

Harcourt Infrastructure Plan report

Mount Alexander Shire Council

(Technical input provided by
SGS Economics & Planning and
WSP Australia Pty Ltd.)

August 2024



Acknowledgement of country

Mount Alexander Shire Council acknowledges the Dja Dja Wurrung and Taungurung Peoples as the Traditional Custodians of the lands and waters of the place known as Mount Alexander Shire. We recognise their ongoing living culture and the important role they continue to play in the life of this region.

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1. Introduction

1.1 Background

Harcourt has been designated as a town that can accommodate growth in the region by the Loddon Mallee South Regional Growth Plan 2014 and more recently, Plan Harcourt 2024. As the town grows, it is expected that there will be greater pressure for the provision of critical infrastructure. To meet this need, a holistic development and infrastructure planning and delivery approach is required. There is also the ability for Council to collect contributions from development to help fund this key infrastructure. This is called development contributions.

1.2 Purpose of this Infrastructure Plan

The Harcourt Infrastructure Plan (IP) plays an important role in clearly identifying the infrastructure that needs to be delivered in order to meet the needs of the growing population. It establishes the strategic basis for negotiating and collecting development contributions through the direct provision of infrastructure as works in kind or as a monetary contribution toward infrastructure provision.

The IP has been prepared using the same methodology and key principles as a formal Development Contributions Plan (DCP), which are set out by the state government. This involves establishing strategic justification for collecting contributions, demonstrating a nexus between new development and the need for new infrastructure, justification of infrastructure projects, and that

any infrastructure costs are apportioned on the basis of projected 'share of usage'.

The IP is to be used to assist with identification of infrastructure priorities and capital works plans for infrastructure, and as the strategic basis for collection of contributions and/or works in kind for delivery of infrastructure.

Technical input has been provided by SGS Economics and Planning and WSP Australia Pty Ltd in the preparation of this report.

2. Strategic Basis

The Harcourt IP's strategic basis is established through a variety of documents/strategies at various levels.

Loddon Mallee South Regional Growth Plan (2014)



This plan designates Harcourt as a town that can accommodate growth in the region. Key drivers of change for the area are identified as its proximity to Melbourne, strong transport links (Calder corridor), changing economic sectors, improved inter-regional accessibility and the emergence of Bendigo as a higher order centre. In addition, the region offers a relatively affordable regional lifestyle.

Actions set out within the plan, with regards to regional infrastructure, include undertaking infrastructure planning as part of the structure plans for Harcourt (and other hinterland towns). There are also actions concerning infrastructure to support the region's waste management, water management, and transport network.

Loddon Campaspe Integrated Transport Strategy (2015)

This strategy outlines regional challenges and trends that are likely to impact the transport network, some of which include:

- Strong population growth in locations with good access to the Calder road and rail corridor.
- Regionally focused commuter travel is more important than Melbourne travel for much of the region.
- The amenity, safety and attractiveness of smaller towns can be improved through sensitive management of 'through' routes, selective use of town by-passes and urban design.

The strategy also acknowledges that maintenance/replacement of ageing infrastructure will also be a challenge and that it 'may not be feasible for Councils to continue to invest adequately to maintain all roads at their current standard'. It also identifies priorities and goals for the transport network, some of which include encouraging active and public transport.

Mount Alexander Planning Scheme

The following state planning policies provide strategic justification for the provision of infrastructure with the support of development contributions:

- Clause 11 Settlement: 'Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure'.
- Strategy at Clause 11.02-1s Supply of urban land: 'Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development'.

Plan Harcourt identified the need to undertake a town centre action plan for Harcourt. Now completed, the Harcourt Town Centre Action Plan may be used by Council to prioritise projects, and where justified, allocate development contributions toward those traffic management (intersections and roads) and shared paths projects identified in the Plan.

Development Contributions Policy

Council is committed to ensuring there is the infrastructure in place to service the current and future needs of our growing communities. To help fund delivery of this infrastructure, it is Council policy to collect development contributions in a consistent and clear manner. Council has an adopted policy on how it goes about collecting development contributions. The Policy can be accessed via Council's webpage, www.mountalexander.vic.gov.au.

Legislation

The strategic basis for the proposed method of collecting contributions for the Harcourt IP is established via Section 173 of the *Planning and Environment Act 1987*. This allows for contributions to be collected via other mechanisms such as voluntary agreements, allowing for a responsible authority, either on its own or jointly with any other person or body, to enter into an agreement with an owner of land, or with a person in anticipation of that person becoming the owner of the land, in the area covered by a planning scheme for which it is a responsible authority.

3. Nexus between new development and the need for new infrastructure

It must be demonstrated that the new development to be levied is likely to use the infrastructure to be provided. New development should not be considered on an individual basis, but as part of the wider community that will use an infrastructure project. The wider community may also include existing development. This is all that is required to demonstrate 'nexus' to justify the application of the charge.

(Development Contributions Guidelines, Version 5.9 (16 June 2003, updated 2007).

Development within both the future town expansion areas and the established residential areas will contribute to a growth in Harcourt's population. This new development will generate increased usage and impact on the existing infrastructure, both immediately surrounding the future town expansion areas and within other areas of the town. This highlights the need to plan for infrastructure to accommodate the growth in the community.

See Chapter 5 for further details on the projected growth of Harcourt, which demonstrates the nexus between new development and the need for new development.

4. Infrastructure Project Justification

4.1 Background

Infrastructure projects that can be included in a DCP

Infrastructure projects can include new infrastructure, an upgrade in the standard provision of an existing infrastructure item, an extension to an existing facility, and total replacement of an infrastructure item after it has reached the end of its economic life.

To qualify for inclusion in DCPs, all infrastructure must:

- be used by a broad cross-section of the community,
- serve a neighbourhood-sized catchment or larger area, and
- be basic to the health, safety or well-being of the community (as determined by the demographic profile of the area), or
- be consistent with current community expectations of what is required to meet its health, safety or well-being.

The infrastructure types proposed to be included in the Harcourt IP for cost apportionment and contribution purposes include traffic management (intersections and roads) and shared paths.

Infrastructure projects that cannot be included in a DCP

A DCP cannot be used to fund the following:

- The total replacement of an infrastructure item if the replacement is necessary as a result of poor maintenance.
- Basic utilities, such as water supply and sewerage, provided by servicing authorities under their own legislation.
- Existing infrastructure in a DCP that was funded through general taxes or rates.

