$201,689	\$1,210,134	\$1,210,134	\$0
GM038	Gravity Main	PVC-U	2027	2021 - 2026	300		302			\$0	\$724	\$218,758	Y		1.40	1.00	\$306,261	15%	\$45,939	20%	\$70,440	\$422,641	\$422,641	\$0
GM039	Gravity Main	GRP	2027	2021 - 2026	450		783			\$0	\$958	\$749,724	Y		1.40	1.00	\$1,049,614	15%	\$157,442	20%	\$241,411	\$1,448,467	\$1,448,467	\$0
GM040	Gravity Main	PVC-U	2027	2021 - 2026	300		618			\$0	\$724	\$447,633	Y		1.40	1.00	\$626,686	15%	\$94,003	20%	\$144,138	\$864,826	\$864,826	\$0
GM041	Gravity Main	PVC-U	2041	2026 - 2031	300		45			\$0	\$724	\$32,328	Y		1.40	1.00	\$45,259	15%	\$6,789	20%	\$10,409	\$62,457	\$62,457	\$0
GM042	Gravity Main	PVC-U	2041	2026 - 2031	375		77			\$0	\$752	\$58,260	Y		1.40	1.00	\$81,564	15%	\$12,235	20%	\$18,760	\$112,558	\$112,558	\$0
GM043	Gravity Main	PVC-U	2041	2026 - 2031	300		406			\$0	\$724	\$293,819	Y		1.40	1.00	\$411,347	15%	\$61,702	20%	\$94,610	\$567,659	\$567,659	\$0

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



Municipal Sewerage Network Greater Flagstone 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
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

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

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)		
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

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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)
GM044	Gravity Main	PVC-U	2041	2041 - 2066	300		1,456			\$0	\$724	\$1,054,590	Y		1.40	1.00	\$1,476,426	15%	\$221,464	20%	\$339,578	\$2,037,467	\$0
GM045	Gravity Main	GRP	2027	2021 - 2026	675		396			\$0	\$1,784	\$707,001	Y		1.40	1.00	\$989,801	15%	\$148,470	20%	\$227,654	\$1,365,926	\$0
GM046	Gravity Main	PVC-U	2027	2021 - 2026	300		867			\$0	\$724	\$627,995	Y		1.40	1.00	\$879,192	15%	\$131,879	20%	\$202,214	\$1,213,286	\$0
GM047	Gravity Main	GRP	2027	2021 - 2026	525		367			\$0	\$1,074	\$394,256	Y		1.40	1.00	\$551,958	15%	\$82,794	20%	\$126,950	\$761,702	\$0
GM048	Gravity Main	GRP	2027	2021 - 2026	450		514			\$0	\$958	\$492,332	Y		1.40	1.00	\$689,264	15%	\$103,390	20%	\$158,531	\$951,185	\$0
GM049	Gravity Main	PVC-U	2027	2021 - 2026	300		106			\$0	\$724	\$76,423	Y		1.40	1.00	\$106,992	15%	\$16,049	20%	\$24,608	\$147,649	\$0
GM050	Gravity Main	GRP	2027	2021 - 2026	450		469			\$0	\$958	\$449,494	Y		1.40	1.00	\$629,292	15%	\$94,394	20%	\$144,737	\$868,423	\$0
GM051	Gravity Main	PVC-U	2027	2021 - 2026	300		1,009			\$0	\$724	\$730,523	Y		1.40	1.00	\$1,022,732	15%	\$153,410	20%	\$235,228	\$1,411,370	\$0
GM052	Gravity Main	PVC-U	2027	2021 - 2026	300		1,437			\$0	\$724	\$1,040,501	Y		1.40	1.00	\$1,456,701	15%	\$218,505	20%	\$335,041	\$2,010,247	\$0
GM053	Gravity Main	PVC-U	2027	2021 - 2026	300		1,437			\$0	\$724	\$1,040,362	Y		1.40	1.00	\$1,456,507	15%	\$218,476	20%	\$334,997	\$2,009,979	\$0
GM054	Gravity Main	PVC-U	2041	2026 - 2031	300		990			\$0	\$724	\$716,881	Y		1.40	1.00	\$1,003,633	15%	\$150,545	20%	\$230,836	\$1,385,014	\$0
GM055	Gravity Main	PVC-U	2041	2031 - 2041	300		563			\$0	\$724	\$407,627	Y		1.40	1.00	\$570,678	15%	\$85,602	20%	\$131,256	\$787,536	\$0
GM056	Gravity Main	GRP	2027	2021 - 2026	600		212			\$0	\$1,209	\$256,391	Y		1.40	1.00	\$358,947	15%	\$53,842	20%	\$82,558	\$495,346	\$0
GM057	Gravity Main	GRP	2027	2021 - 2026	525		149			\$0	\$1,074	\$159,855	Y		1.40	1.00	\$223,798	15%	\$33,570	20%	\$51,473	\$308,841	\$0
GM058	Gravity Main	PVC-U	2027	2021 - 2026	375		779			\$0	\$752	\$585,783	Y		1.40	1.00	\$820,096	15%	\$123,014	20%	\$188,622	\$1,131,732	\$0
GM059	Gravity Main	PVC-U	2027	2021 - 2026	300		309			\$0	\$724	\$223,905	Y		1.40	1.00	\$313,468	15%	\$47,020	20%	\$72,098	\$432,585	\$0
GM060	Gravity Main	PVC-U	2041	2041 - 2066	300		426			\$0	\$724	\$308,245	Y		1.40	1.00	\$431,543	15%	\$64,731	20%	\$99,255	\$595,529	\$0
GM061	Gravity Main	GRP	2027	2021 - 2026	450		14			\$0	\$958	\$13,101	Y		1.40	1.00	\$18,341	15%	\$2,751	20%	\$4,218	\$25,311	\$0
GM062	Gravity Main	PVC-U	2027	2021 - 2026	300		620			\$0	\$724	\$449,306	Y		1.40	1.00	\$629,028	15%	\$94,354	20%	\$144,677	\$868,059	\$0
GM063	Gravity Main	GRP	2041	2031 - 2041	450		411			\$0	\$958	\$393,549	Y		1.40	1.00	\$550,969	15%	\$82,645	20%	\$126,723	\$760,337	\$0
GM064	Gravity Main	PVC-U	2041	2031 - 2041	375		699			\$0	\$752	\$525,650	Y		1.40	1.00	\$735,910	15%	\$110,387	20%	\$169,259	\$1,015,556	\$0
GM065	Gravity Main	PVC-U	2041	2031 - 2041	300		85			\$0	\$724	\$61,308	Y		1.40	1.00	\$85,831	15%	\$12,875	20%	\$19,741	\$118,446	\$0
GM066	Gravity Main	PVC-U	2041	2041 - 2066	300		206			\$0	\$724	\$149,425	Y		1.40	1.00	\$209,195	15%	\$31,379	20%	\$48,115	\$288,689	\$0
GM067	Gravity Main	PVC-U	2041	2041 - 2066	300		646			\$0	\$724	\$467,938	Y		1.40	1.00	\$655,113	15%	\$98,267	20%	\$150,676	\$904,057	\$0
GM068	Gravity Main	GRP	2041	2026 - 2031	450		5			\$0	\$958	\$4,851	Y		1.40	1.00	\$6,791	15%	\$1,019	20%	\$1,562	\$9,371	\$0
GM069	Gravity Main	PVC-U	2041	2031 - 2041	375		747			\$0	\$752	\$562,195	Y		1.40	1.00	\$787,072	15%	\$118,061	20%	\$181,027	\$1,086,160	\$0
GM070	Gravity Main	PVC-U	2041	2031 - 2041	300		626			\$0	\$724	\$453,060	Y		1.40	1.00	\$634,284	15%	\$95,143	20%	\$145,885	\$875,312	\$0

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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)
GM071	Gravity Main	PVC-U	2041	2041 - 2066	375		478			\$0	\$752	\$359,655	Y		1.40	1.00	\$503,517	15%	\$75,528	20%	\$115,809	\$694,854	\$0
GM072	Gravity Main	PVC-U	2041	2041 - 2066	300		841			\$0	\$724	\$608,699	Y		1.40	1.00	\$852,179	15%	\$127,827	20%	\$196,001	\$1,176,007	\$0
RM001	Rising Main	PE	2041	2041 - 2066	225		349			\$0	\$334	\$116,593	Y		1.25	1.00	\$145,741	15%	\$21,861	20%	\$33,520	\$201,122	\$0
RM002	Rising Main	PE	2027	2021 - 2026	225		1,754			\$0	\$334	\$586,030	Y		1.25	1.00	\$732,538	15%	\$109,881	20%	\$168,484	\$1,010,903	\$0
RM003	Rising Main	PE	2027	2021 - 2026	250		1,063			\$0	\$427	\$453,508	Y		1.25	1.00	\$566,885	15%	\$85,033	20%	\$130,384	\$782,301	\$0
RM004	Rising Main	PE	2027	2021 - 2026	225		900			\$0	\$334	\$300,868	Y		1.25	1.00	\$376,085	15%	\$56,413	20%	\$86,499	\$518,997	\$0
								TOTAL		\$36,476		\$39,562,836					\$54,396,962		\$8,159,544		\$12,511,301	\$75,104,283	\$0

