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Carter Street Precinct

Report for Goodman Property Services



Infrastructure Budget Cost Estimate Report

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Document information

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Finalisation signatures

The design described in this report is considered to have been finalised.

Signature

Date



Peter Wark
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27/03/14



Anthony McLandsborough
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27/03/14

Notes: The finalisation signatures shown above do not provide evidence of approval to the design. Approval signatures are shown on the title sheet of the design plans.

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Executive Summary

AT&L were engaged by Goodman Property Services (Aust) Pty Ltd to prepare a preliminary budget cost estimate for infrastructure works to support re-development of the Carter Street Precinct within the Sydney Olympic Park Development Area.

AT&L developed a preliminary infrastructure layout for the purposes of preparing the cost estimate based on a supplied masterplan layout from Goodman. The infrastructure layout will be subject to further site investigations and detailed design development as the project progresses.

The infrastructure costs captured in the estimate include:

- General, preliminaries and site management
- Clearing and demolition
- Testing and Investigation
- Erosion and sedimentation control
- Topsoiling and grassing/site stabilisation
- Earthworks (road and site trim only)
- Remediation of general solid waste and hot spots
- Roadworks
- Stormwater drainage
- Concrete works
- Subsoil drainage
- Signage and linemarking
- Miscellaneous works
- Sewer reticulation
- Potable water reticulation and recycled water reticulation
- Internal intersection works
- Electrical, telecommunications, gas and service road
- Landscaping and irrigation
- External intersection upgrades
- Professional services
- Authority construction design and construction fees
- Long service levy

An assumed excavation to basement level across the development lots has been estimated and shown as a separate cost not included in the infrastructure cost.

Due to the preliminary nature of knowledge on the project, a 20% contingency has been adopted for inclusion in the estimate. A summary of the cost estimate is shown below in the following two tables to provide a snapshot of the project costs.

| ABOVE THE LINE INFRASTRUCTURE COSTS - EXCLUDES BULK EARTHWORKS TO LOT BASEMENTS | | | | | | |
|---|--|--|--------------------------|--|--|--|
| STAGING REFERENCE | Stage 1 | Stage 2 | Stage 3 | Stage 4 | Stage 5 | ALL STAGES |
| | 268m of 23m road reserve 278m of 18m road reserve | 273m of 23m road reserve 273m of 18m road reserve | 170m of 20m road reserve | 268m of 23m road reserve 100m of 20m road reserve 278m of 18m road reserve | 186m of 23m road reserve 260m of 18m road reserve | 268m of 23m road reserve 278m of 18m road reserve |
| SITE AREA (m2) | 57930 | 36100 | 46100 | 79700 | 59100 | 278930 |
| DEVELOPABLE AREA (m2) | 46500 | 22900 | 42700 | 64500 | 51000 | 227600 |
| ITEM DESCRIPTION | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT |
| 1.0 GENERAL, PRELIMINARIES AND SITE MANAGEMENT (7.5% of total construction costs) | \$ 3,224,307.91 | \$ 1,680,635.84 | \$ 2,323,289.16 | \$ 3,612,518.18 | \$ 2,722,737.18 | \$ 13,563,488.27 |
| 2.0 CLEARING & DEMOLITION | \$ 3,460,995.78 | \$ 2,874,574.55 | \$ 3,349,036.10 | \$ 7,789,268.50 | \$ 1,974,572.40 | \$ 19,448,447.33 |
| 3.0 TESTING & INVESTIGATION | \$ 11,687.04 | \$ 10,645.71 | \$ 5,522.69 | \$ 14,038.81 | \$ 10,006.88 | \$ 51,901.12 |
| 4.0 EROSION & SEDIMENT CONTROL | \$ 43,447.50 | \$ 27,075.00 | \$ 34,575.00 | \$ 59,775.00 | \$ 44,325.00 | \$ 209,197.50 |
| 5.0 TOPSOILING AND GRASSING / SITE STABILISATION | \$ 115,151.52 | \$ 68,580.92 | \$ 95,272.68 | \$ 156,379.64 | \$ 115,453.44 | \$ 550,838.20 |
| 6.0 EARTHWORKS (all quantities measured in bank volume) (includes removal of GSW and removal of Hotspots) | \$ 31,292,272.40 | \$ 14,906,915.17 | \$ 24,271,325.93 | \$ 31,880,735.67 | \$ 31,192,336.35 | \$ 133,543,585.52 |
| 7.0 ROADWORKS | \$ 800,462.50 | \$ 717,962.50 | \$ 160,103.75 | \$ 921,733.50 | \$ 422,957.50 | \$ 3,023,219.75 |
| 8.0 STORMWATER DRAINAGE | \$ 808,520.00 | \$ 673,455.00 | \$ 670,245.00 | \$ 2,197,940.00 | \$ 133,207.50 | \$ 4,483,367.50 |
| 9.0 CONCRETE WORKS | \$ 325,212.00 | \$ 338,798.00 | \$ 85,483.00 | \$ 434,717.00 | \$ 191,945.00 | \$ 1,376,155.00 |
| 10.0 SUBSOIL DRAINAGE | \$ 53,170.00 | \$ 47,667.00 | \$ 9,935.00 | \$ 66,676.00 | \$ 34,172.00 | \$ 211,620.00 |
| 11.0 SIGNAGE & LINEMARKING | \$ 13,747.50 | \$ 12,675.00 | \$ 3,412.50 | \$ 16,009.50 | \$ 9,379.50 | \$ 55,224.00 |
| 12.0 MISCELLANEOUS WORKS | \$ 80,410.00 | \$ 37,180.00 | \$ 46,310.00 | \$ 93,885.00 | \$ 95,645.00 | \$ 353,430.00 |
| 13.0 SEWER RETICULATION | \$ 149,760.00 | \$ 435,720.00 | \$ 91,008.00 | \$ 360,960.00 | \$ 214,272.00 | \$ 1,251,720.00 |
| 14.0 POTABLE WATER RETICULATION and RECYCLED WATER RETICULATION | \$ 1,146,861.00 | \$ 447,903.00 | \$ 214,589.00 | \$ 561,338.00 | \$ 620,779.00 | \$ 2,991,470.00 |
| 15.0 INTERNAL INTERSECTION UPGRADES (SIGNALS) | \$ 350,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 350,000.00 |
| 16.0 ELECTRICAL, TELECOM, GAS and SERVICE ROAD CROSSINGS | \$ 1,802,795.00 | \$ 1,694,580.00 | \$ 355,580.00 | \$ 1,701,880.00 | \$ 1,002,355.00 | \$ 6,557,190.00 |
| 17.0 LANDSCAPING AND IRRIGATION | \$ 136,279.93 | \$ 114,745.95 | \$ 84,790.19 | \$ 161,572.40 | \$ 91,755.86 | \$ 589,144.33 |
| 18.0 EXTERNAL INTERSECTION UPGRADES | \$ 2,400,000.00 | \$ - | \$ 1,500,000.00 | \$ 1,750,000.00 | \$ 150,000.00 | \$ 5,800,000.00 |
| 19.0 CONSULTANTS, DESIGN, PROJECT MANAGEMENT, AUTHORITY DESIGN AND CONSTRUCTION FEES AND CHARGES, EXCLUDES S94 AND PLANNING CONTRIBUTIONS/LEVIES (15% of total construction costs) | \$ 6,932,262.01 | \$ 3,613,367.05 | \$ 4,995,071.70 | \$ 7,766,914.08 | \$ 5,853,884.94 | \$ 29,161,499.78 |
| 20.0 LONG SERVICE LEVY (0.35% of total infrastructure costs) | \$ 186,015.70 | \$ 96,958.68 | \$ 134,034.42 | \$ 208,412.19 | \$ 157,079.25 | \$ 782,500.24 |
| Sub -Total | \$ 53,333,357.79 | \$ 27,799,439.37 | \$ 38,429,584.13 | \$ 59,754,753.47 | \$ 45,036,863.79 | \$ 224,353,998.55 |
| 20% Contingency on items 1-18,20, 5% Contingency for Item 19 | \$ 9,626,832.26 | \$ 5,017,882.82 | \$ 6,936,656.07 | \$ 10,785,913.58 | \$ 8,129,290.02 | \$ 40,496,574.74 |
| Total Including Contingency | \$ 62,960,190.04 | \$ 32,817,322.18 | \$ 45,366,240.20 | \$ 70,540,667.06 | \$ 53,166,153.81 | \$ 264,850,573.29 |

| BELOW THE LINE LOT BASEMENT BULK EARTHWORKS | | | | | | | |
|---|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| | | | | | | | |
| STAGING REFERENCE | | Stage 1 | Stage 2 | Stage 3 | Stage 4 | Stage 5 | ALL STAGES |
| ITEM | DESCRIPTION | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT |
| 21.0 | DEVELOPMENT LOT BASEMENT BULK EARTHWORKS (all quantities measured in bank volume) | \$ 5,679,194.50 | \$ 2,806,926.00 | \$ 8,055,536.00 | \$ 5,802,983.00 | \$ 4,816,795.50 | \$ 27,161,435.00 |
| | Sub -Total | \$ 5,679,194.50 | \$ 2,806,926.00 | \$ 8,055,536.00 | \$ 5,802,983.00 | \$ 4,816,795.50 | \$ 27,161,435.00 |
| | 20% Contingency for Item 20 | \$ 1,135,838.90 | \$ 561,385.20 | \$ 1,611,107.20 | \$ 1,160,596.60 | \$ 963,359.10 | \$ 5,432,287.00 |
| | Total Including Contingency | \$ 6,815,033.40 | \$ 3,368,311.20 | \$ 9,666,643.20 | \$ 6,963,579.60 | \$ 5,780,154.60 | \$ 32,593,722.00 |
| | | | | | | | |
| | Grand Total Incl Contingency (Above & Below the Line) | \$ 69,775,223.44 | \$ 36,185,633.38 | \$ 55,032,883.40 | \$ 77,504,246.66 | \$ 58,946,308.41 | \$ 297,444,295.29 |