Infrastructure types not to be included in the Harcourt IP

The infrastructure types that are not included in the Harcourt IP for cost apportionment and contribution are summarised as follows:

- Local roads are not included in the Harcourt IP, given that these will need to be provided as part of specific developments identified via planning permit conditions. Section 62(5) of the Act provides the opportunity for Council to include a planning permit condition that specifies works that Council considers necessary as a result of the grant of the permit.
- The construction of public transport infrastructure has been excluded at this stage as planning for this infrastructure sits within the strategic planning of Department of Transport and Planning (DTP).
- Drainage infrastructure is also excluded from the Harcourt IP at this point in time. For drainage infrastructure to be included in a DCP or IP, it needs to be strategically justified, that is, it needs to be identified in a drainage strategy or equivalent technical report. There are currently no such technical reports that have been carried out for Harcourt. As such, drainage requirements for future residential growth areas A and B will be addressed throughout the development plan process: developers will be responsible for managing overland flows on-site (demonstrated through the preparation of a stormwater and drainage plan).
- Community infrastructure projects have also been excluded from the Harcourt IP at this stage.
- It is noted that open space infrastructure projects are excluded from the Harcourt IP as they will be collected

separately under Clause 53.01 of the Mount Alexander Planning Scheme throughout the planning permit process.

4.2 Infrastructure projects included in the Harcourt IP

Infrastructure projects included in the IP

Traffic management (intersections and roads) and shared paths are included in the IP for cost apportionment and contribution purposes. To assist with understanding, the following categories are labelled as:

- Intersections: IN
- Roads: RD
- Shared paths: SP

Intersection projects

Four intersection projects have been included in the IP given that the proposed development and associated population growth will result in increased traffic volumes, which therefore warrants an upgrade of these four intersections. Further detail regarding the design of the possible upgrades is included in Table 4.2.1 and at Attachment B. It is important to note that these designs are preliminary only and have been prepared for the purposes of high-level costing for the IP. Further detailed analysis is to be undertaken prior to finalising any concept or detailed design of these intersections. The Harcourt Town Centre Action Plan may be used to inform further detailed analysis of specific intersection projects. As this takes place, this IP report will be updated accordingly.

Figure 4.2.1 Location of intersection projects



Source: WSP, 2021

Table 4.2.1 Details of intersection projects

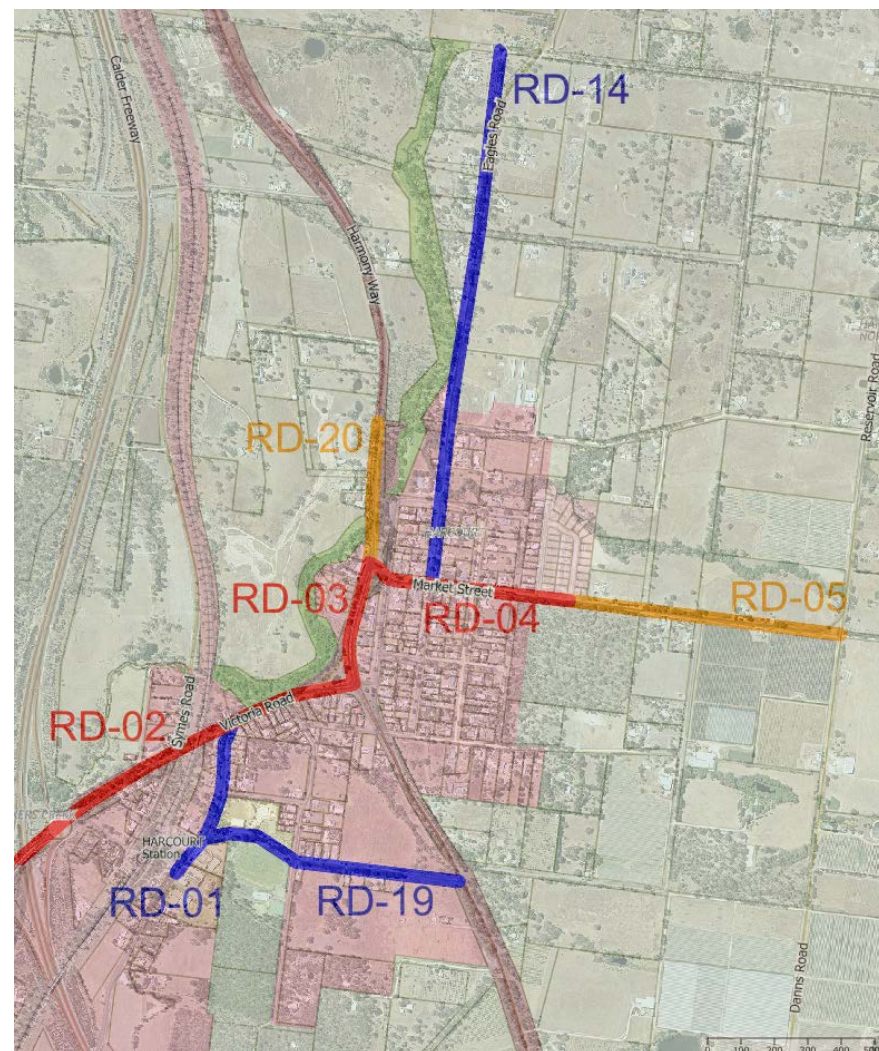
Intersection project	Details (based on preliminary design*)	Cost
IN-01: Victoria Road / Harmony Way / High Street	Roundabout	\$750,000
IN-02: Market Street and Harmony Way	Island and median strip	\$150,245
IN-03: Market Street and High Street	Turning treatments	\$350,000
IN-04: Market Street and Eagles Road	Turning treatments	\$350,000

* These designs are not final and are subject to detailed analysis. The costs shown are indicative only based on estimates by Council. Final costs require detail design plans for all works and formalisation by quantity surveyor cost calculations.

Road projects

Eight road projects have been included in the IP given that the proposed development will require road upgrades based on the anticipated traffic volumes. These are shown in Figure 4.2.3.

Figure 4.2.2 Location of road projects



The road categories that have been considered for this hierarchy (with reference to Clause 56.06 of the Mount Alexander Planning Scheme and the Infrastructure Design Manual) are as follows:

- Access Street - Level 1: Expected to have between 1,000 and 2,000 vehicle movements per day.
- Access Street - level 2: Expected to have between 2,000 and 3,000 vehicle movements per day.
- Connector Street: Expected to have between 3,000 and 7,000 vehicle movements per day.

Cross sections of these road forms are provided in Attachment C.

In calculating the road costs, some assumed costs have been used, as shown in Table 4.2.2. Assumed costs have also been cross-referenced with recent (2024) detail design costs incurred on several infrastructure projects being delivered by Council.

Table 4.2.2 Assumed costs

Assumed costs	Unit	Unit price (\$) per sqm/ lin m.
Concrete shared path/ footpath	Sqm	\$80.00
Road pavement	Sqm	\$210.00
Verge landscape	sqm	\$30.00
Kerb	Lin. m	\$83.00

Details of the road projects are provided in Table 4.2.3.