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**Municipal Sewerage Network** Greater Flagstone Existing Assets – Base Rate Costs as at July 2022 (FY2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
EXSPS01	Pump Station	Complete	\$2,804,551	\$0
EXSPS02	Pump Station	Complete	\$2,263,737	\$0
EXRM01	Rising Main	Complete	\$1,895,474	\$0
EXRM02	Rising Main	Complete	\$390,247	\$0
EXGM01	Gravity Main	Complete	\$374,986	\$0
EXGM02	Gravity Main	Complete	\$595,476	\$0
EXGM03	Gravity Main	Complete	\$248,564	\$0
EXGM04	Gravity Main	Complete	\$320,242	\$0
EXGM05	Gravity Main	Complete	\$90,166	\$0
EXGM06	Gravity Main	Complete	\$817,098	\$0
EXGM07	Gravity Main	Complete	\$350,281	\$0
			<b>\$10,150,823</b>	<b>\$0</b>

Municipal Transport Network Greater Flagstone Future Assets – Base Rate Costs as at July 2022 (FY2022/23)

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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
ORP001	Shared Path	Active Transport		2027	2021 - 2026	4.0	3,940	985			\$0	\$0	\$93	\$364,628	15%	\$54,694	20%	\$83,864	\$503,187	\$0	\$503,187	\$0
ORP002	Shared Path	Active Transport		2027	2021 - 2026	4.0	4,544	1,136			\$0	\$0	\$93	\$420,518	15%	\$63,078	20%	\$96,719	\$580,314	\$0	\$580,314	\$0
ORP003	Shared Path	Active Transport		2041	2026 - 2031	4.0	1,649	412			\$0	\$0	\$93	\$152,624	15%	\$22,894	20%	\$35,104	\$210,622	\$0	\$210,622	\$0
ORP004	Shared Path	Active Transport		2041	2026 - 2031	4.0	3,871	968			\$0	\$0	\$93	\$358,244	15%	\$53,737	20%	\$82,396	\$494,376	\$0	\$494,376	\$0
ORP005	Shared Path	Active Transport		2041	2026 - 2031	4.0	5,908	1,477			\$0	\$0	\$93	\$546,704	15%	\$82,006	20%	\$125,742	\$754,451	\$0	\$754,451	\$0
ORP006	Shared Path	Active Transport		2027	2021 - 2026	4.0	1,476	369			\$0	\$0	\$93	\$136,603	15%	\$20,490	20%	\$31,419	\$188,512	\$0	\$188,512	\$0
ORP007	Shared Path	Active Transport		2027	2021 - 2026	4.0	2,663	666			\$0	\$0	\$93	\$246,462	15%	\$36,969	20%	\$56,686	\$340,118	\$0	\$340,118	\$0
RI001A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0				\$0		\$76,482	15%	\$11,472	20%	\$17,591	\$105,545	\$0	\$105,545	\$0
RI001B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$1,329,390	15%	\$199,409	20%	\$305,760	\$1,834,559	\$0	\$1,834,559	\$0
RI001C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$12,747	15%	\$1,912	20%	\$2,932	\$17,591	\$0	\$17,591	\$0
RI002A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$1,160,753	15%	\$174,113	20%	\$266,973	\$1,601,840	\$0	\$1,601,840	\$0
RI002B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$362,832	15%	\$54,425	20%	\$83,451	\$500,708	\$0	\$500,708	\$0
RI003A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$779,151	15%	\$116,873	20%	\$179,205	\$1,075,229	\$0	\$1,075,229	\$0
RI003B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$295,781	15%	\$44,367	20%	\$68,030	\$408,178	\$0	\$408,178	\$0
RI004A	Intersection	Priority Controlled		2041	2031 - 2041	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI004B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$803,839	15%	\$120,576	20%	\$184,883	\$1,109,297	\$0	\$1,109,297	\$0
RI005A	Intersection	Priority Controlled		2041	2026 - 2031	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI005B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$1,658,977	15%	\$248,847	20%	\$381,565	\$2,289,388	\$0	\$2,289,388	\$0
RI005C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$359,646	15%	\$53,947	20%	\$82,719	\$496,312	\$0	\$496,312	\$0
RI006A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$660,240	15%	\$99,036	20%	\$151,855	\$911,132	\$0	\$911,132	\$0
RI006B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$76,482	15%	\$11,472	20%	\$17,591	\$105,545	\$0	\$105,545	\$0
RI007A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$507,277	15%	\$76,092	20%	\$116,674	\$700,042	\$0	\$700,042	\$0
RI007B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$242,192	15%	\$36,329	20%	\$55,704	\$334,225	\$0	\$334,225	\$0
RI008A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$583,759	15%	\$87,564	20%	\$134,264	\$805,587	\$0	\$805,587	\$0
RI008B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$823,375	15%	\$123,506	20%	\$189,376	\$1,136,258	\$0	\$1,136,258	\$0
RI009A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$76,482	15%	\$11,472	20%	\$17,591	\$105,545	\$0	\$105,545	\$0
RI009B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$676,369	15%	\$101,455	20%	\$155,565	\$933,389	\$0	\$933,389	\$0
RI009C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$305,927	15%	\$45,889	20%	\$70,363	\$422,179	\$0	\$422,179	\$0
RI010A	Intersection	Signalised		2027	2021 - 2026	0	0	0				\$0		\$1,033,284	15%	\$154,993	20%	\$237,655	\$1,425,932	\$0	\$1,425,932	\$0
RI010B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$229,445	15%	\$34,417	20%	\$52,772	\$316,634	\$0	\$316,634	\$0
RI010C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI011A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$931,308	15%	\$139,696	20%	\$214,201	\$1,285,205	\$0	\$1,285,205	\$0

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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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
RI011B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$822,725	15%	\$123,409	20%	\$189,227	\$1,135,360	\$0	\$1,135,360	\$0
RI012	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$711,228	15%	\$106,684	20%	\$163,582	\$981,495	\$0	\$981,495	\$0
RI013A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$1,288,223	15%	\$193,233	20%	\$296,291	\$1,777,748	\$0	\$1,777,748	\$0
RI013B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$839,660	15%	\$125,949	20%	\$193,122	\$1,158,731	\$0	\$1,158,731	\$0
RI014	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$1,415,692	15%	\$212,354	20%	\$325,609	\$1,953,656	\$0	\$1,953,656	\$0
RI015A	Intersection	Signalised		2027	2021 - 2026	0	0	0				\$0		\$516,642	15%	\$77,496	20%	\$118,828	\$712,966	\$0	\$712,966	\$0
RI015B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$831,934	15%	\$124,790	20%	\$191,345	\$1,148,069	\$0	\$1,148,069	\$0
RI016A	Intersection	Stop Controlled		2041	2031 - 2041	0	0	0				\$0		\$1,281,199	15%	\$192,180	20%	\$294,676	\$1,768,055	\$0	\$1,768,055	\$0
RI016B	Intersection	Roundabout		2041	2041 - 2066	0	0	0				\$0		\$397,529	15%	\$59,629	20%	\$91,432	\$548,591	\$0	\$548,591	\$0
RI017	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$762,216	15%	\$114,332	20%	\$175,310	\$1,051,858	\$0	\$1,051,858	\$0
RI018A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI018B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$752,851	15%	\$112,928	20%	\$173,156	\$1,038,934	\$0	\$1,038,934	\$0
RI018C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$152,963	15%	\$22,945	20%	\$35,182	\$211,090	\$0	\$211,090	\$0
RI019A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI019B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$698,481	15%	\$104,772	20%	\$160,651	\$963,904	\$0	\$963,904	\$0
RI019C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$165,710	15%	\$24,857	20%	\$38,113	\$228,680	\$0	\$228,680	\$0
RI021A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$76,482	15%	\$11,472	20%	\$17,591	\$105,545	\$0	\$105,545	\$0
RI021B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$676,369	15%	\$101,455	20%	\$155,565	\$933,389	\$0	\$933,389	\$0
RI021C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$191,204	15%	\$28,681	20%	\$43,977	\$263,862	\$0	\$263,862	\$0
RI022A	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$762,216	15%	\$114,332	20%	\$175,310	\$1,051,858	\$0	\$1,051,858	\$0
RI022B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$127,470	15%	\$19,120	20%	\$29,318	\$175,908	\$0	\$175,908	\$0
RI023A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$114,723	15%	\$17,208	20%	\$26,386	\$158,317	\$0	\$158,317	\$0
RI023B	Intersection	Signalised		2041	2031 - 2041	0	0	0				\$0		\$1,182,865	15%	\$177,430	20%	\$272,059	\$1,632,354	\$0	\$1,632,354	\$0
RI023C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$270,964	15%	\$40,645	20%	\$62,322	\$373,930	\$0	\$373,930	\$0
RI025	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$1,096,498	15%	\$164,475	20%	\$252,195	\$1,513,168	\$0	\$1,513,168	\$0
RI026	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$787,710	15%	\$118,156	20%	\$181,173	\$1,087,040	\$0	\$1,087,040	\$0
RI027A	Intersection	Priority Controlled		2041	2031 - 2041	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI027B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$698,481	15%	\$104,772	20%	\$160,651	\$963,904	\$0	\$963,904	\$0
RI028A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$76,482	15%	\$11,472	20%	\$17,591	\$105,545	\$0	\$105,545	\$0
RI028B	Intersection	Signalised		2041	2026 - 2031	0	0	0				\$0		\$740,104	15%	\$111,016	20%	\$170,224	\$1,021,343	\$0	\$1,021,343	\$0
RI028C	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$152,963	15%	\$22,945	20%	\$35,182	\$211,090	\$0	\$211,090	\$0
RI029A	Intersection	Priority Controlled		2027	2021 - 2026	0	0	0				\$0		\$38,241	15%	\$5,736	20%	\$8,795	\$52,772	\$0	\$52,772	\$0
RI029B	Intersection	Signalised		2041	2041 - 2066	0	0	0				\$0		\$507,277	15%	\$76,092	20%	\$116,674	\$700,042	\$0	\$700,042	\$0
RI030	Intersection	Signalised		2027	2021 - 2026	0	0	0				\$0		\$897,568	15%	\$134,635	20%	\$206,441	\$1,238,644	\$0	\$1,238,644	\$0