1 Introduction

AT&L have been engaged by Goodman Property Services to prepare a preliminary budget cost estimate for infrastructure works to support re-development of the Carter Street Precinct within the Sydney Olympic Park Development Area.

The budget cost estimate has been prepared on the basis of the Goodman Nettleton Tribe Structure Plan, drawings 4359_SK24-31 and 4359_SK41-45, February 2014, and road cross sections from the Draft Carter Street Precinct Strategy Review (8 February 2014). These drawings are attached in Appendix A.

AT&L have used the Structure Plan Layout to prepare a set of drawings for the purposes of infrastructure cost estimating. These drawings are attached in Appendix B.

1.1 Scope of Report

This report seeks to describe the logic and assumptions of the infrastructure budget cost estimate.

The main elements the budget cost estimate are:

- General, preliminaries and site management
- Clearing and demolition
- Testing and Investigation
- Erosion and sedimentation control
- Topsoiling and grassing/site stabilisation
- Earthworks
- Roadworks
- Stormwater drainage
- Concrete works
- Subsoil drainage
- Signage and linemarking
- Miscellaneous works
- Sewer reticulation
- Potable water reticulation and recycled water reticulation
- Internal intersection works
- Electrical, telecommunications , gas and service road
- Landscaping and irrigation
- External intersection upgrades
- Professional services
- Contingency

1.2 Project Location

The site is bounded by Carter Street, Birnie Avenue, Hill Road and Edwin Flack Avenue. The existing Uhrig Avenue is proposed to be retained in its current alignment but will be reconstructed as part of the re-development.

The site generally falls from east to west with a number of benched lots. The existing lots are fully developed consisting of hard stand areas and a mixture of industrial and commercial buildings of varying construction.

There is significant existing utility infrastructure surrounding and within the site and a major drainage trunk stormwater line that drains the site to Haslams Creek to the west.

The M4 Motorway is located to the south west of the site with Parramatta Road running parallel slightly further to the west.

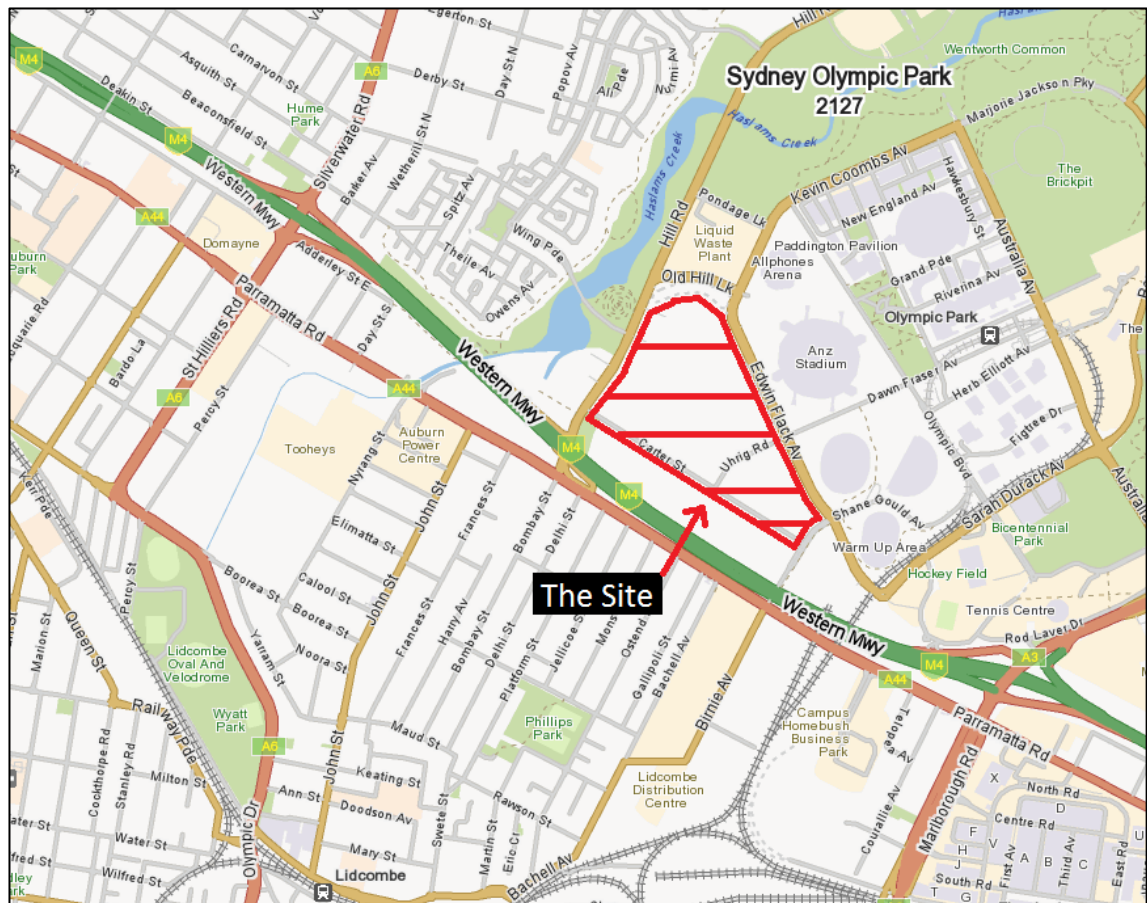


Figure 1 – Locality Plan

1.3 Project Proposal

The redevelopment proposal will see the site developed in mixed land-use development, including residential, retail, employment and open space.

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The redevelopment is proposed to be undertaken in stages in conjunction with the terms of current site leases.