Table 4.2.3 Details of road projects

Road project	Road length (km)	Upgraded to	Description of works	Anticipated Cost	Reasons for anticipated increase in traffic volume
RD01: Coolstore Road - Victoria Road to former train station	0.480	Access street level 1	Full road upgrade inclusive of footpath on one side	\$888,000	There are proposed residential developments which gain access through this road hence traffic volume will be increased.
RD02: Victoria Road - train line to Harmony Way	0.500	Connector street	Provision of shared path and verge	\$200,000	Victoria road will facilitate to connect increased traffic to Calder Freeway. Therefore it has to be upgraded to cater new requirements.
RD03: Harmony Way - Market Street to Victoria Road	0.390	Connector street	Provision of shared path and verge	\$156,000	There are proposed residential developments which gain access through this road hence traffic volume will be increased.
RD04: Market Street - Harmony Way to Molly drive	0.615	Connector street	Carriageway and verge upgrade	\$1,230,000	There are proposed residential developments which gain access through this road hence traffic volume will be increased.
RD05: Market Street - Molly Drive to Reservoir Road	0.815	Access street level 2	Carriageway and verge upgrade	\$1,874,500	There are proposed residential developments which gain access through this road hence traffic volume will be increased.
RD14: Eagles Road - Market Street to Elys Lane	1.585	Access street level 1	Full road upgrade inclusive of footpath on one side	\$3,170,000	There are proposed residential developments which gain access through this road hence traffic volume will be increased.
RD19: Mills Rd - Coolstore Road to Harmony Way	0.775	Access street level 1	Full road upgrade inclusive of footpath on one side	\$1,550,000	There are proposed residential developments which gain access through this road hence traffic volume will be increased. Also, Harmony Way is the main road which connects to other areas.
RD20: Harmony Way – Market Street to Miniature Railway	0.405	Access street level 2	Full road upgrade inclusive of footpath on one side	\$931,500	There are proposed residential developments which gain access through this road hence traffic volume will be increased.

Shared paths

Five shared path projects have been included in the IP. These have been identified from Plan Harcourt (2024), specifically the Place Activation Map (see Figure 4.2.3), which was informed by consultation with the Harcourt community.

The shared paths identified aim to improve walking and cycling connectivity between key recreation assets in the north of the town (including the swimming pool, BMX track and the car parking area for La Larr Ba Gauwa Park) with Stanley Park, the town centre, James Park and the former railway station, the primary school and recreation reserve in Harcourt's south. This will help to promote active transport within the town.

It is important to note that some shared paths/footpaths are not specifically listed in this section as these are captured in the road projects (outlined above). It is also noted that the Harcourt Town Centre Action Plan may provide further detail as to the potential design or location of share paths, and may inform further detailed analysis of specific intersection projects.

Figure 4.2.3 Place Activation Plan from Plan Harcourt showing location of some shared paths included in IP

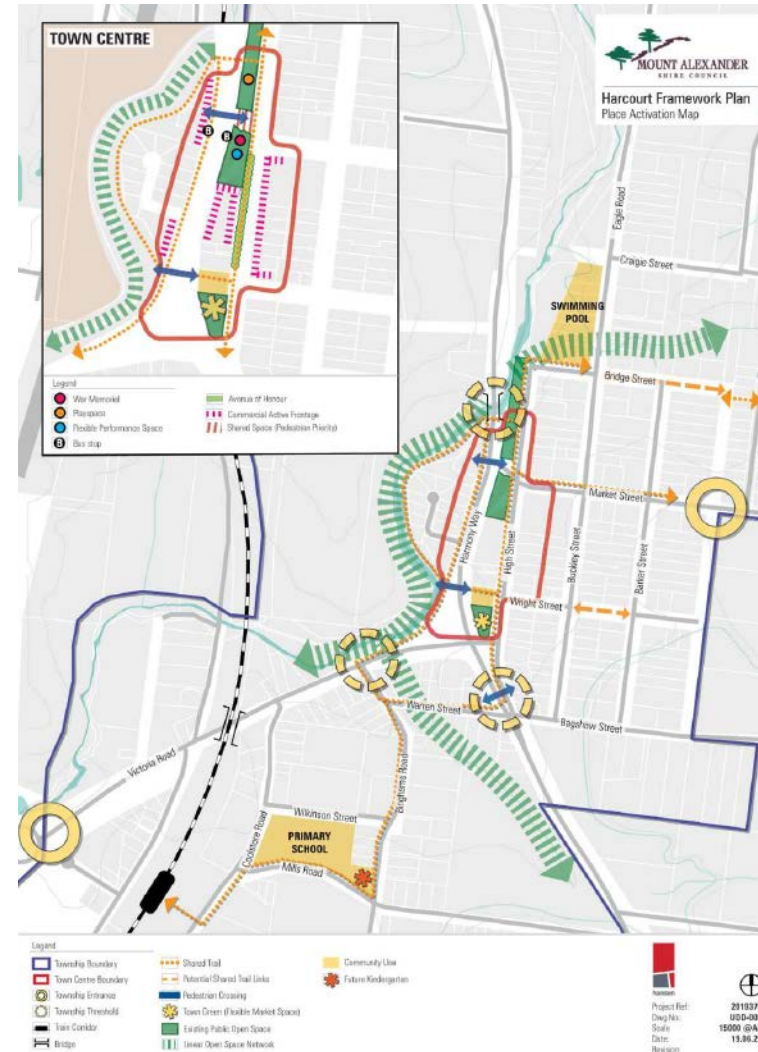


Table 4.2.4 Details of shared path projects

Shared path project	Details	Cost
From former Harcourt train station to Victoria Road	Mills Road section to be 390m in length and 3m wide concrete surface with a higher complexity design, the remaining 850m will be a 3m width concrete path in a lower complexity design	\$620,000
Along Barkers Creek, separate to Harmony Way (gravel)	Approximately 450m of gravel trail with a higher complexity design	\$204,000
Bridge Street	390m of concrete path with a lower complexity design	\$135,000
Warren Street	220m of concrete path with a higher complexity design	\$128,400
Wright Street	126m of concrete path with a lower complexity design	\$49,800

5. Contribution Calculations

5.1 Introduction to cost apportionment method

The general cost apportionment method used to calculate the contribution rate includes:

1. Dividing the area into analysis areas based on information collection regarding existing and future development.
2. Quantifying the development in each analysis area showing existed and projected future development.
3. Converting projections into common demand units using equivalence ratios, to quantify the total demand for infrastructure expected in each analysis area.
4. Confirming the infrastructure projects and costs that are justified to be included in the IP contribution rate.
5. Calculating the infrastructure levy per demand unit payable for each infrastructure project.