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



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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
R001A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	0.88	443		> Q100	\$243,173	\$214,296	\$3,902	\$1,729,971	15%	\$259,496	15%	\$298,420	\$2,502,183	\$0	\$2,502,183	\$0
R001B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	0.88	443		> Q100	\$243,173	\$214,296	\$3,272	\$1,450,795	15%	\$217,619	15%	\$250,262	\$2,132,973	\$0	\$2,132,973	\$0
R002	Road	Trunk Connector	2L (Standard)	2041	2031 - 2041	24	3.42	844		> Q100	\$243,173	\$830,655	\$4,886	\$4,126,455	15%	\$618,968	15%	\$711,813	\$6,287,891	\$0	\$6,287,891	\$0
R003A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	0.16	701		> Q100	\$243,173	\$38,227	\$3,902	\$2,733,653	15%	\$410,048	15%	\$471,555	\$3,653,483	\$0	\$3,653,483	\$0
R003B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 7)	2041	2041 - 2066	34	0.16	701		> Q100	\$243,173	\$38,227	\$3,526	\$2,470,749	15%	\$370,612	15%	\$426,204	\$3,305,793	\$0	\$3,305,793	\$0
R004A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	0.45	545		> Q100	\$243,173	\$109,817	\$3,902	\$2,126,341	15%	\$318,951	15%	\$366,794	\$2,921,904	\$0	\$2,921,904	\$0
R004B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	0.45	545		> Q100	\$243,173	\$109,817	\$3,197	\$1,742,286	15%	\$261,343	15%	\$300,544	\$2,413,990	\$0	\$2,413,990	\$0
R005A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2031 - 2041	17	1.77	1,245		> Q100	\$243,173	\$430,587	\$3,902	\$4,858,351	15%	\$728,753	15%	\$838,066	\$6,855,756	\$0	\$6,855,756	\$0
R005B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	1.77	1,245		> Q100	\$243,173	\$430,587	\$3,197	\$3,980,845	15%	\$597,127	15%	\$686,696	\$5,695,254	\$0	\$5,695,254	\$0
R006A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2031 - 2041	17	1.66	1,411		> Q100	\$243,173	\$404,081	\$3,902	\$5,505,870	15%	\$825,881	15%	\$949,763	\$7,685,594	\$0	\$7,685,594	\$0
R006B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	1.66	1,411		> Q100	\$243,173	\$404,081	\$3,197	\$4,511,410	15%	\$676,712	15%	\$778,218	\$6,370,421	\$0	\$6,370,421	\$0
R007A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	1.76	910		> Q100	\$243,173	\$427,656	\$3,902	\$3,548,529	15%	\$532,279	15%	\$612,121	\$5,120,585	\$0	\$5,120,585	\$0
R007B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 8)	2041	2041 - 2066	34	1.76	910		> Q100	\$243,173	\$427,656	\$3,409	\$3,100,999	15%	\$465,150	15%	\$534,922	\$4,528,727	\$0	\$4,528,727	\$0
R008A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	1.94	2,413		> Q100	\$243,173	\$472,583	\$3,902	\$9,413,310	15%	\$1,411,996	15%	\$1,623,796	\$12,921,685	\$0	\$12,921,685	\$0
R008B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 8)	2041	2041 - 2066	34	1.94	2,413		> Q100	\$243,173	\$472,583	\$3,409	\$8,226,131	15%	\$1,233,920	15%	\$1,419,008	\$11,351,641	\$0	\$11,351,641	\$0
R009B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 4)	2041	2041 - 2066	36	0.71	282		> Q100	\$243,173	\$173,723	\$2,139	\$604,051	15%	\$90,608	15%	\$104,199	\$972,580	\$0	\$972,580	\$0
R010A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	1.07	573		> Q100	\$243,173	\$260,025	\$3,902	\$2,236,218	15%	\$335,433	15%	\$385,748	\$3,217,423	\$914,649	\$2,302,774	\$0
R010B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	1.07	573		> Q100	\$243,173	\$260,025	\$3,197	\$1,832,316	15%	\$274,847	15%	\$316,075	\$2,683,263	\$0	\$2,683,263	\$0
R011A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	1.93	855		> Q100	\$243,173	\$470,309	\$3,902	\$3,336,712	15%	\$500,507	15%	\$575,583	\$4,883,111	\$0	\$4,883,111	\$0
R011B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	1.93	855		> Q100	\$243,173	\$470,309	\$3,197	\$2,734,041	15%	\$410,106	15%	\$471,622	\$4,086,079	\$0	\$4,086,079	\$0
R012A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	0.48	242		> Q100	\$243,173	\$115,738	\$3,902	\$943,685	15%	\$141,553	15%	\$162,786	\$1,363,761	\$0	\$1,363,761	\$0
R012B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 6)	2041	2041 - 2066	33	0.48	242		> Q100	\$243,173	\$115,738	\$3,197	\$773,238	15%	\$115,986	15%	\$133,384	\$1,138,346	\$0	\$1,138,346	\$0
R013A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	1.85	723		> Q100	\$243,173	\$449,846	\$3,902	\$2,821,042	15%	\$423,156	15%	\$486,630	\$4,180,674	\$0	\$4,180,674	\$0
R013B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	1.85	723		> Q100	\$243,173	\$449,846	\$3,272	\$2,365,793	15%	\$354,869	15%	\$408,099	\$3,578,608	\$0	\$3,578,608	\$0
R014A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2031 - 2041	17	1.25	501		> Q100	\$243,173	\$304,927	\$3,902	\$1,954,818	15%	\$293,223	15%	\$337,206	\$2,890,173	\$0	\$2,890,173	\$0
R014B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	1.25	501		> Q100	\$243,173	\$304,927	\$3,272	\$1,639,357	15%	\$245,904	15%	\$282,789	\$2,472,976	\$0	\$2,472,976	\$0
R015A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2031 - 2041	17	4.49	2,099		> Q100	\$243,173	\$1,092,516	\$3,902	\$8,189,263	15%	\$1,228,389	15%	\$1,412,648	\$11,922,816	\$0	\$11,922,816	\$0
R015B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	4.49	2,099		> Q100	\$243,173	\$1,092,516	\$3,272	\$6,867,712	15%	\$1,030,157	15%	\$1,184,680	\$10,175,065	\$0	\$10,175,065	\$0
R016A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	1.91	1,430		> Q100	\$243,173	\$463,913	\$3,902	\$5,578,924	15%	\$836,839	15%	\$962,364	\$7,842,041	\$0	\$7,842,041	\$0
R016B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 5)	2041	2041 - 2066	32	1.91	1,430		> Q100	\$243,173	\$463,913	\$3,122	\$4,463,920	15%	\$669,588	15%	\$770,026	\$6,367,447	\$0	\$6,367,447	\$0
R017A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	16	3.59	3,753		> Q100	\$243,173	\$872,846	\$3,902	\$14,642,546	15%	\$2,196,382	15%	\$2,525,839	\$20,237,613	\$0	\$20,237,613	\$0
R017B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 1)	2041	2041 - 2066	27	3.59	3,753		> Q100	\$243,173	\$872,846	\$2,371	\$8,898,558	15%	\$1,334,784	15%	\$1,535,001	\$12,641,188	\$0	\$12,641,188	\$0