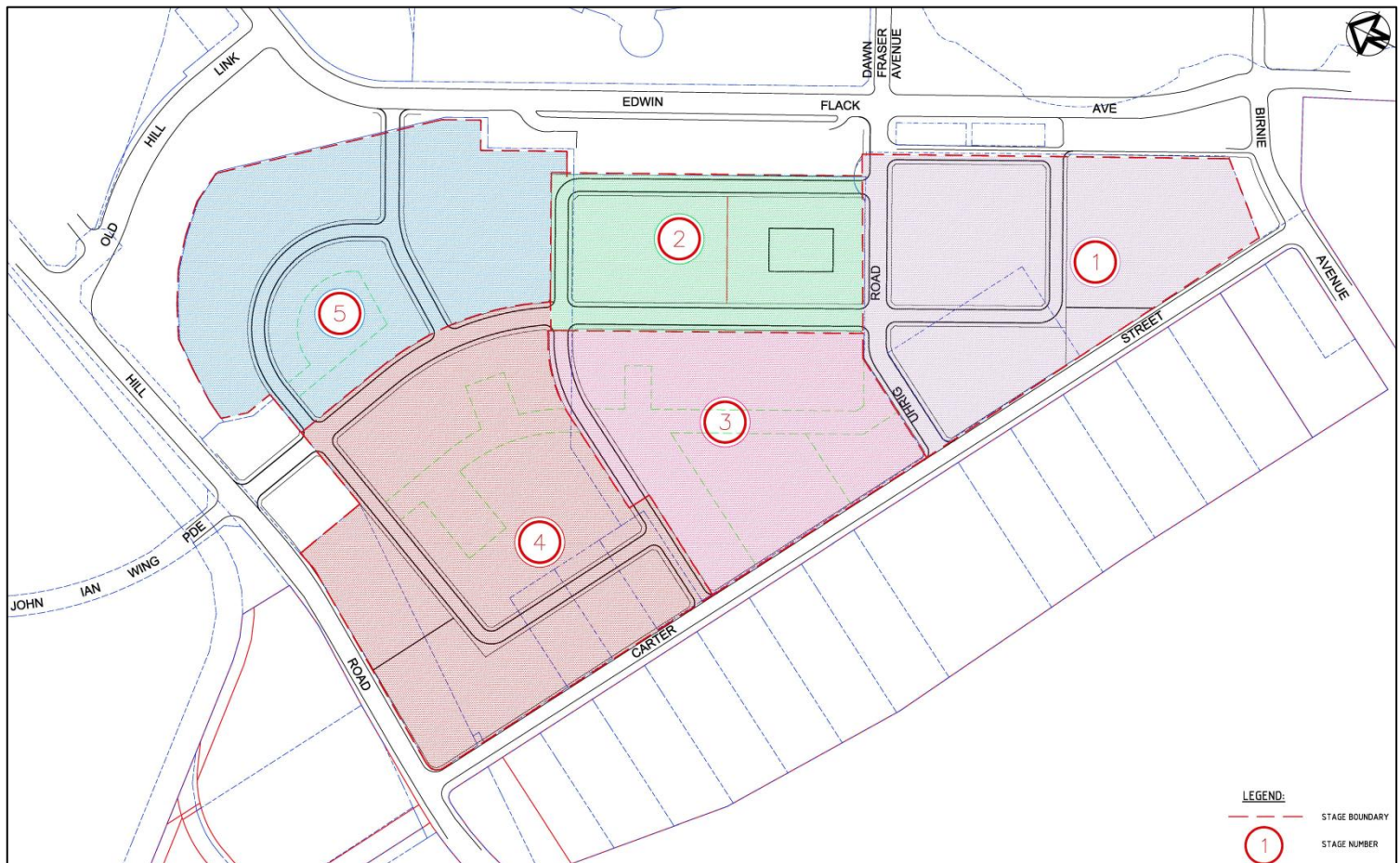


Figure 2 – Redevelopment Stages

2 Site Layout and Design

2.1 Site layout

For costing purposes, AT&L have developed a preliminary site layout in the line with the Goodman NT Structure Plan.

The layout provides for road and utility infrastructure to support each stage of the re-development.

The layout incorporated the road hierarchy as described in the structure plan and drew on elements outlined in the Carter Street draft DCP. Where appropriate, the DCP has been adjusted to suit the structure plan proposal. This applies to infrastructure for drainage, water quality, foot and shared paths and external intersection upgrades.

In developing a layout for utility services, AT&L utilised a report prepared by Building Engineering Services (BSE) (20110471, January 2013). This report was prepared on an earlier structure plan and therefore interpolation and adjustment of the BSE layout was required to adapt a utility scheme for the current structure plan.

2.2 Design

The proposed infrastructure has been developed on preliminary and conceptual levels and utilises assumptions on the design of the infrastructure elements as no detailed design has been undertaken at this stage.

The make-up of elements such as stormwater drainage, pavement, earthworks and utilities are largely based on experience of delivery of infrastructure on a number of projects undertaken by Goodman Property Services.

The layout of the infrastructure and assumptions regarding the costing of the works is described in the following section.

3 Staging

The staging for the project is based on the Goodman NT Structure Plan staging which has been developed in consideration of the existing tenancy arrangements and lease terms across the precinct.

The staging of road and associated utilities infrastructure is broadly as follows:

| Stage | Internal Roads | External Intersections |
|-------|---|--|
| 1 | <ul style="list-style-type: none"> Reconstruct full extent of Uhrig road and Road No. 8a and 8b | <ul style="list-style-type: none"> Upgrade the intersection of Carter Street and Uhrig Road with Signalised Intersection Upgrade the intersection of Edwin Flack Ave and Uhrig Road with Signalised intersection Upgrade the intersection of Birnie Ave and Access road (no signals, left in left out only) Upgrade the intersection of Carter Street and Birnie Avenue with Signalised intersection |
| 2 | <ul style="list-style-type: none"> Construct Road No 1 between Uhrig road and road No. 3 | <ul style="list-style-type: none"> Upgrade the intersection of Carter Street and Hill Road with Signalised intersection |
| 3 | <ul style="list-style-type: none"> Construct Road No. 3 from Road No. 1 west to the eastern side of the intersection with Road No. 5. This allows for the existing 3 x 1500 dia. trunk stormwater line pit to be maintained until the new trunk stormwater line system is constructed in Stage 4 | |
| 4 | <ul style="list-style-type: none"> Construct Road No. 1 from Road No. 3 north to Hill Road Construct Road No. 3 from Road No. 5 to Carter Street including construction of new 3 x 1800 trunk stormwater line junction pit. Construct full extent of Road No. 5 | <ul style="list-style-type: none"> Upgrade the intersection of Carter Street and Road 3 with Signalised Intersection Upgrade the intersection of Hill Road and Road 1 with Signalised intersection |
| 5 | <ul style="list-style-type: none"> Construct full extent of Road No. 4 and Road No.6 | <ul style="list-style-type: none"> Upgrade the intersection of Edwin Flack Ave and Road 4 (no signals, left in left out only) |

4 Proposed Infrastructure and Costing Assumptions

4.1 General, Preliminaries and Site Management

The general, preliminaries and site management costs have been estimated as 7.5% of the total construction cost.

Costs included in this item are:

- Site establishment, maintenance and de-mobilisation
- Survey
- Insurances
- Traffic management
- Utility investigations
- Noise and dust monitoring

4.2 Demolition

The site will require demolition of:

- Hard stand areas;
- Warehouse sheds – steel frames, metal roofs and walls;
- Office and commercial buildings up to four stories – steel frames with block and brick construction.

The cost rate adopted for building demolition of \$100/m² to cater for the mix of structures across the site.

A cost rate of \$30/m² has been adopted for demolition of hard stand areas.

It has been assumed that demolition will occur on a stage by stage basis and that the cleared lot will require a minimal covering of topsoil and hydro-mulching to stabilize the ground until earthworks commence.

No allowance for management and disposal of hazardous building materials has been included.

4.3 Earthworks

For the purposes of costing, a preliminary grading of the road network was undertaken. The grading assumed all new roads to connect to the surrounding

roads at the existing level. The roads were then graded to allow drainage across the site generally from east to west which resulted in a large length of roads being at or close to existing ground level.

During detailed design, there would be further refinement of the road grading to better suit building access for the site.

In accordance with the development staging the earthworks for each stage would be undertaken in isolation.

In assessing site earthworks volumes it was assumed that building lots bounded by roads would include two basement level car parks with 3m floor to floor height each (total 6m). The lowest basement floor level was assumed to be 6m lower than the highest road surface level on the road perimeter of that lot. In some cases this resulted in adjoining roads abutting basement car park structure. For Stage 1 and 3 this required a step in lower basement level to be incorporated.

The resulting basement levels were then used to calculate site cut and fill. The site filling is negligible with a significant quantity of cut. A cost was then applied to the cut volume on the assumption this material would be stockpiled and then disposed off site.

The total bulk earthworks for the development is identified as a separate cost as it is considered to be part of the on lot build costs and not part of the infrastructure cost.

In addition, a preliminary site assessment was undertaken by WSP Environment and Energy (ref: 00037445.01 25/06/2013), which indicated that the material below the existing surface would be classified as General Solid Waste.

Due to the investigations being at an early stage, the WSP report does not specifically identify the physical characteristics of the GSW. In lieu of better information, it was assumed the GSW would be of a density of 1.8T/m³ for the purposes of estimating disposal costs. A cost rate of \$150/T to cover GSW land fill disposal was adopted and then converted to a cubic metre rate.

For the purpose of costing, it was then assumed the first 2m of existing material excavated below building lots would attract an extra over cost for disposal as GSW. Material below 2m deep was assumed to be classified as Virgin Excavated Natural material (VENM).

Where roads were located, it was assumed that the first 1m of cut material would attract an extra over cost for disposal as GSW. This would then require the re-filing of road footprints to before road pavements are constructed.

In addition to the above, an allowance has been included for contamination hot spots across the site as identified in the report by WSP Environmental and Energy (ref: 00037445.01 dated 19 April 2014). The excavation and disposal off site of the contaminated material has been included within the infrastructure cost for the development.

Other assumptions:

- stockpiled topsoil which cannot be re-spread into the verges will be tipped
- Chemical dust application to bulked pads to last for approx. 6 months

4.4 Roads

4.4.1 Road Cross Sections

The proposed road network follows the Goodman NT Structure Plan.

The road hierarchy is reflected in the typical road cross section for each and adopts dimension taken from the NSW Department of Planning & Infrastructure Carter Street Urban Activation Precinct - Transport Impact Assessment.

The road network consists of:

- 23.0m road reserve - 4.0m wide verges, on road cycle ways (1.5m), off road shared path (2.5m), footpath (1.5m), landscaped strips, parking lanes(2.5m) and carriageway (7.0m)
- 20.0m road reserve - 4.0m wide verges, on road cycle ways (1.5m), off road shared path (2.5m), footpath (1.5m), landscaped strips, parking lanes (2.5m) and carriageway (7.0m)
- 18.0m road reserve - 4.0m wide verges, footpath (1.5m), landscaped strips, parking lanes(2.5m) and carriageway (6.0m)

4.4.2 Pavement

The road pavement adopted consisted of a granular pavement ranging in depth from 450mm to 700mm, with 50mm asphaltic topping. Pavement designs have been assumed only and will be subject to final projected traffic loadings and quality of site foundation sub-grade material.