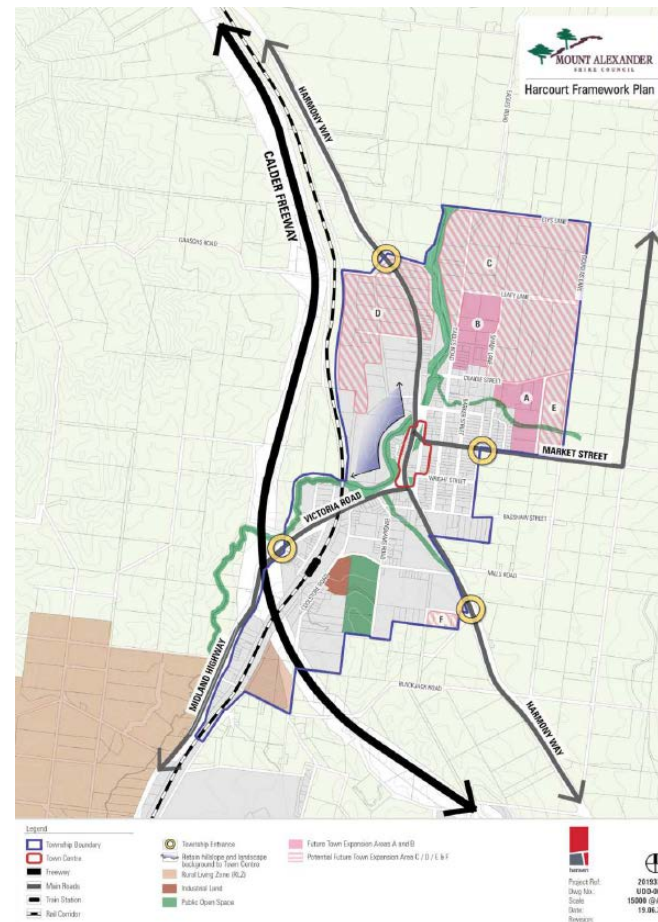
This process as it relates to Harcourt is set out in sections 5.2 – 5.5 below.

5.2 Analysis area

Given the small size of the township and based on the assumption that all the Harcourt community, existing and future (to 2035), will benefit from all proposed infrastructure items, it is appropriate to use a single catchment area, encapsulating the entire township and future growth areas.

This boundary for the benefitting area is the same as the township boundary outlined in Figure 5.2.1.

Figure 5.2.1 Harcourt framework plan (proposed through planning scheme amendment C94malx)



5.3 Quantifying the Development in Analysis Area

Existing Residential Development

In 2020, there were 281 existing dwellings in Harcourt, with 32 dwellings under construction in 2021. The estimated residential population in 2021 was 670.

Population and Dwelling Projections for Harcourt

Plan Harcourt (2024) provides low, medium and high growth scenarios for Harcourt to understand the potential rate of growth, the extent of population growth, the demand for new dwellings and the amount of land necessary to cater for this growth.

Table 5.3.1 Growth scenarios for Harcourt (adapted from Plan Harcourt)

	Annual % growth rate	Est population at 2044	Dwelling demand between 2020 and 2044*
Low	2.5	1154	232
Medium	4	1612	415
High	7	3100	1011

*Based on the current household size of 2.5 persons per dwelling

REMPLAN prepares population and dwelling forecasts for Harcourt on an annual basis as part of Shire-wide forecasts. Updated forecasts are to be regularly reviewed to ensure the Harcourt IP has regard to these and is updated as needed.

Residential Development Potential

Infill residential development

Infill development opportunities within the Harcourt township allow for a potential approximate 200 new lots (assuming lots will average 650 square metres).

Future residential development

Demand for dwellings will surpass infill supply before 2035, resulting in the need for additional land to be rezoned to Neighbourhood Residential Zone (NRZ). Two areas to the north and east of Harcourt town centre, Areas A and B as shown in Figure 5.2.1, have been identified as most suitable, and are proposed to be rezoned to NRZ as part of Amendment C94malx (Council is currently considering the Planning Panel's recommendations on how to proceed with the Amendment). These areas are already located within the existing Harcourt township boundary and have been identified for future potential residential development since 2004. It is estimated that these areas could accommodate approximately 140 lots (assuming lots will average 850 square metres, and taking other considerations into account such as provision of internal roads).

A further expansion front, Area C, has been identified north of Area A and east of Area B. This is a future development prospect that could result in approximately 262 lots (averaging 1,000 square metres). This future development would also significantly benefit from the infrastructure identified in this IP, hence its inclusion within the IP catchment area.

Area D, west of Barkers Creek, is a longer term prospect and has not been included in the IP.

All residential development

In total, a supply of 602 additional dwellings is possible, within current infill lots and expansion into growth areas A, B and C. Based on this possible 602 additional dwellings, the total number of dwellings (including existing development) is expected to be 915 by 2044. This will be sufficient supply to accommodate anticipated growth to 2044 under the low and medium growth scenarios.

Table 5.3.2 Summary of existing and future dwellings

Existing dwellings (includes 32 under construction in 2021)	313
Potential future dwellings - infill	200
Potential future dwellings – growth areas A & B	140
Potential future dwellings – growth area C	262
Additional dwellings possible	602
Total dwellings expected (by 2044)	915

Retail and Industrial Development Potential

Retail floorspace has been estimated using information contained in Plan Harcourt, including approximate floorspace per retail type. It is expected that by 2044 there will be 3,150 square metres of retail floorspace, an increase of 2,500 square metres from 2024.

Industrial site areas have been calculated for the three industrial sites identified in Plan Harcourt: Harcourt Cooperative Cool Stores, the timber and pine store, and the self-storage business. It has been assumed there will be no change to the amount of industrial land to 2044, however this may change in future reviews of the IP.

5.4 Demand

The development projections have been converted into common demand units using equivalence ratios. Contribution rates are then calculated for each demand unit.

The types of development demand include:

- Residential
- Retail
- Commercial
- Industrial

Equivalence ratios are used to determine the equivalent ratio between different development types. Standard equivalence ratios have been used for the Harcourt IP, as listed in Table 5.4.1.

Table 5.4.1 Standard Equivalence Ratios

Infrastructure Type	Development Type	Ratio	Infrastructure Type
Roads	Retail	19 m ² floorspace	Roads
Roads	Office	121 m ² floorspace	Roads
Roads	Industrial	67 m ² floorspace	Roads
Roads	Residential Dwellings	1 dwelling	Roads
Bike Path	Residential Dwellings	1 dwelling	Bike Path

The total demand units projected for Harcourt is identified in Table 5.4.2.

Table 5.4.2 Development contribution apportionment calculations for Harcourt (demand unit)

Development type	No. of Demand units
Existing – dwellings (including dwellings under construction 2021)	313
Existing - retail (total sqm / 19)	34
Existing - industrial	76
Infill - small lot <4 lots	7
Infill - large lot >=4 lots	193
A+B	140
C	262
Retail	132
Total	1157

5.5 Development contribution rate

The calculated development contribution rate is presented in this section.