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

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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
R018A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2031 - 2041	17	2.18	1,100		> Q100	\$243,173	\$530,847	\$3,902	\$4,292,715	15%	\$643,907	15%	\$740,493	\$6,207,963	\$0	\$6,207,963	\$0
R018B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	2.18	1,100		> Q100	\$243,173	\$530,847	\$3,272	\$3,599,974	15%	\$539,996	15%	\$620,996	\$5,291,812	\$0	\$5,291,812	\$0
R019B	Road	Trunk Connector - 4 lane	4Lu (Standard)	2041	2041 - 2066	33	0.74	672		> Q100	\$243,173	\$179,486	\$2,662	\$1,788,096	15%	\$268,214	15%	\$308,446	\$2,544,242	\$0	\$2,544,242	\$0
R019A	Road	Trunk Connector ( 2 lane)	2Li (Non-Standard 5)	2041	2026 - 2031	22	1.92	672		> Q100	\$243,173	\$467,452	\$4,512	\$3,031,237	15%	\$454,686	15%	\$522,888	\$4,476,262	\$0	\$4,476,262	\$0
R020	Road	Urban Arterial ( 2 lane)	2L (Non-Standard 5)	2041	2031 - 2041	22	4.12	1,066		> Q100	\$243,173	\$1,002,943	\$4,512	\$4,810,472	15%	\$721,571	15%	\$829,806	\$7,364,793	\$0	\$7,364,793	\$0
R021	Road	Urban Arterial (2 lane)	2L (Non-Standard 5)	2041	2031 - 2041	22	1.71	1,341		> Q100	\$243,173	\$416,945	\$4,512	\$6,051,333	15%	\$907,700	15%	\$1,043,855	\$8,419,832	\$0	\$8,419,832	\$0
R022A	Road	Urban Arterial (2 lane)	2Li (Standard)	2041	2026 - 2031	17	0.67	297		> Q100	\$243,173	\$161,880	\$3,902	\$1,159,900	15%	\$173,985	15%	\$200,083	\$1,695,848	\$0	\$1,695,848	\$0
R022B	Road	Urban Arterial (4 lane)	4Lu (Standard)	2041	2041 - 2066	33	0.67	297		> Q100	\$243,173	\$161,880	\$3,272	\$972,720	15%	\$145,908	15%	\$167,794	\$1,448,302	\$0	\$1,448,302	\$0
R023A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	17	0.83	3,209		> Q100	\$243,173	\$201,092	\$3,902	\$12,521,379	15%	\$1,878,207	15%	\$2,159,938	\$16,760,615	\$0	\$16,760,615	\$0
R023B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 7)	2041	2041 - 2066	34	0.83	3,209		> Q100	\$243,173	\$201,092	\$3,526	\$11,317,158	15%	\$1,697,574	15%	\$1,952,210	\$15,168,034	\$0	\$15,168,034	\$0
R025	Road	Trunk Connector ( 2 lane)	2L (Standard)	2041	2026 - 2031	24	9.59	2,377		> Q100	\$243,173	\$2,332,054	\$4,886	\$11,616,226	15%	\$1,742,434	15%	\$2,003,799	\$17,694,513	\$0	\$17,694,513	\$0
R026A	Road	2 Lane Trunk Connector	2Li (Standard)	2041	2031 - 2041	17	4.43	1,791		> Q100	\$243,173	\$1,076,150	\$3,902	\$6,986,569	15%	\$1,047,985	15%	\$1,205,183	\$10,315,888	\$0	\$10,315,888	\$0
R026B	Road	Trunk Connector - 4 lane	4Lu (Standard)	2041	2041 - 2066	33	4.43	1,791		> Q100	\$243,173	\$1,076,150	\$3,272	\$5,859,104	15%	\$878,866	15%	\$1,010,696	\$8,824,816	\$0	\$8,824,816	\$0
R027A	Road	2 Lane Trunk Connector	2Li (Non-Standard 3)	2027	2021 - 2026	17	2.40	1,425		> Q100	\$243,173	\$584,357	\$3,902	\$5,558,607	15%	\$833,791	15%	\$958,860	\$7,935,615	\$4,480,692	\$3,454,923	\$0
R027B	Road	Trunk Connector - 4 lane	4Lu (Standard)	2041	2041 - 2066	33	2.40	1,425		> Q100	\$243,173	\$584,357	\$3,272	\$4,661,581	15%	\$699,237	15%	\$804,123	\$6,749,298	\$0	\$6,749,298	\$0
R028	Road	Trunk Connector - 2 Lane	2L (Standard)	2027	2021 - 2026	24	2.41	871		> Q100	\$243,173	\$586,266	\$4,886	\$4,257,429	15%	\$638,614	15%	\$734,407	\$6,216,716	\$0	\$6,216,716	\$0
R029	Road	Centre Connector ( 2 lane)	2L (Non-Standard 8)	2027	2021 - 2026	25	1.60	566		> Q100	\$243,173	\$389,296	\$5,210	\$2,947,218	15%	\$442,083	15%	\$508,395	\$4,286,991	\$0	\$4,286,991	\$0
R031	Road	Trunk Connector -2 Lane	2L (Standard)	2027	2021 - 2026	24	1.46	593		> Q100	\$243,173	\$354,449	\$4,886	\$2,899,885	15%	\$434,983	15%	\$500,230	\$4,189,547	\$180,984	\$4,008,563	\$0
R032	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2026 - 2031	24	4.10	1,962		> Q100	\$243,173	\$997,739	\$4,886	\$9,587,033	15%	\$1,438,055	15%	\$1,653,763	\$13,676,590	\$0	\$13,676,590	\$0
R033	Road	Trunk Connector - 2 Lane	2L (Standard)	2027	2021 - 2026	24	0.73	691		> Q100	\$243,173	\$177,930	\$4,886	\$3,377,512	15%	\$506,627	15%	\$582,621	\$4,644,689	\$429,602	\$4,215,087	\$0
R034A	Road	Trunk Connector - 2 Lane	2Li (Standard)	2041	2031 - 2041	17	3.88	1,762		> Q100	\$243,173	\$943,378	\$3,902	\$6,874,587	15%	\$1,031,188	15%	\$1,185,866	\$10,035,019	\$0	\$10,035,019	\$0
R034B	Road	Trunk Connector - 4 lane	4Lu (Standard)	2041	2041 - 2066	33	3.88	1,762		> Q100	\$243,173	\$943,378	\$3,272	\$5,765,194	15%	\$864,779	15%	\$994,496	\$8,567,846	\$0	\$8,567,846	\$0
R037	Road	Trunk Connector ( 2 lane)	2L (Non-Standard 5)	2041	2041 - 2066	22	2.88	821		> Q100	\$243,173	\$700,144	\$4,512	\$3,704,342	15%	\$555,651	15%	\$638,999	\$5,599,137	\$0	\$5,599,137	\$0
R038	Road	Trunk Connector 2 lane	2L (Non-Standard 10)	2041	2041 - 2066	26	0.56	217		> Q100	\$243,173	\$136,615	\$5,353	\$1,160,141	15%	\$174,021	15%	\$200,124	\$1,670,901	\$0	\$1,670,901	\$0
R039	Road	Trunk Connector 2 lane	2L (Non-Standard 13)	2027	2021 - 2026	28	3.37	1,391		> Q100	\$243,173	\$819,785	\$5,728	\$7,967,869	15%	\$1,195,180	15%	\$1,374,457	\$11,357,292	\$0	\$11,357,292	\$0
R040	Road	Trunk Connector - 2 lane	2L (Non-Standard 1)	2027	2021 - 2026	22	0.18	100		> Q100	\$243,173	\$44,185	\$4,485	\$449,316	15%	\$67,397	15%	\$77,507	\$638,405	\$0	\$638,405	\$0
R041	Road	Centre Connector	2L (Non-Standard 15)	2027	2021 - 2026	34	0.70	529		> Q100	\$243,173	\$169,808	\$6,964	\$3,680,676	15%	\$552,101	15%	\$634,917	\$5,037,502	\$0	\$5,037,502	\$0
R042	Road	Trunk Connector - 2 Lane	2L (Non-Standard 14)	2021	2021 - 2026	22	1.19	500		> Q100	\$243,173	\$288,768	\$3,063	\$1,532,139	15%	\$229,821	15%	\$264,294	\$2,315,021	\$0	\$1,252,420	\$1,062,601
R043	Road	Trunk Connector - 4 lane	4L (Standard)	2027	2021 - 2026	30	1.52	499		> Q100	\$243,173	\$370,353	\$7,173	\$3,578,177	15%	\$536,727	15%	\$617,235	\$5,102,491	\$0	\$5,102,491	\$0
R046	Road	2 Lane industrial collector	2L (Non-Standard 2)	2027	2021 - 2026	23	0.97	379		> Q100	\$243,173	\$237,045	\$4,608	\$1,744,504	15%	\$261,676	15%	\$300,927	\$2,544,152	\$0	\$2,544,152	\$0
R047	Road	2 Lane industrial collector	2L (Non-Standard 2)	2041	2031 - 2041	23	5.00	2,168		> Q100	\$243,173	\$1,214,796	\$4,608	\$9,988,491	15%	\$1,498,274	15%	\$1,723,015	\$14,424,575	\$0	\$14,424,575	\$0
R048A	Road	Trunk Connector - 2 lane	2Li (Standard)	2041	2031 - 2041	17	0.81	457		> Q100	\$243,173	\$195,803	\$3,902	\$1,784,296	15%	\$267,644	15%	\$307,791	\$2,555,535	\$0	\$2,555,535	\$0
R048B	Road	Trunk Connector - 4 lane	4Lu (Non-Standard 5)	2041	2041 - 2066	32	0.81	457		> Q100	\$243,173	\$195,803	\$3,122	\$1,427,686	15%	\$214,153	15%	\$246,276	\$2,083,918	\$0	\$2,083,918	\$0
R050	Road	Trunk Connector - 4 lane	4L (Non-Standard 2)	2041	2041 - 2066	32	2.35	595		> Q100	\$243,173	\$571,992	\$6,513	\$3,875,690	15%	\$581,353	15%	\$668,556	\$5,697,591	\$0	\$5,697,591	\$0