4.4.3 Concrete Works

Footpaths and shared paths are assumed to be 100mm plain reinforced concrete with nominal bedding course. No allowances for coloured or architectural finishes have been included. The cost estimate for paths is inclusive of standard kerb ramps and jointing.

Kerbs are assumed to be 150mm type SA throughout the development.

No allowance has been made for traffic calming thresholds. Mid-block pedestrian refuges have been assumed to be provided on Uhrig Road, Road No. 1 and Road No. 3.

4.5 Stormwater Drainage and Water Quality

4.5.1 On Site Detention

On site detention is assumed to be included as an “on lot” cost and not to be provided within the overall site infrastructure.

4.5.2 Pit, Pipe and Trunk Stormwater Drainage

The drainage system is assumed to receive on lot post OSD and road pavement flows and pipe sizing has been estimated to cater for this. Kerb inlet pits have been assumed at 60m centres along all roads.

Stage 1 catchment is assumed to drain to the existing road drainage system in Uhrig Road and in turn flows to Carter Street. It has been assumed the existing piped system in Uhrig Road can be maintained for future use.

The Stage 2 catchment will ultimately drain to a new piped system to be constructed in Road No. 3 as part of Stage 3 works. An allowance has been included for the temporary connection of Stage 2 to the existing 3 x 1500 dia. trunk stormwater line culvert at the western end of Road No. 3.

The eastern side of Stage 3 is assumed to drain to the section of bio-retention swale to be constructed within Stage which in turn will be temporarily connected to the existing 3 x 1500 dia. trunk stormwater line.

The western side of the Stage 3 will drain via a proprietary water quality device to either the existing 3 x 1500 dia. trunk stormwater line or to the existing road drainage system in Carter Street.

Stage 4 will include the diversion and upgrading of the 3 x 1500mm dia. trunk stormwater line to a 3 x 1800mm trunk stormwater line. The adopted alignment assumes the 3 x 1800mm dia. trunk stormwater line can be constructed below Road No 5. The eastern side of Stage 4 will drain via the bio-swale to the trunk stormwater line. The western side of Stage 4 will drain via proprietary water quality devices to the trunk stormwater line.

Stage 5 new piped system will drain via the Stage 4 piped system via the bio-swale to the trunk stormwater line.

Other assumptions:

- Excavation for drainage assumed to be 2 x the diameter of the pipe wide, by 3 x the height of the pipe high
- The stormwater has been designed to suit the proposed road grading and flows generally across the site from east to west
- No drainage calculations have been carried out and all pipe sizes have been estimated
- The southern portion of the site connects to the existing stormwater in Uhrig Road

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4.5.3 Subsoil Drainage

Allowance has been made to install subsoil drainage lines under kerb lines where no longitudinal pipe is installed within internal roads. Where subsoil drainage is provided flushing points at 40m centres have been allowed for.

4.5.4 Water Quality

Bio Swales

The assumed layout incorporates a 20m wide green corridor to be constructed within Stage 3 and 4 as shown in the Goodman NT Structure Plan. It is envisaged that catchments to the east of the swale will drain via the bio swale and discharge into the new trunk stormwater line. Assuming a 20/80% ratio for pervious /impervious catchment area of approximately 14 Ha draining to the swale, a bio swale filter area of 1400 sq. m has been assumed.

Allowance has been made for the bio-swale filter area to run the full length of the 20m wide green corridor. The cost assumes the bio swale will contain a trunk drainage pipe and pits, subsoil pipe and connectors, filter material, landscaping and turf.

The DoP Draft DCP suggests a bio-retention swale be incorporated to within roads running east west on the site. The current Goodman NT Structure Plan does not include this within the layout and accordingly, cost for these bio-swales have not been included.

It is noted the Draft DCP suggest the major bio-swale (north south) should be aligned parallel and directly beside Road No. 1. The current Goodman NT structure plan does not allow for this and accordingly, the cost is based on the 20m green corridor that runs through the Stage 3 and 4 developable lot areas.

Proprietary Water Quality Devices

For areas of the site that cannot drain to the proposed bio-swales it is assumed proprietary devices will be required to manage water quality. Allowance has been for devices to be installed in the following stages:

- Stage 1 and 2 - the major site bio-swale will not be constructed until Stage 3 which means these areas will require water quality treatment in the interim period.
- Stage 3 - the western side of Stage 3 will not drain to the major bio-swale
- Stage 4 – to service the catchment on the western side of the major bio-swale that grades towards Carter Street.

4.6 Utilities

General

The BSE reports notes that there are existing electrical, water, gas, telecommunications and sewer mains servicing the existing site.

It is envisaged that augmentation or upgrading of lead in services may be required and if so, the cost of these works will be recoverable and accordingly, these costs have been excluded from the cost estimate.

Further investigation into the capacity of the existing surrounding service mains is required to determine whether this is the case.

Provision for utility road crossing has been assumed to occur at 50m intervals on all internal roads.

Electrical

The cost estimate assumes new electrical reticulation will be installed throughout the development.

High Voltage

It is assumed that sufficient HV conduits to service subsequent stages will be installed within the Stage under construction. This means that in Stage 1 HV conduits sufficient to serve stages 2 to 5 will be installed in Stage 1 road verges but HV feeder cables will only be installed to service Stage 1 at that time.

The number of HV conduits installed will be progressively less for each subsequent stage. The cabling length will increase to provide a loop feeder for each subsequent stage of the development.

HV supply is assumed to originate from zone substation at the corner of Carter Street and Birnie Avenue. An allowance has been made to upgrade the breakers at the zone substation in Stages 2 and 4.

Low Voltage

The layout for costing assumes low voltage supply for street lighting will be installed in a single conduit with pits on one side of each internal road with road crossing to supply lights on the opposite side of the road. The LV reticulation is assumed to originate from existing network within adjacent roads.

Street Lighting

The layout for costing assumes steel standard street lights will be installed on both sides of each road alternating at approximately 40m centres. An allowance for additional lighting at street intersections has also been included.

Potable and Recycled Water Supply

It is assumed that all potable water services will be constructed in ductile iron cement lined pipes and that recycled water services will be constructed in uPVC pipes.

The estimated sizing of the supply pipes has been interpolated from the BSE report and rationalised for the Structure Plan proposed staging.

In general the layout allows for potable water reticulation to be aligned on the opposite side of the road to the recycled water reticulation. Connection via road crossings will be made to service adjacent lots.

Sewer

Generally, sewer reticulation has been assumed as being gravity services flowing to existing Sydney Water sewer on the western side of the site in Carter Street.

An allowance has been made for the installation of a sewer pump station to service and rising main connecting into Uhrig Road as no connection will be available to the ultimate sewer main to be installed in Stage 3.

Sewer reticulation in Stages 1 & 2 generally connects to the existing system in Uhrig Road, with minor connections in the southern corner to the existing system in Carter Street

Stage 3 connects to the existing system in Carter Street.

Stages 4 & 5 connect to the existing system in Hill Road.

Telecommunications

NBN Co. will service the development with the pit and conduit infrastructure cost to be borne by the development. It is assumed NBN will be aligned on both sides of each internal road with road crossings to service lots/buildings on the opposite side of the road.

Gas

Jemena has existing gas main services located in Carter Street and Hill Road that are available to connect services. It has been assumed new gas reticulation will be required to service the development. An allowance has been made to install a 100mm dia. PE main on one side of each of the internal roads with road crossings to service lots on the opposite side of the road.

4.7 Consultants Design/ Project Management, Authority Design and Construction Fees

An allowance for consultant design and project a management costs has been included in the cost estimate to cover costs for:

- Project management
- Authority approvals and negotiations
- Engineering design and documentation
- Planning services
- Infrastructure tender and construction management

Authorities design and construction fees include:

- Design approval and monopoly fees
- Authority inspection and connection fees

The above fees have been estimated as 15% of the total infrastructure construction cost.

Being professional services, a nominal 5% contingency has been applied to these costs.

This item excludes all planning contributions and levies i.e. Section 94 contributions, SEPP levies etc..

4.8 Long Service Levy

All construction works attract a mandatory Long Service Levy which has been included in the infrastructure cost estimate, calculated at 0.35% of the total infrastructure construction cost.

5 Preparation of Cost Estimate

The infrastructure cost estimate is attached in Appendix C of this report.

The cost estimate has been provided in 2014 dollars.

5.1 Cost Rates

The cost rates adopted within the estimate are based on average tender rates for infrastructure projects of a similar nature. Where cost rates have been adopted from broad acre industrial developments these have been factored up to allow for construction within a highly urban environment as is the case for Carter Street.