Given all development (existing and future) benefits from the new infrastructure projects identified, costs are divided by the total number of dwellings and retail floorspace (depicted as demand units) in 2044. While this assumes 100% of the infrastructure costs are attributable to projected demand up to 2044, there is no mechanism available to charge or receive contributions from existing development (that benefits from the infrastructure). This means that Council must fund the balance (i.e. their contribution to the infrastructure projects).

The development categories which are considered ‘chargeable’, i.e. subject to negotiation of contributions include:

- Growth areas A and B
- Growth area C
- Retail
- Large lot infill development (greater than 3 lots)

The corresponding development contribution per demand unit (one dwelling/ residential lot or comparable floorspace for non-residential demand) will be \$11,268.98 for residential dwellings and \$10,026.14 for every 19 square metres of retail floorspace (noting that retail does not contribute towards shared paths). This is shown in Table 5.5.1.

Table 5.5.1 Contributions rate per demand unit payable

	Road infrastructure	Inter-section works	Shared paths	Total charge per dwelling / residential lot	Total charge per 19m2 retail floorspace
Charge	\$8,643.03	\$1,383.11	\$1,242.84	\$11,268.98	\$10,026.14

Table 5.5.2 demonstrates the percentage of costs to be recovered dependent on the development categories subject to negotiating contributions, i.e ‘chargeable’ (assuming such negotiations are successful).

Table 5.5.2 Cost recovery for Council

Development categories to be ‘chargeable’	Cost recovery
Growth areas A, B, C + retail + large lot infill (greater than 3 lots)	63%

6. Implementation and Administration

6.1 Implementation for specific charge areas

The Harcourt IP will be used as the strategic basis for collection of contributions and/or works in kind for delivery of infrastructure. Given that a voluntary approach has been decided, the collection of contributions will involve negotiations between Council and landowners/applicants in Harcourt whose land is proposed to be developed in the future. This includes Growth areas A, B and C, new retail development and land within existing residential areas where a subdivision is to result in more than three lots. The stages at which negotiations would take place are detailed below.

Growth areas A, B and C

This includes land located in the areas proposed to be rezoned (via Amendment C94malx) to Neighbourhood Residential Zone (Growth areas A and B). Area C is not proposed to be rezoned at this stage but would follow similar path in future if rezoned.

It is anticipated that the negotiation of contributions will occur during the course of the rezoning process associated with development of these growth areas (noting that areas A and B are part of the current planning scheme amendment and area C may be rezoned in the future should the need arise). Should the negotiations and approach to development contributions not be completed at time of rezoning, this will occur throughout the development plan process (although this is less desirable). Amendment C94malx proposes to apply the Development Plan Overlay (DPO) to areas A and B, which includes a requirement for applicants to identify how they will

make a contribution to critical infrastructure in the area (external to the area affected by the DPO), either through direct provision in line with a Harcourt IP (in kind) (if supported by Council's Infrastructure unit at the time) or by way of a cash payment at the rate defined in the Harcourt IP.

Retail development

For retail development, negotiations for contributions are to occur at the planning permit pre-application stage or during the application assessment. If successful, a Section 173 Agreement would be registered on title prior to the approval of a planning permit for subdivision.

Land within existing residential areas

This includes land located in Township Zone (which is proposed to be rezoned to Neighbourhood Residential Zone via Amendment C94malx). It specifically applies to 'large lot infill development', which is development of more than three lots. This means that contributions are collected per additional vacant lot created.

For land within the existing residential areas, negotiations for contributions are to occur at the planning permit pre-application stage or during the application assessment. If successful, a Section 173 Agreement would be registered on title prior to the approval of a planning permit for subdivision.

Council has prepared an internal Standard Operating Procedure for collecting contributions via voluntary agreements. This outlines the process for the collection and administration of development contributions for Harcourt and other parts of the Shire.

6.2 Price indexing

Given the long-term horizon in which rezoning and development occurs, costs identified for infrastructure are to be subject to price indexing to reflect the increase in costs each year. The capital costs of all infrastructure items are in 2024 dollars. The infrastructure costings will be indexed annually to adjust for inflation and changes to land values. The specific indexing method will be identified within the subsequent Section 173 agreements.

6.3 Review period

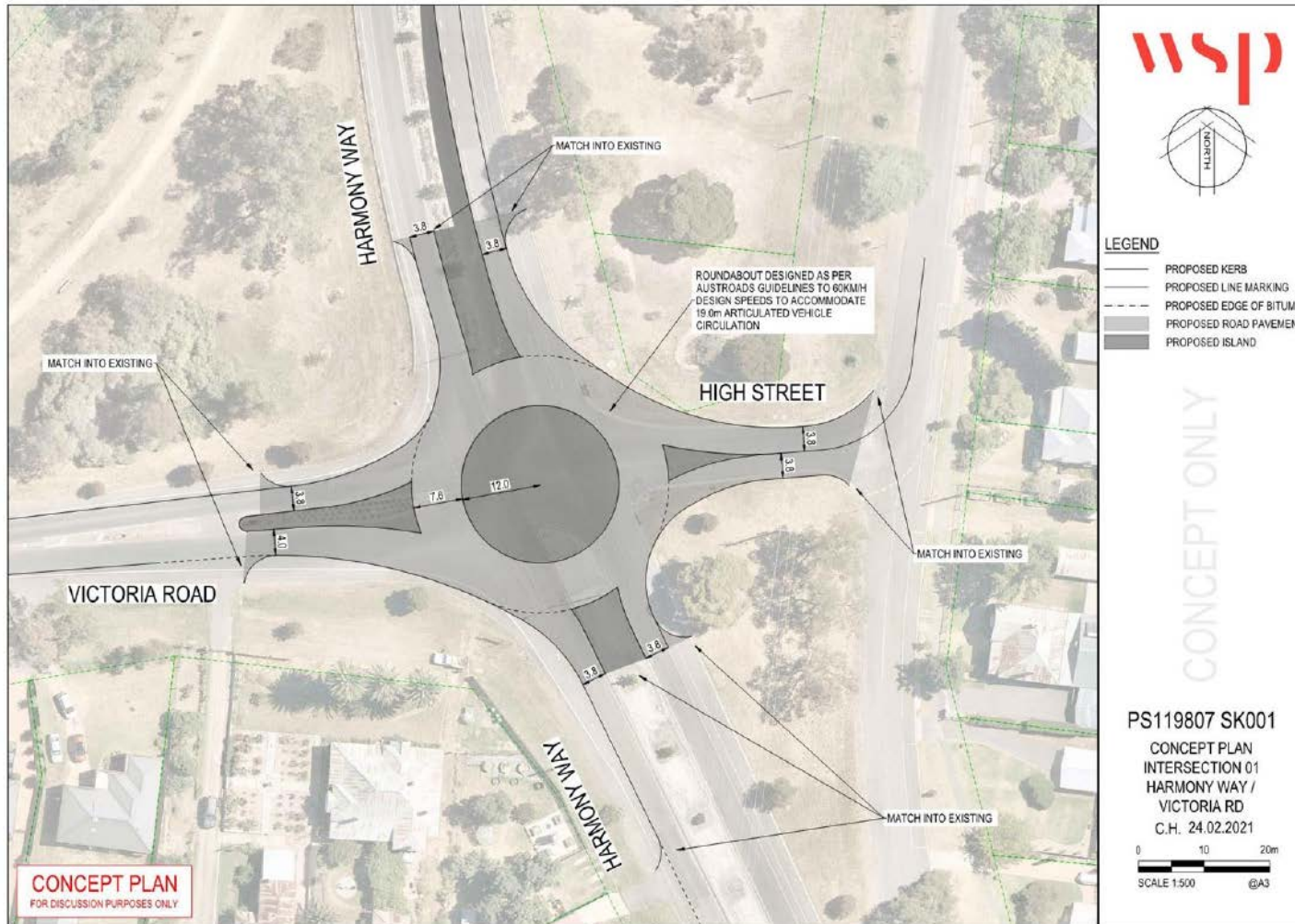
Given the anticipated development in Harcourt is based on population and development projections, it is necessary to review the IP to ensure that the infrastructure projects adequately match the development and future population. Thus, it is proposed to provide a review of the IP every five years (or earlier if required due to necessary changes to infrastructure projects or demand units), to identify whether its contents need to be modified or updated (including projected development, planned infrastructure items and their costings, and land values).