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

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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
R051	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2031 - 2041	24	4.81	1,296		> Q100	\$243,173	\$1,168,811	\$4,886	\$6,331,268	15%	\$949,690	15%	\$1,092,144	\$9,541,914	\$0	\$9,541,914	\$0
R052	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2031 - 2041	24	0.66	797		> Q100	\$243,173	\$159,546	\$4,886	\$3,892,188	15%	\$583,828	15%	\$671,402	\$5,306,965	\$0	\$5,306,965	\$0
R053A	Road	Urban Arterial (2 lane)	2Li (Standard)	2027	2021 - 2026	16	0.02	564		> Q100	\$243,173	\$4,280	\$3,902	\$2,201,431	15%	\$330,215	15%	\$379,747	\$2,915,673	\$0	\$2,915,673	\$0
R053B	Road	Urban Arterial (4 lane)	4Lu (Non-Standard 3)	2041	2041 - 2066	30	0.02	564		> Q100	\$243,173	\$4,280	\$2,537	\$1,431,667	15%	\$214,750	15%	\$246,963	\$1,897,659	\$0	\$1,897,659	\$0
R030	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2031 - 2041	24	4.49	1,446		> Q100	\$243,173	\$1,091,191	\$4,886	\$7,063,486	15%	\$1,059,523	15%	\$1,218,451	\$10,432,651	\$0	\$10,432,651	\$0
R036	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2041 - 2066	24	1.70	677		> Q100	\$243,173	\$412,495	\$4,886	\$3,306,787	15%	\$496,018	15%	\$570,421	\$4,785,721	\$0	\$4,785,721	\$0
R054	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2041 - 2066	24	3.57	1,041		> Q100	\$243,173	\$868,444	\$4,886	\$5,087,000	15%	\$763,050	15%	\$877,507	\$7,596,001	\$0	\$7,596,001	\$0
R055	Road	Trunk Connector - 2 Lane major collector	2L (Standard)	2041	2031 - 2041	24	2.46	781		> Q100	\$243,173	\$599,106	\$4,886	\$3,815,610	15%	\$572,341	15%	\$658,193	\$5,645,250	\$0	\$5,645,250	\$0
R049A	Road	Trunk Connector - 2 lane	2Li (Standard)	2041	2026 - 2031	17	1.02	355		> Q100	\$243,173	\$248,717	\$3,902	\$1,383,682	15%	\$207,552	15%	\$238,685	\$2,078,636	\$0	\$2,078,636	\$0
R049B	Road	Trunk Connector - 4 lane	4Lu (Non-Standard 5)	2041	2041 - 2066	32	1.02	355		> Q100	\$243,173	\$248,717	\$3,122	\$1,107,139	15%	\$166,071	15%	\$190,981	\$1,712,909	\$0	\$1,712,909	\$0
R056	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2026 - 2031	24	3.38	884		> Q100	\$243,173	\$822,800	\$4,886	\$4,319,475	15%	\$647,921	15%	\$745,109	\$6,535,306	\$0	\$6,535,306	\$0
R057	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2031 - 2041	24	2.31	543		> Q100	\$243,173	\$562,095	\$4,886	\$2,653,859	15%	\$398,079	15%	\$457,791	\$4,071,824	\$0	\$4,071,824	\$0
R058	Road	Trunk Connector - 2 Lane	2L (Standard)	2041	2041 - 2066	24	4.89	837		> Q100	\$243,173	\$1,189,530	\$4,886	\$4,090,904	15%	\$613,636	15%	\$705,681	\$6,599,751	\$0	\$6,599,751	\$0
R062	Road	Centre Connector ( 2 lane)	2L (Non-Standard 8)	2027	2021 - 2026	25	2.09	738		> Q100	\$243,173	\$509,277	\$5,210	\$3,846,516	15%	\$576,977	15%	\$663,524	\$5,596,294	\$0	\$5,596,294	\$0
R063	Road	2 Lane industrial collector	2L (Non-Standard 7)	2041	2031 - 2041	26	1.13	416		> Q101	\$243,173	\$275,831	\$5,238	\$2,177,809	15%	\$326,671	15%	\$375,672	\$3,155,983	\$0	\$3,155,983	\$0
R064	Road	Trunk Connector - 2 Lane major collector	2L (Non-Standard 9)	2041	2041 - 2066	25	0.96	365		> Q102	\$243,173	\$232,984	\$5,058	\$1,844,684	15%	\$276,703	15%	\$318,208	\$2,672,579	\$0	\$2,672,579	\$0
R065	Road	Trunk Connector - 2 lane	2L (Non-Standard 1)	2027	2021 - 2026	22	2.45	1,077		> Q103	\$243,173	\$595,419	\$4,485	\$4,830,236	15%	\$724,535	15%	\$833,216	\$6,983,406	\$0	\$6,983,406	\$0
RB001A	Bridge	Urban Arterial	2Li	2041	2026 - 2031	15.0	750	50			\$0	\$0	\$4,524	\$3,393,156	15%	\$508,973	15%	\$585,319	\$4,487,448	\$0	\$4,487,448	\$0
RB001B	Bridge	Urban Arterial	4Lu	2041	2041 - 2066	7.0	350	50			\$0	\$0	\$4,524	\$1,583,473	15%	\$237,521	15%	\$273,149	\$2,094,143	\$0	\$2,094,143	\$0
RB002A	Bridge	Trunk connector	2L	2041	2031 - 2041	15.0	1,500	100			\$0	\$0	\$4,524	\$6,786,311	15%	\$1,017,947	15%	\$1,170,639	\$8,974,897	\$0	\$8,974,897	\$0
RB002B	Bridge	Trunk connector	4LBu	2041	2041 - 2066	15.0	1,500	100			\$0	\$0	\$4,524	\$6,786,311	15%	\$1,017,947	15%	\$1,170,639	\$8,974,897	\$0	\$8,974,897	\$0
RB003	Bridge	Urban Arterial	2Li	2041	2031 - 2041	15.0	600	40	Y		\$0	\$0	\$5,347	\$3,208,074	15%	\$481,211	15%	\$553,393	\$4,242,678	\$0	\$4,242,678	\$0
RB004A	Bridge	Urban Arterial	2Li	2041	2031 - 2041	15.0	600	40	Y		\$0	\$0	\$5,347	\$3,208,074	15%	\$481,211	15%	\$553,393	\$4,242,678	\$0	\$4,242,678	\$0
RB004B	Bridge	Urban Arterial	4Lu	2041	2041 - 2066	7.0	280	40	Y		\$0	\$0	\$5,347	\$1,497,101	15%	\$224,565	15%	\$258,250	\$1,979,917	\$0	\$1,979,917	\$0
RB005B	Bridge	Urban Arterial	4Lu	2041	2041 - 2066	9.0	378	42	Y		\$0	\$0	\$5,347	\$2,021,087	15%	\$303,163	15%	\$348,637	\$2,672,887	\$0	\$2,672,887	\$0
RB006A	Bridge	Urban Arterial	2Li	2027	2021 - 2026	15.0	600	40	Y		\$0	\$0	\$5,347	\$3,208,074	15%	\$481,211	15%	\$553,393	\$4,242,678	\$0	\$4,242,678	\$0
RB006B	Bridge	Urban Arterial	4Lu	2041	2041 - 2066	7.0	280	40	Y		\$0	\$0	\$5,347	\$1,497,101	15%	\$224,565	15%	\$258,250	\$1,979,917	\$0	\$1,979,917	\$0
RB007	Bridge	Urban Arterial	2L	2041	2041 - 2066	15.0	600	40	Y		\$0	\$0	\$5,347	\$3,208,074	15%	\$481,211	15%	\$553,393	\$4,242,678	\$0	\$4,242,678	\$0
RB008	Bridge	Trunk Connector	2L	2027	2021 - 2026	15.0	990	66			\$0	\$0	\$3,844	\$3,805,143	15%	\$570,771	15%	\$656,387	\$5,032,302	\$0	\$2,393,279	\$2,639,023
RB009	Bridge	Urban Arterial	4Lu	2041	2041 - 2066	25.0	375	15			\$0	\$0	\$4,524	\$1,696,578	15%	\$254,487	15%	\$292,660	\$2,243,724	\$0	\$2,243,724	\$0
RC001A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC001B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC002A	Culvert	Urban Arterial	2Li	2041	2031 - 2041	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC002B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC003A	Culvert	Trunk Connector	2L	2041	2031 - 2041	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0

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

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)	BRIDGE OVER RAILWAY	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/ha)	LAND COST	WORKS UNIT RATE (\$/m, roads) (\$/m², off- road pathway, bridges, culverts)	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)		
RC003B	Culvert	Trunk Connector	4LBu	2041	2041 - 2066	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC004	Culvert	Trunk Connector	2L	2041	2026 - 2031	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC005	Culvert	Trunk Connector	2L	2041	2026 - 2031	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC006	Culvert	Trunk Connector	2L	2041	2026 - 2031	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC007A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC007B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC008A	Culvert	Urban Arterial	2Li	2041	2031 - 2041	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC008B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC009A	Culvert	Urban Arterial	2Li	2041	2031 - 2041	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC009B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC010A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC010B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC011A	Culvert	Urban Arterial	2Li	2041	2026 - 2031	25.0	375	15			\$0	\$0	\$2,460	\$922,337	15%	\$138,351	15%	\$159,103	\$1,219,791	\$0	\$1,219,791	\$0
RC011B	Culvert	Urban Arterial	4Lu	2041	2041 - 2066	11.0	165	15			\$0	\$0	\$2,460	\$405,828	15%	\$60,874	15%	\$70,005	\$536,708	\$0	\$536,708	\$0
RC012A	Culvert	Trunk Connector	2L	2027	2021 - 2026	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC012B	Culvert	Trunk Connector	4LBu	2041	2041 - 2066	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC013	Culvert	Trunk Connector	2L	2027	2021 - 2026	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC015	Culvert	Industrial Connector	2L	2041	2031 - 2041	20.0	400	20			\$0	\$0	\$2,460	\$983,827	15%	\$147,574	15%	\$169,710	\$1,301,111	\$0	\$1,301,111	\$0
RC016	Culvert	Trunk Connector	2L	2027	2021 - 2026	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC017A	Culvert	Trunk Connector	2L	2027	2021 - 2026	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
RC017B	Culvert	Trunk Connector	4LBu	2041	2041 - 2066	20.0	300	15			\$0	\$0	\$2,460	\$737,870	15%	\$110,680	15%	\$127,283	\$975,833	\$0	\$975,833	\$0
										TOTAL		\$41,097,698		\$444,909,149		\$66,736,372		\$78,729,177	\$631,472,396	\$6,005,926	\$621,764,845	\$3,701,624