5.2 Quantity Take off

The quantity take off was conducted using the AT&L Drawing 12-113 Sheet PC01 to PC18, Issue P1.

5.3 Contingency

Contingency has been included within the estimate to cater for unidentified issues that may arise with the development.

In terms of survey, geotechnical, environmental investigations and with respect to the level of knowledge for development engineering design is at a very strategic and preliminary stage.

Given this level of uncertainty and without any formal conceptual or detailed design it is appropriate that a contingency level of 20% has been adopted.

As investigation and design are progressed there is potential that the contingency level can be reviewed and reduced if deemed appropriate.

Appendix A

Goodman NT Structure Plan

Civil Engineers & Project Managers





Appendix B

AT&L Infrastructure Costing Drawings

Civil Engineers & Project Managers

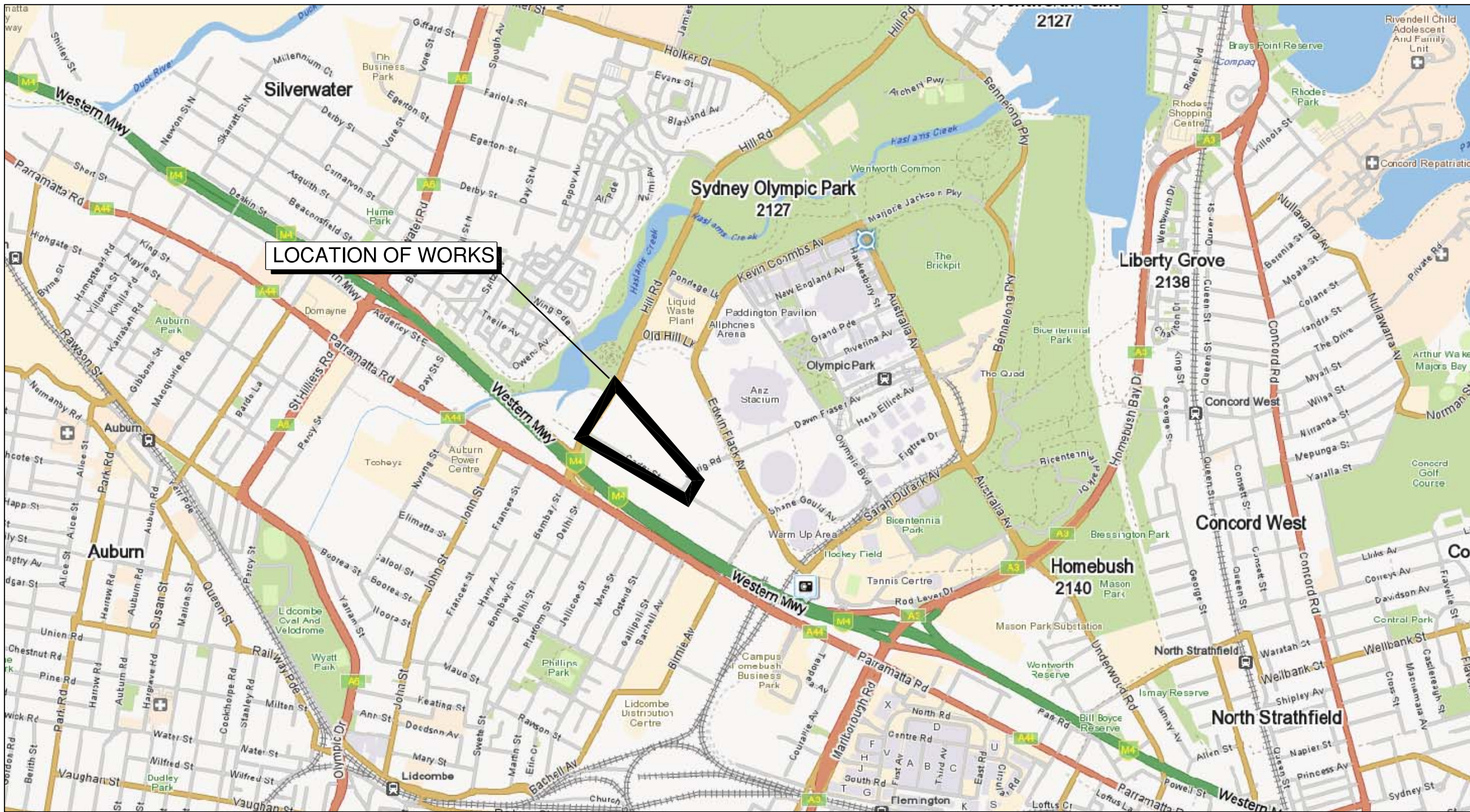
CARTER STREET PRECINCT

REDEVELOPMENT



BUDGET ESTIMATE ISSUE

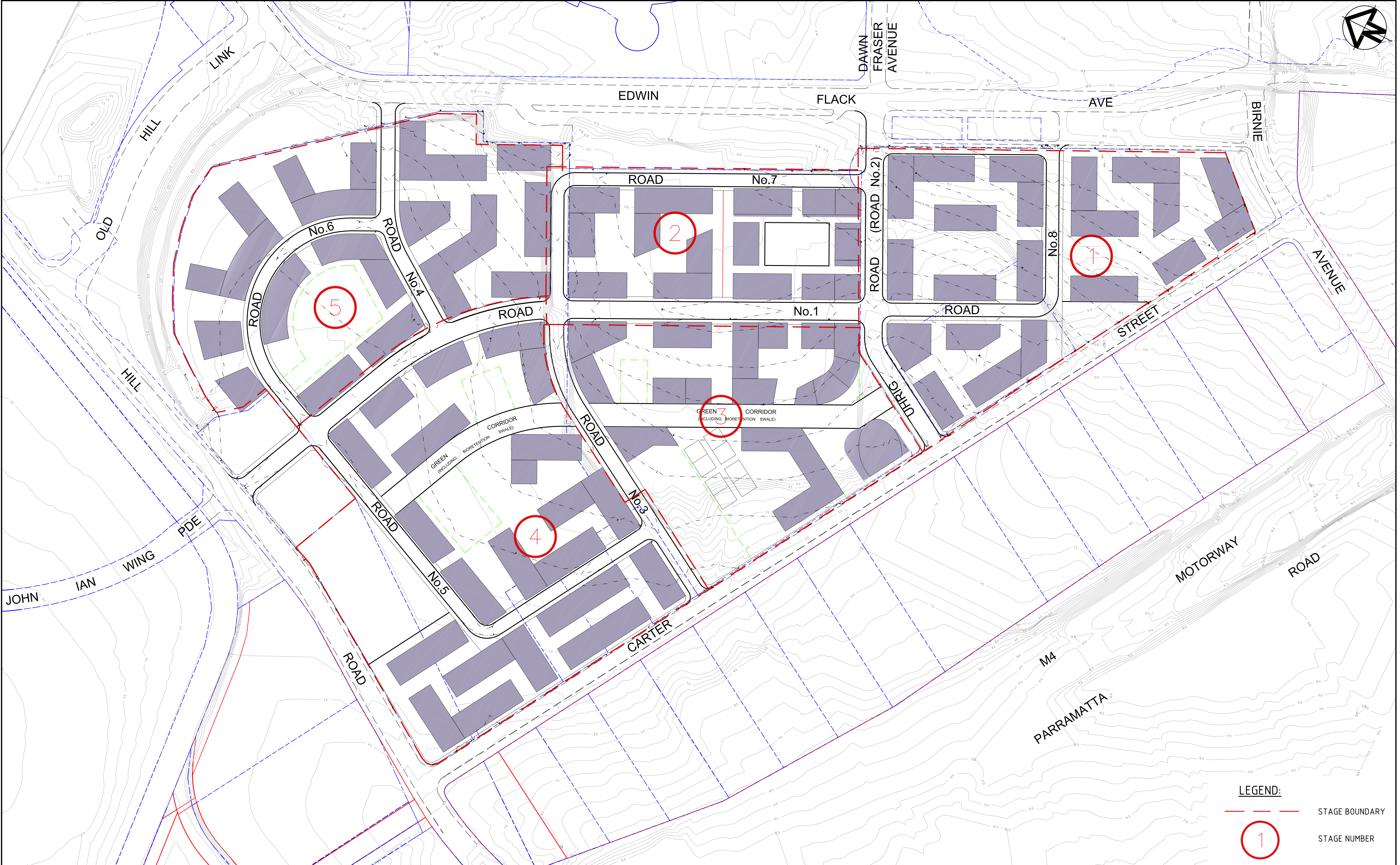
DRAWING LIST

- PC00 COVER SHEET AND LOCALITY PLAN
- PC01 OVERALL CIVIL MASTERPLAN
- PC02 OVERALL CIVIL STAGING PLAN
- PC03 TYPICAL ROAD CROSS SECTIONS
- PC04 EARTHWORKS DIAGRAM
- PC11 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 1
- PC12 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 2
- PC13 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 3
- PC14 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 4
- PC15 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 5
- PC16 ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 6
- PC17 BULK EARTHWORKS PLAN
- PC18 BULK EARTHWORKS SECTIONS