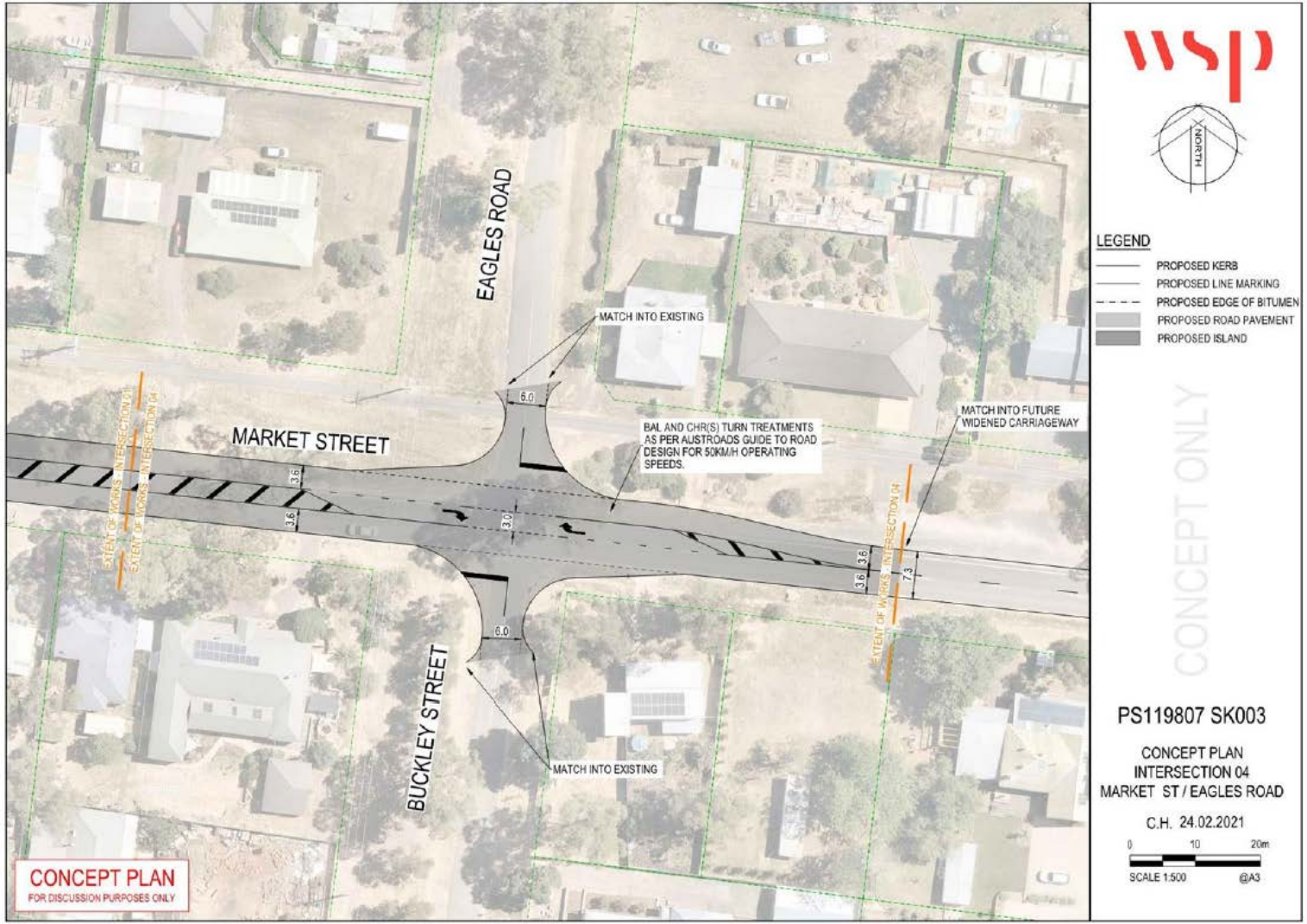
Attachment A

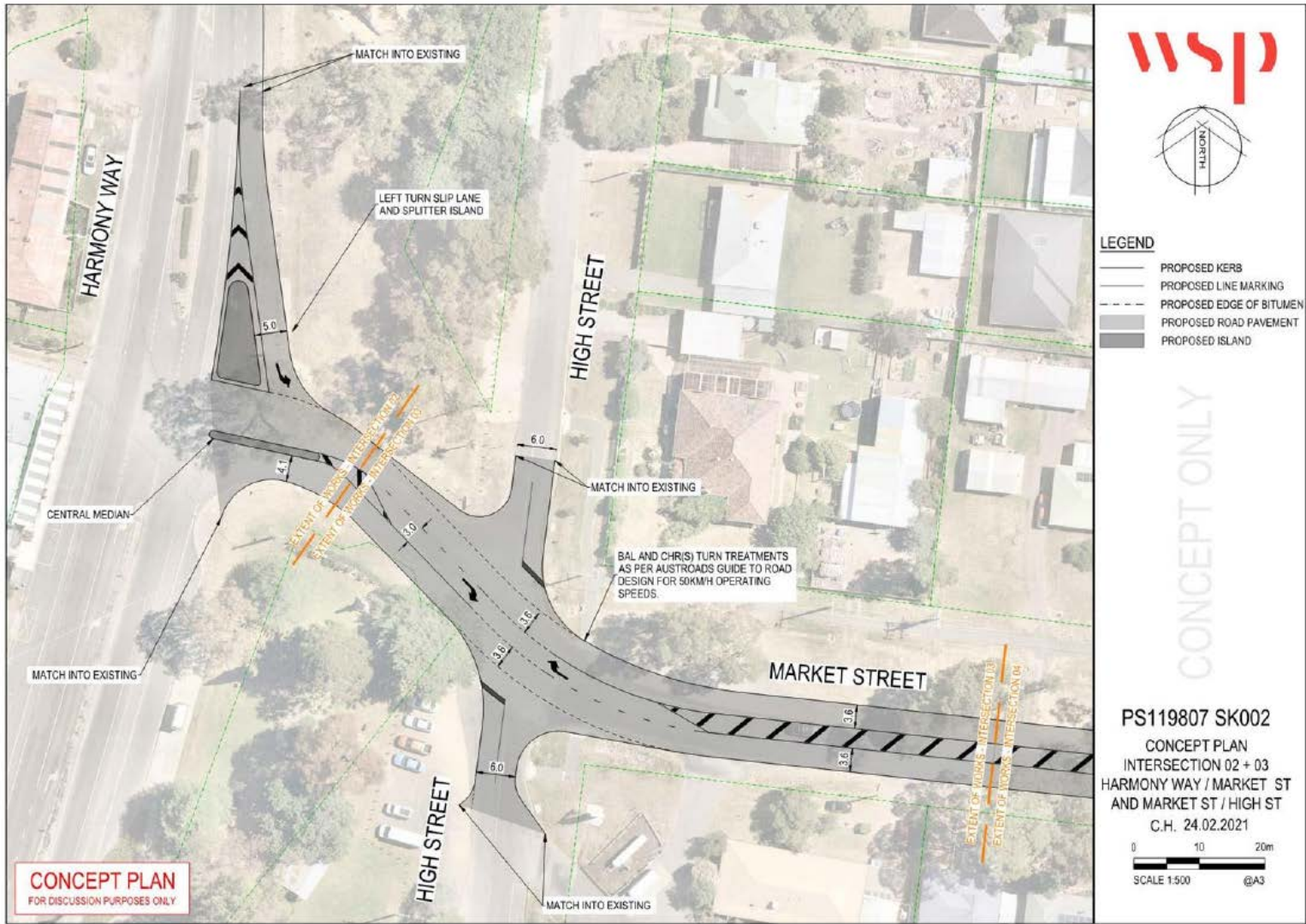
Name	Symbol	Demand units	Estimated Cost	Charge per dwelling/ residential lot	Charge per 19sqm retail
Road projects					
Coolstore Road - Victoria Road to former train station	RD-01	1157	\$888,000	\$767.50	\$767.50
Victoria Road - train line to Harmony Way	RD-02	1157	\$200,000	\$172.86	\$172.86
Harmony Way - Market Street to Victoria Road	RD-03	1157	\$156,000	\$134.83	\$134.83
Market Street -Harmony Way to Molly Drive	RD-04	1157	\$1,230,000	\$1,063.09	\$1,063.09
Market Street - Molly Drive to Reservoir Road	RD-05	1157	\$1,874,500	\$1,620.14	\$1,620.14
Eagles Road - Market Street to Elys Lane	RD-14	1157	\$3,170,000	\$2,739.84	\$2,739.84
Mills Road - Coolstore Rd to Harmony Way	RD-19	1157	\$1,550,000	\$1,339.67	\$1,339.67
Harmony Way - Market St to Miniature Railway	RD-20	1157	\$931,500	\$805.10	\$805.10
Intersection projects					
Intersection 1 – Victoria Road, Harmony Way, High Sstreet	INT-01	1157	\$750,000	\$648.23	\$648.23