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

**Municipal Transport Network** Greater Flagstone Existing Assets – Base Rate Costs as at July 2022 (FY2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
R009	Road	Complete	\$676,604	\$0
R010A	Road	Partial	\$914,649	\$0
R024	Road	Complete	\$24,701	\$0
R024	Road	Complete	\$2,787,046	\$0
R027A	Road	Partial	\$4,480,692	\$0
R031	Road	Partial	\$180,984	\$0
R033	Road	Partial	\$429,602	\$0
R044	Road	Complete	\$678,734	\$0
RB005A	Bridge	Complete	\$188,793	\$895,313
RB005A	Bridge	Complete	\$895,313	\$4,245,832
			<b>\$11,257,118</b>	<b>\$5,141,145</b>

Municipal Parks and Open Space Network Greater Flagstone Future Assets – Base Rate Costs as at July 2022 (FY2022/23)

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)	TOTAL AREA	PARK AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT UNIT RATE (\$/m2)	WORKS BASE COST	PROJECT MANAGEMENT & DESIGN COST (EXCLUDING LAND)		CONTINGENCY COST (EXCLUDING LAND)	TOTAL ESTABLISHMENT COST	OFFSET'S 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	20,000	>Q20 & <Q100	\$4.26	\$85,111	\$42.78	\$855,658	15%	\$128,349	10%	\$98,401	\$1,167,519		\$1,167,519	\$0
POS002	District/Major Recreation Park	District Recreation	2027	2021 - 2026				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS003	District/Major Recreation Park	District Recreation	2041	2026 - 2031				58,000	58,000	>Q20 & <Q100	\$4.26	\$246,823	\$42.78	\$2,481,409	15%	\$372,211	10%	\$285,362	\$3,385,805		\$3,385,805	\$0
POS004	District/Major Recreation Park	District Recreation	2041	2026 - 2031				200,000	200,000	>Q20 & <Q100	\$4.26	\$851,112	\$42.78	\$8,556,582	15%	\$1,283,487	10%	\$984,007	\$11,675,189		\$11,675,189	\$0
POS005	District/Major Recreation Park	District Recreation	2027	2021 - 2026				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS006	District/Major Recreation Park	District Recreation	2041	2031 - 2041				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS007	District/Major Recreation Park	District Recreation	2041	2041 - 2066				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS008	District/Major Recreation Park	District Recreation	2041	2041 - 2066				63,600	63,600	>Q20 & <Q100	\$4.26	\$270,654	\$42.78	\$2,720,993	15%	\$408,149	10%	\$312,914	\$3,712,710		\$3,712,710	\$0
POS009	District/Major Recreation Park	District Recreation	2041	2041 - 2066				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS010	District/Major Recreation Park	District Recreation	2041	2041 - 2066				116,000	116,000	>Q20 & <Q100	\$4.26	\$493,645	\$42.78	\$4,962,818	15%	\$744,423	10%	\$570,724	\$6,771,610		\$6,771,610	\$0
POS011	District/Major Recreation Park	District Recreation	2041	2041 - 2066				50,000	50,000	>Q20 & <Q100	\$4.26	\$212,778	\$42.78	\$2,139,146	15%	\$320,872	10%	\$246,002	\$2,918,797		\$2,918,797	\$0
POS012	District/Major Recreation Park	City Park / Town Square	2027	2021 - 2026				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS013	District/Major Recreation Park	City Park / Town Square	2041	2026 - 2031				1,800	1,800	>Q20 & <Q100	\$4.26	\$7,660	\$119.95	\$215,906	15%	\$32,386	10%	\$24,829	\$280,782		\$280,782	\$0
POS014	District/Major Recreation Park	City Park / Town Square	2041	2031 - 2041				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS015	District/Major Recreation Park	City Park / Town Square	2041	2031 - 2041				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS016	District/Major Recreation Park	City Park / Town Square	2041	2041 - 2066				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS017	District/Major Recreation Park	City Park / Town Square	2041	2041 - 2066				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS018	District/Major Recreation Park	City Park / Town Square	2041	2041 - 2066				2,857	2,857	>Q20 & <Q100	\$4.26	\$12,159	\$119.95	\$342,709	15%	\$51,406	10%	\$39,412	\$445,685		\$445,685	\$0
POS019	District/Major Recreation Park	Regional Recreation	2027	2021 - 2026				100,000	100,000	>Q20 & <Q100	\$4.26	\$425,556	\$39.46	\$3,945,654	15%	\$591,848	10%	\$453,750	\$5,416,808		\$5,416,808	\$0
POS020	District/Major Recreation Park	Regional Recreation	2041	2026 - 2031				100,800	100,800	>Q20 & <Q100	\$4.26	\$428,961	\$39.46	\$3,977,219	15%	\$596,583	10%	\$457,380	\$5,460,143		\$5,460,143	\$0
POS021	District/Major Recreation Park	Regional Recreation	2041	2031 - 2041				100,000	100,000	>Q20 & <Q100	\$4.26	\$425,556	\$39.46	\$3,945,654	15%	\$591,848	10%	\$453,750	\$5,416,808	\$5,157,335	\$259,473	\$0
POS022	District/Major Recreation Park	Regional Recreation	2041	2031 - 2041				100,000	100,000	>Q20 & <Q100	\$4.26	\$425,556	\$39.46	\$3,945,654	15%	\$591,848	10%	\$453,750	\$5,416,808		\$5,416,808	\$0
POS023	District/Major Recreation Park	Regional Recreation	2041	2041 - 2066				100,000	100,000	>Q20 & <Q100	\$4.26	\$425,556	\$39.46	\$3,945,654	15%	\$591,848	10%	\$453,750	\$5,416,808		\$5,416,808	\$0
POS024	Sports Park	District Sports	2027	2021 - 2026				28,256	28,256	>Q20 & <Q100	\$4.26	\$120,245	\$87.03	\$2,459,003	15%	\$368,850	10%	\$282,785	\$3,230,883		\$3,230,883	\$0
POS025	Sports Park	District Sports	2041	2026 - 2031				77,800	77,800	>Q20 & <Q100	\$4.26	\$331,083	\$87.03	\$6,770,612	15%	\$1,015,592	10%	\$778,620	\$8,895,907		\$8,895,907	\$0
POS026	Sports Park	District Sports	2041	2031 - 2041				150,000	150,000	>Q20 & <Q100	\$4.26	\$638,334	\$87.03	\$13,053,879	15%	\$1,958,082	10%	\$1,501,196	\$17,151,491		\$17,151,491	\$0
POS027	Sports Park	District Sports	2041	2031 - 2041				106,000	106,000	>Q20 & <Q100	\$4.26	\$451,089	\$87.03	\$9,224,741	15%	\$1,383,711	10%	\$1,060,845	\$12,120,387		\$12,120,387	\$0