LOCALITY PLAN
N.T.S

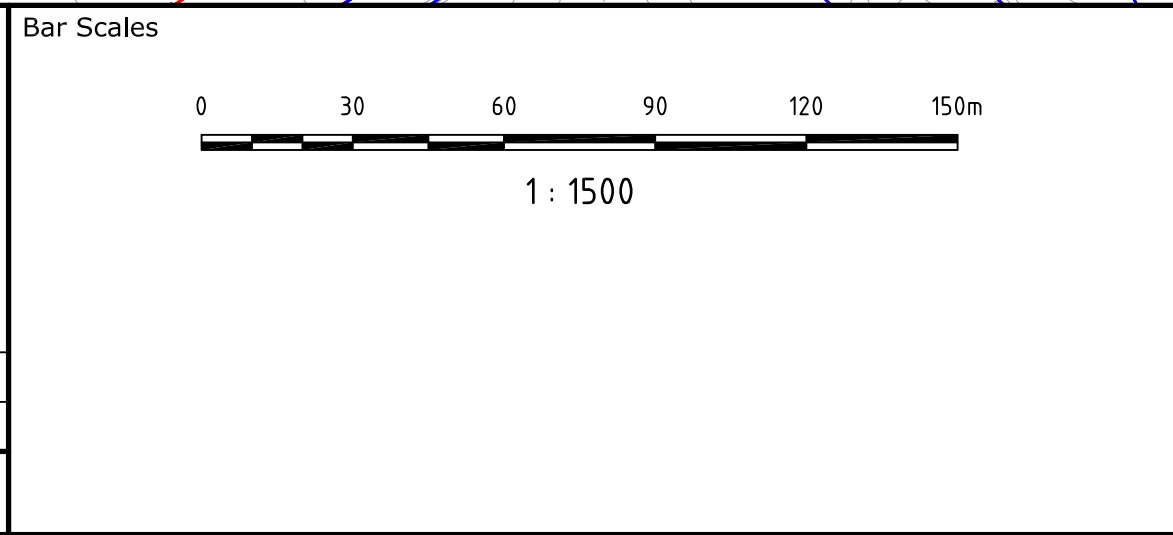
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| | | Bar Scales | THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L | Client <div></div> | <div>Scales</div> <div>NTS</div> | <div>Drawn</div> <div>Designed</div> | <div>TS</div> <div>GG</div> | Project <div>CARTER STREET PRECINCT REDEVELOPMENT</div> | <div>Civil Engineers and Project Managers</div> <div></div> <div>Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au</div> | | | |
| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 | | | <div>Grid</div> <div>MGA</div> | <div>Checked</div> | | | | Title <div>COVER SHEET AND LOCALITY PLAN</div> | <div>Status</div> <div>FOR COSTING</div> | <div>A1</div> |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 12-03-14 | | | <div>Height Datum</div> <div>AHD</div> | <div>Approved</div> | | | | | <div>NOT TO BE USED FOR CONSTRUCTION</div> | |
| Issue | | Description | | | Date | | | | | | <div>Drawing No.</div> <div>PC00</div> | |



LEGEND:

- STAGE BOUNDARY
- STAGE NUMBER

| | | |
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| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 12-03-14 |
| Issue | Description | Date |



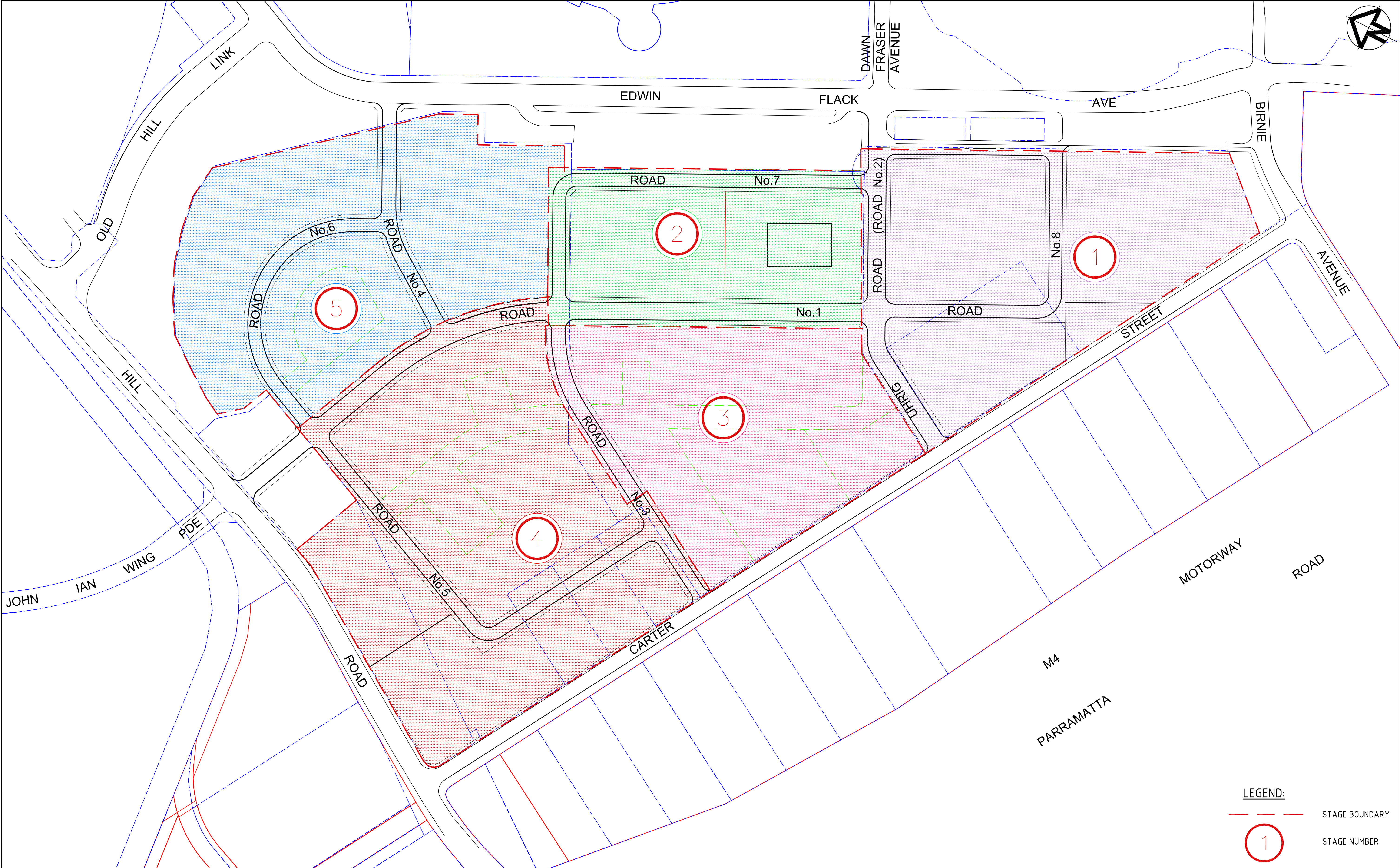
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| Scales | 1:1500 @ A1 1:3000 @ A3 | Drawn | GG |
| Grid | MGA | Designed | GG |
| Height Datum | AHD | Checked | |
| | | Approved | |

| | |
|---------|--------------------------------------|
| Project | CARTER STREET PRECINCT REDEVELOPMENT |
| Title | OVERALL CIVIL MASTERPLAN |

| | | |
|---|-------------|-------|
| Civil Engineers and Project Managers | | |
| at&l | | |
| Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | | |
| Status | FOR COSTING | A1 |
| NOT TO BE USED FOR CONSTRUCTION | | |
| Drawing No. | Project No. | Issue |
| PC01 | 12-113 | P2 |