Intersection 2 - Harmony Way, Market Street	INT-02	1157	\$150,245	\$129.86	\$129.86
Intersection 3 - Market Street, High Street	INT-03	1157	\$350,000	\$302.51	\$302.51
Intersection 4 - Market Street, Buckley Street, Eagles Road	INT-04	1157	\$350,000	\$302.51	\$302.51
Shared path projects					
From former train station to Victoria Road	SP-01	915	\$620,000	\$677.60	\$0.00
Along Barkers Creek, separate to Harmony Way (gravel)	SP-02	915	\$204,000	\$222.95	\$0.00
Bridge Street	SP-03	915	\$135,000	\$147.54	\$0.00
Warren Street	SP-04	915	\$128,400	\$140.33	\$0.00
Wright Street	SP-05	915	\$49,800	\$54.42	\$0.00
Total:			Estimated Cost	Charge per dwelling	Charge per 19sqm retail
Total - Roads			\$10,000,000.00	\$8,643.03	\$8,643.03
Total - Intersections			\$1,600,245.00	\$1,383.11	\$1,383.11
Total - Shared paths			\$1,137,200	\$1,242.84	N/A
TOTAL:			\$12,737,445.00	\$11,268.98	\$10,026.14

Attachment B Concept plans for intersections

Prepared by WSP Australia Pty Ltd for the purpose of high-level costings only.