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



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)	TOTAL AREA	PARK AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m²)	LAND COST	EMBELLISHMENT 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)
POS028	Sports Park	District Sports	2041	2031 - 2041			75,000	75,000	>Q20 & <Q100	\$4.26	\$319,167	\$87.03	\$6,526,939	15%	\$979,041	10%	\$750,598	\$8,575,745	\$0
POS029	Sports Park	District Sports	2041	2041 - 2066			84,000	84,000	>Q20 & <Q100	\$4.26	\$357,467	\$87.03	\$7,310,172	15%	\$1,096,526	10%	\$840,670	\$9,604,835	\$0
POS030	Sports Park	District Sports	2041	2041 - 2066			76,200	76,200	>Q20 & <Q100	\$4.26	\$324,274	\$87.03	\$6,631,370	15%	\$994,706	10%	\$762,608	\$8,712,957	\$0
POS031	Sports Park	District Sports	2041	2041 - 2066			230,000	230,000	>Q20 & <Q100	\$4.26	\$978,779	\$87.03	\$20,015,947	15%	\$3,002,392	10%	\$2,301,834	\$26,298,952	\$0
POS032	Sports Park	District Sports	2041	2041 - 2066			116,000	116,000	>Q20 & <Q100	\$4.26	\$493,645	\$87.03	\$10,095,000	15%	\$1,514,250	10%	\$1,160,925	\$13,263,819	\$0
POS033	Sports Park	Regional Sports	2027	2021 - 2026			150,000	150,000	>Q20 & <Q100	\$4.26	\$638,334	\$82.70	\$12,404,907	15%	\$1,860,736	10%	\$1,426,564	\$16,330,541	\$0
POS034	Sports Park	Regional Sports	2041	2026 - 2031			200,000	200,000	>Q20 & <Q100	\$4.26	\$851,112	\$82.70	\$16,539,876	15%	\$2,480,981	10%	\$1,902,086	\$21,774,055	\$0
POS035	Sports Park	Regional Sports	2041	2031 - 2041			167,500	167,500	>Q20 & <Q100	\$4.26	\$712,806	\$82.70	\$13,852,146	15%	\$2,077,822	10%	\$1,592,997	\$18,235,771	\$0
POS036	Sports Park	Regional Sports	2041	2041 - 2066			200,000	200,000	>Q20 & <Q100	\$4.26	\$851,112	\$82.70	\$16,539,876	15%	\$2,480,981	10%	\$1,902,086	\$21,774,055	\$0
POS301	Linear Park	Major Linear	2041	2021 - 2066	15.0	7,226	710,485	108,390	>Q20 & <Q100	\$4.26	\$461,260	\$23.55	\$2,552,840	15%	\$382,926	10%	\$293,577	\$3,690,603	\$0
POS302	Linear Park	Major Linear	2041	2021 - 2066	15.0	7,042	685,444	105,630	>Q20 & <Q100	\$4.26	\$449,515	\$23.55	\$2,487,835	15%	\$373,175	10%	\$286,101	\$3,596,627	\$0
POS303	Linear Park	Major Linear	2027	2021 - 2026	15.0	3,262	230,728	48,930	>Q20 & <Q100	\$4.26	\$208,225	\$23.55	\$1,152,417	15%	\$172,863	10%	\$132,528	\$1,666,032	\$0
POS304	Linear Park	Major Linear	2041	2021 - 2066	15.0	11,838	1,363,450	177,570	>Q20 & <Q100	\$4.26	\$755,660	\$23.55	\$4,182,192	15%	\$627,329	10%	\$480,952	\$6,046,133	\$0
POS305	Linear Park	Major Linear	2041	2021 - 2066	15.0	33,134	5,125,180	497,010	>Q20 & <Q100	\$4.26	\$2,115,056	\$23.55	\$11,705,757	15%	\$1,755,863	10%	\$1,346,162	\$16,922,839	\$0
POS306	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,610	54,451	12,075	>Q20 & <Q100	\$4.26	\$51,386	\$37.89	\$457,543	15%	\$68,631	10%	\$52,617	\$630,178	\$0
POS307	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,858	96,498	13,935	>Q20 & <Q100	\$4.26	\$59,301	\$37.89	\$528,022	15%	\$79,203	10%	\$60,723	\$727,249	\$0
POS308	Linear Park	Local Linear	2041	2021 - 2066	7.5	4,178	297,716	31,335	>Q20 & <Q100	\$4.26	\$133,348	\$37.89	\$1,187,339	15%	\$178,101	10%	\$136,544	\$1,635,332	\$0
POS309	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,232	69,664	9,240	>Q20 & <Q100	\$4.26	\$39,321	\$37.89	\$350,120	15%	\$52,518	10%	\$40,264	\$482,223	\$0
POS310	Linear Park	Local Linear	2041	2021 - 2066	7.5	3,160	157,830	23,700	>Q20 & <Q100	\$4.26	\$100,857	\$37.89	\$898,035	15%	\$134,705	10%	\$103,274	\$1,236,871	\$0
POS311	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,608	70,856	12,060	>Q20 & <Q100	\$4.26	\$51,322	\$37.89	\$456,975	15%	\$68,546	10%	\$52,552	\$629,395	\$0
POS312	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,944	232,172	22,080	>Q20 & <Q100	\$4.26	\$93,963	\$37.89	\$836,651	15%	\$125,498	10%	\$96,215	\$1,152,326	\$0
POS313	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,414	77,172	10,605	>Q20 & <Q100	\$4.26	\$45,130	\$37.89	\$401,842	15%	\$60,276	10%	\$46,212	\$553,461	\$0
POS314	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,550	85,859	11,625	>Q20 & <Q100	\$4.26	\$49,471	\$37.89	\$440,492	15%	\$66,074	10%	\$50,657	\$606,693	\$0
POS315	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,104	138,999	15,780	>Q20 & <Q100	\$4.26	\$67,153	\$37.89	\$597,932	15%	\$89,690	10%	\$68,762	\$823,537	\$0
POS316	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,908	201,041	21,810	>Q20 & <Q100	\$4.26	\$92,814	\$37.89	\$826,420	15%	\$123,963	10%	\$95,038	\$1,138,235	\$0
POS317	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,034	76,565	15,255	>Q20 & <Q100	\$4.26	\$64,919	\$37.89	\$578,039	15%	\$86,706	10%	\$66,474	\$796,138	\$0
POS318	Linear Park	Local Linear	2041	2021 - 2066	7.5	1,460	94,407	10,950	>Q20 & <Q100	\$4.26	\$46,598	\$37.89	\$414,915	15%	\$62,237	10%	\$47,715	\$571,466	\$0
POS319	Linear Park	Local Linear	2041	2021 - 2066	7.5	538	39,635	4,035	>Q20 & <Q100	\$4.26	\$17,171	\$37.89	\$152,893	15%	\$22,934	10%	\$17,583	\$210,581	\$0
POS320	Linear Park	Local Linear	2041	2021 - 2066	7.5	3,234	173,082	24,255	>Q20 & <Q100	\$4.26	\$103,219	\$37.89	\$919,065	15%	\$137,860	10%	\$105,692	\$1,265,836	\$0

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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)	TOTAL AREA	PARK AREA (m²)	LAND VALUATION CATEGORY	LAND ACQUISITION RATE (\$/m2)	LAND COST	EMBELLISHMENT 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)		
POS321	Linear Park	Local Linear	2041	2021 - 2066	7.5	12,508	518,115	93,810	>Q20 & <Q100	\$4.26	\$399,214	\$37.89	\$3,554,628	15%	\$533,194	10%	\$408,782	\$4,895,819		\$4,895,819	\$0
POS322	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,258	109,154	16,935	>Q20 & <Q100	\$4.26	\$72,068	\$37.89	\$641,697	15%	\$96,255	10%	\$73,795	\$883,815		\$883,815	\$0
POS323	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,628	182,500	19,710	>Q20 & <Q100	\$4.26	\$83,877	\$37.89	\$746,847	15%	\$112,027	10%	\$85,887	\$1,028,639		\$1,028,639	\$0
POS324	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,338	93,175	17,535	>Q20 & <Q100	\$4.26	\$74,621	\$37.89	\$664,432	15%	\$99,665	10%	\$76,410	\$915,128		\$915,128	\$0
POS325	Linear Park	Local Linear	2041	2021 - 2066	7.5	20,064	1,648,160	150,480	>Q20 & <Q100	\$4.26	\$640,377	\$37.89	\$5,701,955	15%	\$855,293	10%	\$655,725	\$7,853,350		\$7,853,350	\$0
POS326	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,632	179,640	19,740	>Q20 & <Q100	\$4.26	\$84,005	\$37.89	\$747,984	15%	\$112,198	10%	\$86,018	\$1,030,204		\$1,030,204	\$0
POS327	Linear Park	Local Linear	2041	2021 - 2066	7.5	5,052	238,940	37,890	>Q20 & <Q100	\$4.26	\$161,243	\$37.89	\$1,435,720	15%	\$215,358	10%	\$165,108	\$1,977,428		\$1,977,428	\$0
POS328	Linear Park	Local Linear	2041	2021 - 2066	7.5	7,062	781,703	52,965	>Q20 & <Q100	\$4.26	\$225,396	\$37.89	\$2,006,938	15%	\$301,041	10%	\$230,798	\$2,764,173		\$2,764,173	\$0
POS329	Linear Park	Local Linear	2041	2021 - 2066	7.5	2,068	190,998	15,510	>Q20 & <Q100	\$4.26	\$66,004	\$37.89	\$587,702	15%	\$88,155	10%	\$67,586	\$809,446		\$809,446	\$0
									TOTAL		\$19,315,752		\$243,084,023		\$36,462,603		\$27,954,663	\$326,817,041	\$5,157,335	\$321,659,706	\$0

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DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
POS021	Regional Park and Garden	Partial	\$5,157,335	\$0
			<b>\$5,157,335</b>	<b>\$0</b>