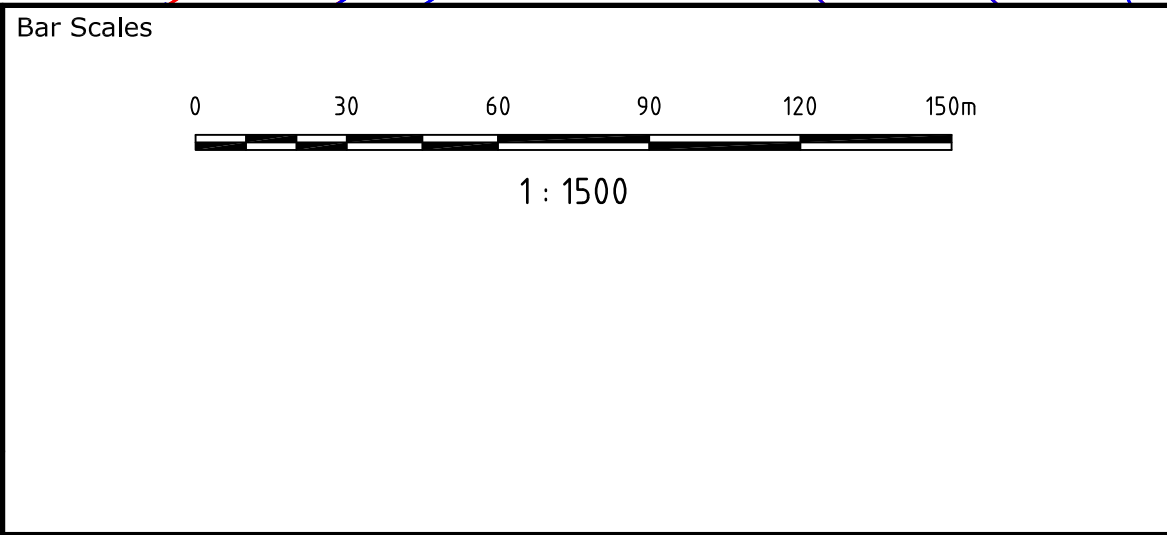


LEGEND:

- STAGE BOUNDARY
- 1

STAGE NUMBER

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| P1 ISSUED FOR CONCEPT COST ESTIMATE | | 12-03-14 |
| Issue | Description | Date |



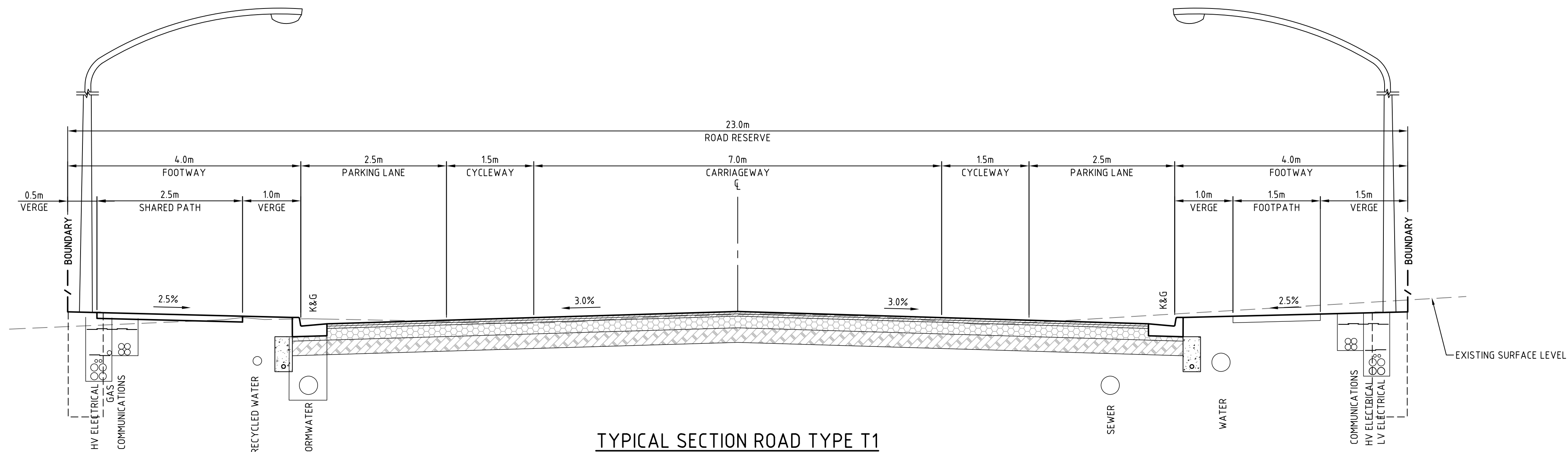
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| | 1:3000 @ A3 | Designed | GG |
| Grid | MGA | Checked | |
| | AHD | Approved | |
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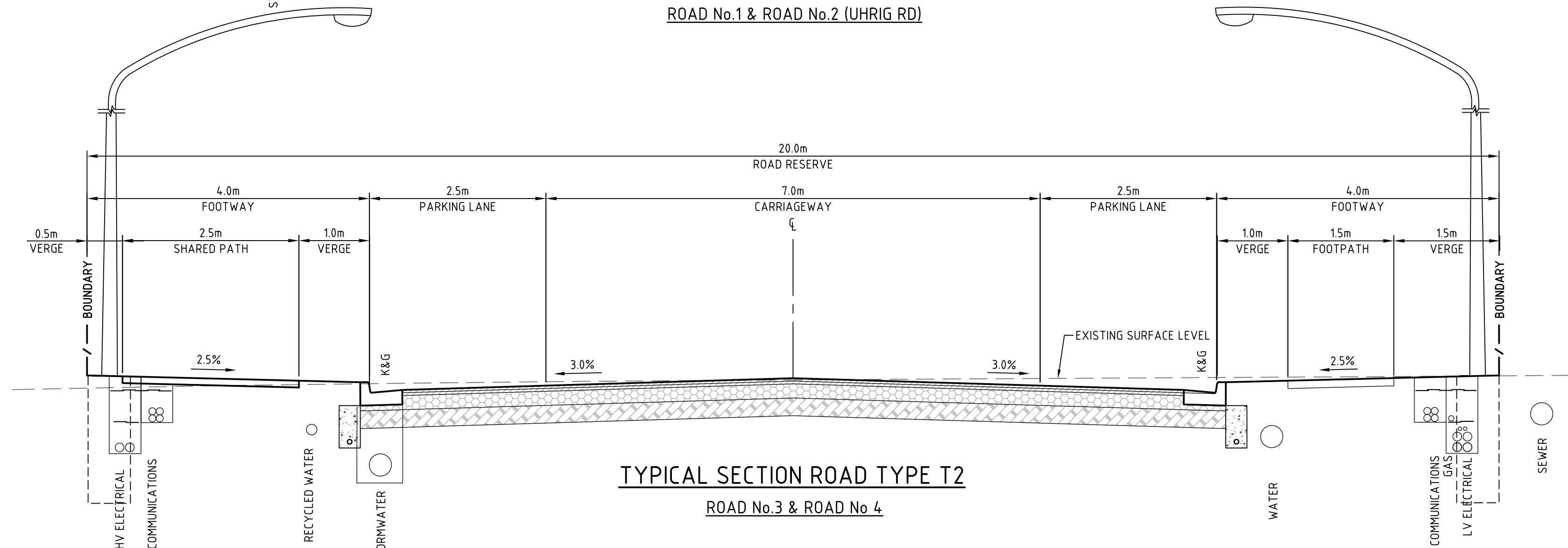
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| Project | | CARTER STREET PRECINCT REDEVELOPMENT |
| Title | | OVERALL CIVIL STAGING PLAN |

| | | |
|---|-------------|-------|
| Civil Engineers and Project Managers | | |
| at&l | | |
| Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 382 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | | |
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| NOT TO BE USED FOR CONSTRUCTION | | |
| Drawing No. | Project No. | Issue |
| PC02 | 12-113 | P2 |