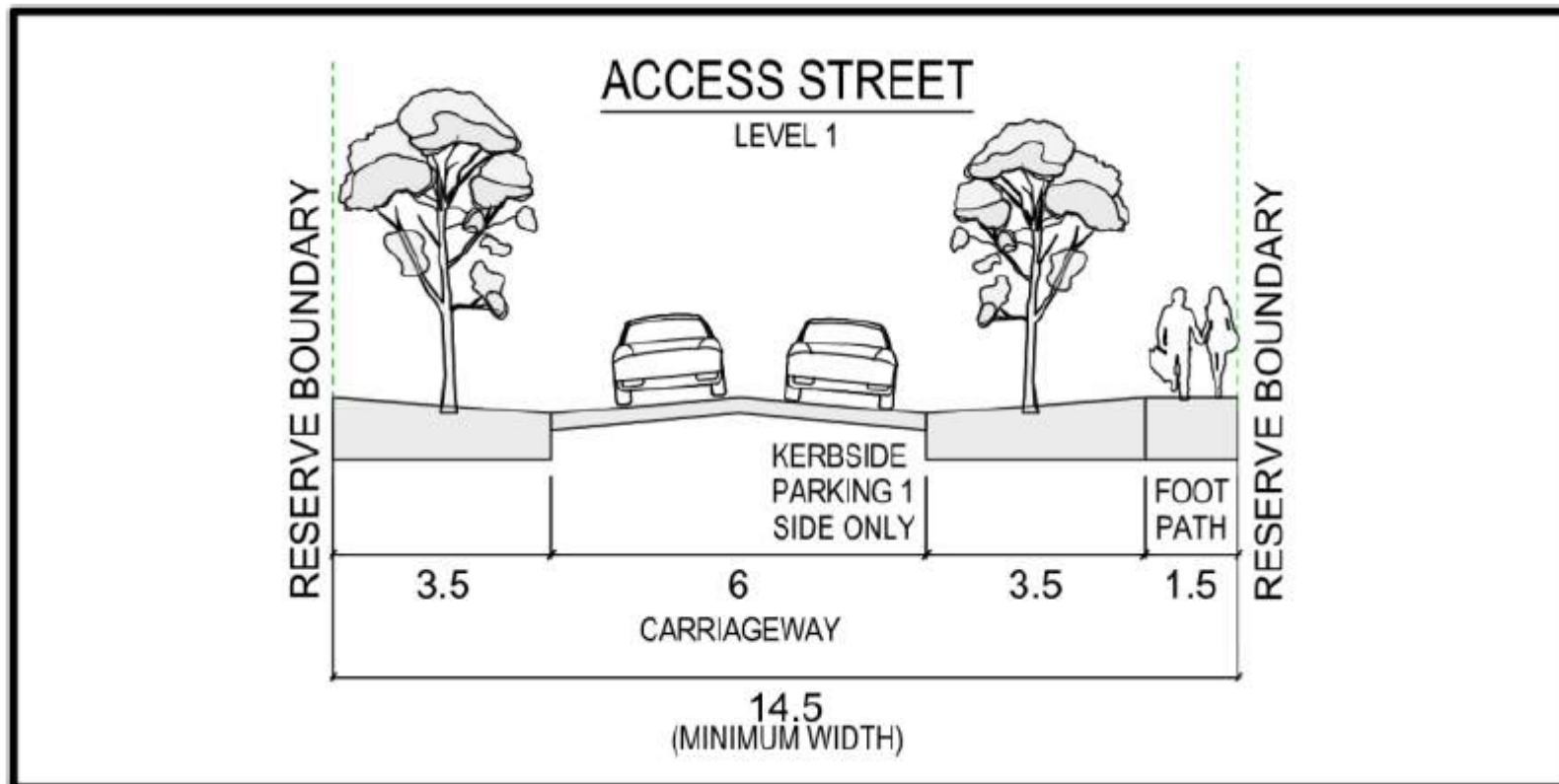


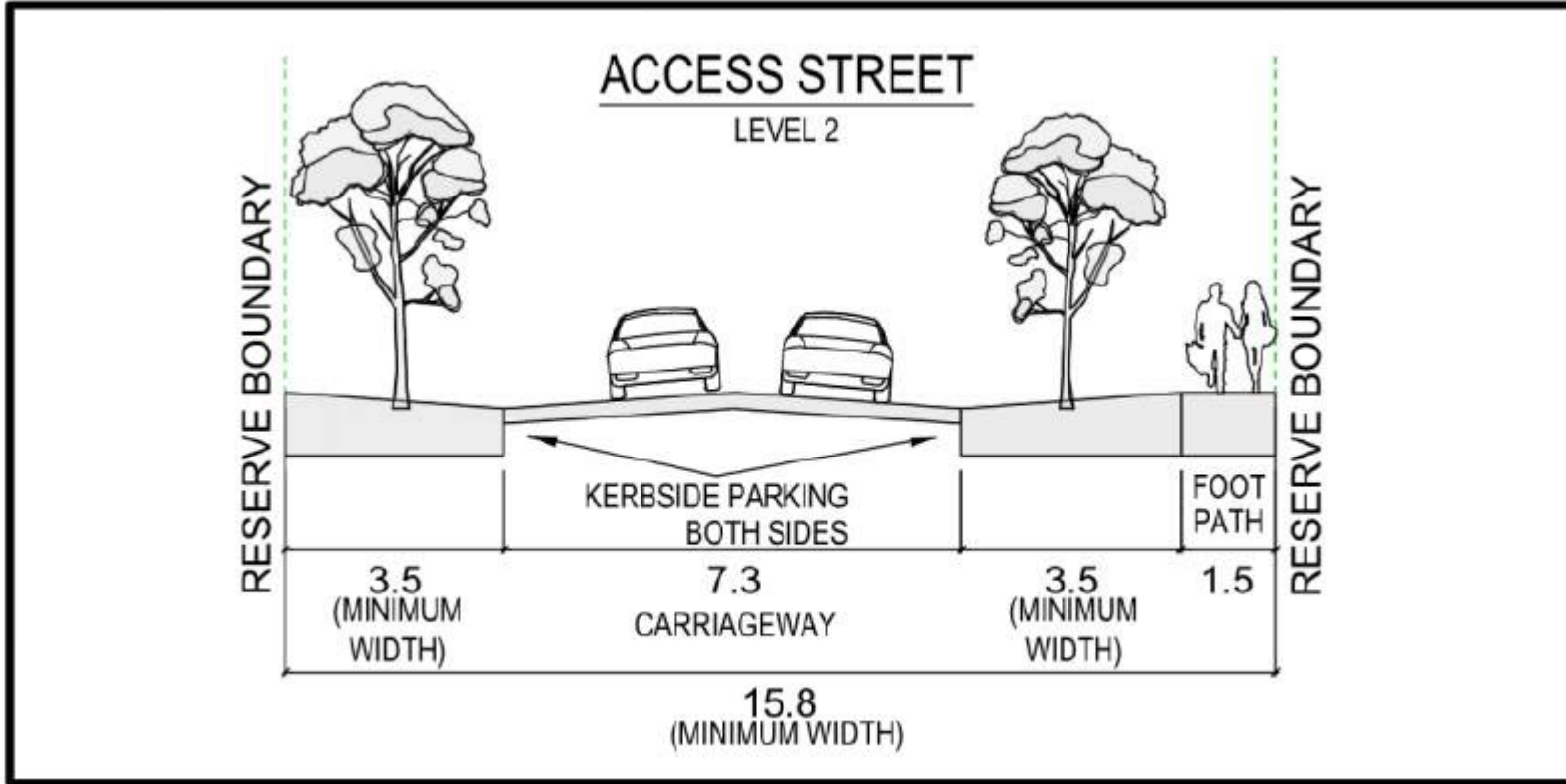


Attachment C Cross sections

Prepared by WSP Australia Pty Ltd with regard to Clause 56.06 of the Mount Alexander Planning Scheme and the Infrastructure Design Manual.

Note: Review of these cross sections and the available title boundary data indicate that they should typically be accommodated within existing road reserves. Where road reserves are not sufficient, consideration may however need to be given to land acquisitions. It is noted that the verge widths shown above are subject to the service requirements of the precinct.





*Note: Consideration can also be given to widening the footpath into the verge to act as a shared path where necessary.