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	Local Community Centre	2041	2041 - 2066	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF002	Community Facility	Local Community Centre	2041	2041 - 2066	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF003	Community Facility	Local Community Centre	2041	2031 - 2041	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF004	Community Facility	Local Community Centre	2027	2021 - 2026	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF005	Community Facility	Local Community Centre	2041	2041 - 2066	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF006	Community Facility	Local Community Centre	2041	2026 - 2031	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF007	Community Facility	Local Community Centre	2041	2041 - 2066	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF008	Community Facility	Local Community Centre	2041	2041 - 2066	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
CF009	Community Facility	District Community Centre	2041	2031 - 2041	3,000	> Q100	\$24.3 2	\$72,952	\$35.4 2	\$106,264	15%	\$15,940	10%	\$12,220	\$207,376	\$0
CF010	Community Facility	District Community Centre	2041	2026 - 2031	3,000	> Q100	\$24.3 2	\$72,952	\$35.4 2	\$106,264	15%	\$15,940	10%	\$12,220	\$207,376	\$0
CF011	Community Facility	Civic Centre	2041	2031 - 2041	15,000	> Q100	\$24.3 2	\$364,760	\$35.4 2	\$531,321	15%	\$79,698	10%	\$61,102	\$1,036,881	\$0
CF012	Community Facility	Branch Library	2027	2021 - 2026	3,000	> Q100	\$24.3 2	\$72,952	\$35.4 2	\$106,264	15%	\$15,940	10%	\$12,220	\$207,376	\$0
CF013	Community Facility	Branch Library	2041	2041 - 2066	3,000	> Q100	\$24.3 2	\$72,952	\$35.4 2	\$106,264	15%	\$15,940	10%	\$12,220	\$207,376	\$0
CF014	Community Facility	Metro Library	2041	2031 - 2041	6,500	> Q100	\$24.3 2	\$158,063	\$30.2 3	\$196,472	15%	\$29,471	10%	\$22,594	\$406,600	\$0
CF015	Community Facility	Art Gallery	2041	2041 - 2066	2,000	> Q100	\$24.3 2	\$48,635	\$35.4 2	\$70,843	15%	\$10,626	10%	\$8,147	\$138,251	\$0
CF016	Community Facility	Art Gallery	2041	2026 - 2031	2,000	> Q100	\$24.3 2	\$48,635	\$35.4 2	\$70,843	15%	\$10,626	10%	\$8,147	\$138,251	\$0
CF017	Community Facility	Metro Art Gallery	2041	2031 - 2041	4,000	> Q100	\$24.3 2	\$97,269	\$30.2 3	\$120,906	15%	\$18,136	10%	\$13,904	\$250,215	\$0
CF018	Community Facility	Performing Arts Centre	2041	2041 - 2066	2,000	> Q100	\$24.3 2	\$48,635	\$35.4 2	\$70,843	15%	\$10,626	10%	\$8,147	\$138,251	\$0
CF019	Community Facility	Performing Arts Centre	2041	2026 - 2031	2,000	> Q100	\$24.3 2	\$48,635	\$35.4 2	\$70,843	15%	\$10,626	10%	\$8,147	\$138,251	\$0
CF020	Community Facility	Metro Performing Arts Centre	2041	2031 - 2041	4,000	> Q100	\$24.3 2	\$97,269	\$30.2 3	\$120,906	15%	\$18,136	10%	\$13,904	\$250,215	\$0
CF021	Community Facility	Swimming Pool	2041	2026 - 2031	10,000	> Q100	\$24.3 2	\$243,173	\$35.4 2	\$354,214	15%	\$53,132	10%	\$40,735	\$691,254	\$0
CF022	Community Facility	Swimming Pool	2041	2041 - 2066	10,000	> Q100	\$24.3 2	\$243,173	\$35.4 2	\$354,214	15%	\$53,132	10%	\$40,735	\$691,254	\$0
CF023	Community Facility	Metro Swimming Pool	2041	2031 - 2041	25,000	> Q100	\$24.3 2	\$607,933	\$30.2 3	\$755,663	15%	\$113,349	10%	\$86,901	\$1,563,846	\$0
CF024	Community Facility	Indoor Sports Centre	2041	2041 - 2066	8,000	> Q100	\$24.3 2	\$194,538	\$35.4 2	\$283,371	15%	\$42,506	10%	\$32,588	\$553,003	\$0
CF025	Community Facility	Indoor Sports Centre	2041	2026 - 2031	8,000	> Q100	\$24.3 2	\$194,538	\$35.4 2	\$283,371	15%	\$42,506	10%	\$32,588	\$553,003	\$0
CF026	Community Facility	Metro Indoor Sports Centre	2041	2031 - 2041	15,000	> Q100	\$24.3 2	\$364,760	\$30.2 3	\$453,398	15%	\$68,010	10%	\$52,141	\$938,308	\$0
CF027	Community Facility	Local Community Centre	2041	2026 - 2031	1,200	> Q100	\$24.3 2	\$29,181	\$53.0 0	\$63,597	15%	\$9,539	10%	\$7,314	\$109,630	\$0
						TOTAL		\$3,314,449		\$4,734,634		\$710,195		\$544,483	\$9,303,762	\$0

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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)
AMB001A	Community Facility	Ambulance	2027	2021 - 2026	6,000	> Q100	\$24.32	\$145,904	\$40.62	\$243,698	15%	\$36,555	\$454,182	\$0	\$454,182	\$0
AMB001B	Community Facility - Additional	Ambulance	2027	2021 - 2026	4,000											
AMB002	Community Facility - Additional	Ambulance	2041	2031 - 2041	6,000											
FR001	Community Facility	Fire & Rescue	2041	2021 - 2066	6,000	> Q100	\$24.32	\$145,904	\$40.62	\$243,698	15%	\$36,555	\$454,182	\$0	\$454,182	\$0
FR002	Community Facility - Additional	Fire & Rescue	2041	2021 - 2066	6,000											
HCC001	Community Facility	Health Care Centre	2027	2021 - 2026	32,000	> Q100	\$24.32	\$778,154	\$40.62	\$1,299,722	15%	\$194,958	\$2,422,303	\$0	\$2,422,303	\$0
HP001	Community Facility	Health Precinct	2041	2026 - 2031	40,000	> Q100	\$24.32	\$972,692	\$40.62	\$1,624,653	15%	\$243,698	\$3,027,879	\$0	\$3,027,879	\$0
HP002	Community Facility - Additional	Health Precinct	2041	2031 - 2041	160,000											
P001A	Community Facility	Police	2041	2021 - 2066	6,000	> Q100	\$24.32	\$145,904	\$40.62	\$243,698	15%	\$36,555	\$454,182	\$0	\$454,182	\$0
P001B	Community Facility - Additional	Police	2041	2021 - 2066	4,000											
P002	Community Facility - Additional	Police	2041	2021 - 2066	3,000											
P003	Community Facility - Additional	Police	2041	2021 - 2066	6,000											
PS001	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS002	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS003	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS004	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS005	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$38.07	\$2,664,956	15%	\$399,743	\$5,073,381	\$0	\$5,073,381	\$0
PS006	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS007	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS008	Community Facility	Primary School	2041	2026 - 2031	70,000	> Q100	\$24.32	\$1,702,212	\$27.69	\$1,938,329	15%	\$290,749	\$4,154,198	\$0	\$4,154,198	\$0
PS009	Community Facility - Additional	Primary School	2041	2031 - 2041	70,000											
PS010	Community Facility - Additional	Primary School	2041	2031 - 2041	70,000											
PS011	Community Facility - Additional	Primary School	2041	2031 - 2041	70,000											
PS012	Community Facility - Additional	Primary School	2041	2031 - 2041	70,000											

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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)		
PS013	Community Facility - Additional	Primary School	2041	2031 - 2041	70,000													
PS014	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000													
PS015	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000													
PS016	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000													
PS017	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000													
PS018	Community Facility - Additional	Primary School	2041	2041 - 2066	70,000													
SS001	Community Facility	Secondary School	2041	2026 - 2031	120,000	> Q100	\$24.32	\$2,918,077	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,257,798	\$0	\$6,257,798	\$0
SS002	Community Facility	Secondary School	2041	2031 - 2041	120,000	> Q100	\$24.32	\$2,918,077	\$22.00	\$2,640,096	15%	\$396,014	10%	\$303,611	\$6,257,798	\$0	\$6,257,798	\$0
SS003	Community Facility - Additional	Secondary School	2041	2031 - 2041	120,000													
SS004	Community Facility - Additional	Secondary School	2041	2031 - 2041	120,000													
SS005	Community Facility - Additional	Secondary School	2041	2041 - 2066	120,000													
SS006	Community Facility - Additional	Secondary School	2041	2041 - 2066	120,000													
SS007	Community Facility - Additional	Secondary School	2041	2041 - 2066	120,000													

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RCW001	Rail Corridor Widening	Greater Flagstone	2044	2021 - 2026	339,000	> Q100	\$24.32	\$8,243,568	\$0.00	\$0	\$0	\$0	\$8,243,568	\$0	\$8,243,568	\$0
						TOTAL		\$29,885,974		\$25,168,921	\$3,775,338	\$25,168,921	\$61,724,659	\$0	\$25,168,921	\$0

**State Community Facilities Network** Greater Flagstone Existing Assets – Base Rate Costs as at July 2022 (FY2022/23)

DCOP ID	ASSET TYPE	DELIVERY STATUS	OFFSET AMOUNT	CATALYST FUNDING
			\$0.00	\$0.00

**Municipal Other Provisions** Greater Flagstone Future Assets – Base Rate Costs as at July 2022 (FY2022/23)

ASSET ID	ASSET TYPE	TOTAL ESTABLISHMENT COST
Other Provisions		
New	Municipal Funding for SRIP CapEx	\$66,834,885
	TOTAL	\$66,834,885

Municipal Other Provisions Greater Flagstone Future Assets – Base Rate Costs as at July 2022 (FY2022/23)

ASSET ID	ASSET TYPE	TOTAL ESTABLISHMENT COST
Other Provisions		
PT02	Public Transport Infrastructure	\$419,556
PT01	Public Transport Infrastructure	\$21,084,868
	TOTAL	\$21,504,423



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