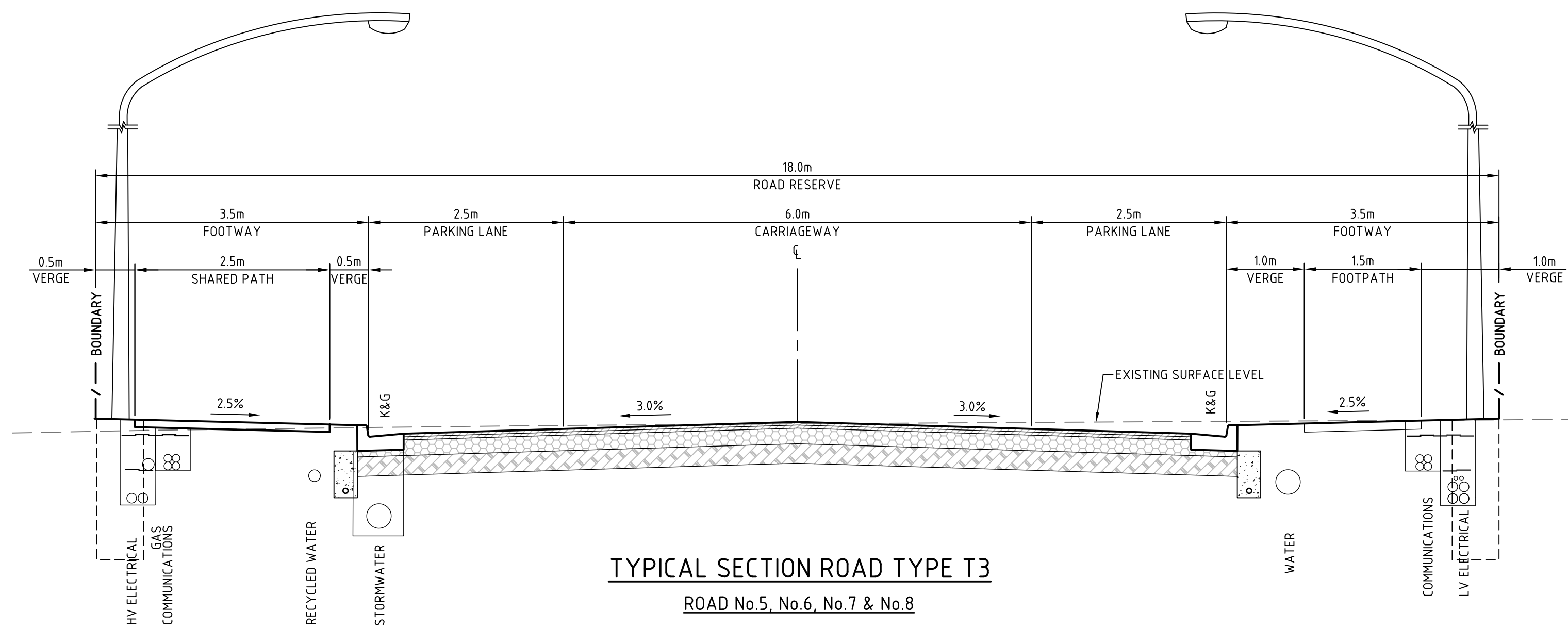
TYPICAL SECTION ROAD TYPE T1

ROAD No.1 & ROAD No.2 (UHRIG RD)



TYPICAL SECTION ROAD TYPE T2

ROAD No.3 & ROAD No.4



TYPICAL SECTION ROAD TYPE T3

ROAD No.5, No.6, No.7 & No.8

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| | | | <div>Bar Scales</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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| HWE CUT & FILL LEGEND | | |
|-----------------------|-------------|---------------|
| Lower_value | Upper_value | Colour |
| -5.0 | to -4.5 m | [Dark Red] |
| -4.5 | to -4.0 m | |
| -4.0 | to -3.5 m | |
| -3.5 | to -3.0 m | |
| -3.0 | to -2.5 m | |
| -2.5 | to -2.0 m | [Red] |
| -2.0 | to -1.5 m | |
| -1.5 | to -1.0 m | |
| -1.0 | to -0.5 m | |
| -0.5 | to 0 m | |
| 0 | to 0.5 m | [Light Green] |
| 0.5 | to 1.0 m | |
| 1.0 | to 1.5 m | |
| 1.5 | to 2.0 m | |
| 2.0 | to 2.5 m | |
| 2.5 | to 3.0 m | [Green] |
| 3.0 | to 3.5 m | |
| 3.5 | to 4.0 m | |
| 4.0 | to 4.5 m | |
| 4.5 | to 5.0 m | |

NOTES:
1. EARTHWORKS CALCULATED ON LOTS GRADED BETWEEN DESIGN ROAD LEVELS.
2. NO ALLOWANCE HAS BEEN MADE FOR:
- BENCHING
- BASEMENT CARPARKS
- CONTAMINATED MATERIAL
- NON-ENGINEERED FILL

TOTAL CUT: 99,400m³
TOTAL FILL: 79,900m³
BALANCE: 19,500m³

| | | |
|-------|----------------------------------|----------|
| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 12-03-14 |
| Issue | Description | Date |

Bar Scales

0306090120150m

1 : 1500

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Client

| | | | |
|--------------|----------------------------|----------|----|
| Scales | 1:1500 @ A1 1:3000 @ A3 | Drawn | GG |
| Grid | MGA | Designed | GG |
| Height Datum | AHD | Checked | |
| | | Approved | |

Project

CARTER STREET PRECINCT REDEVELOPMENT

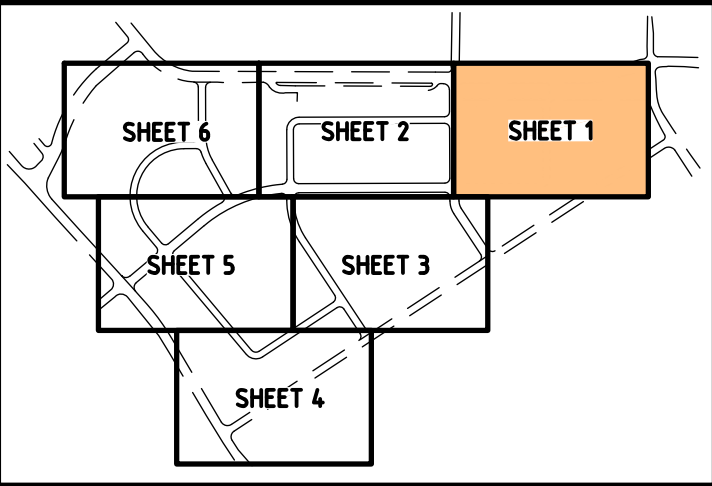
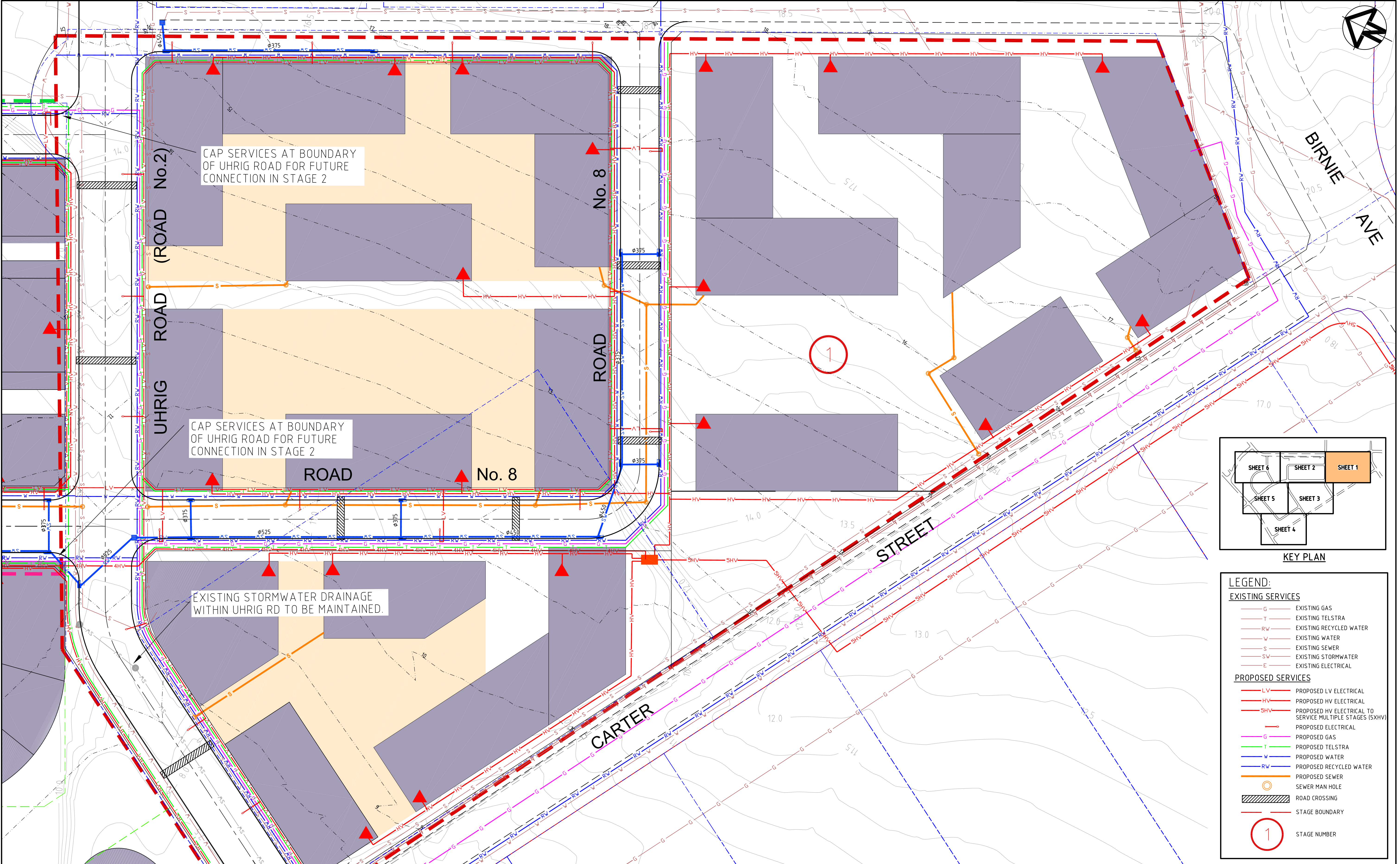
Title

EARTHWORKS DIAGRAM

Civil Engineers and Project Managers

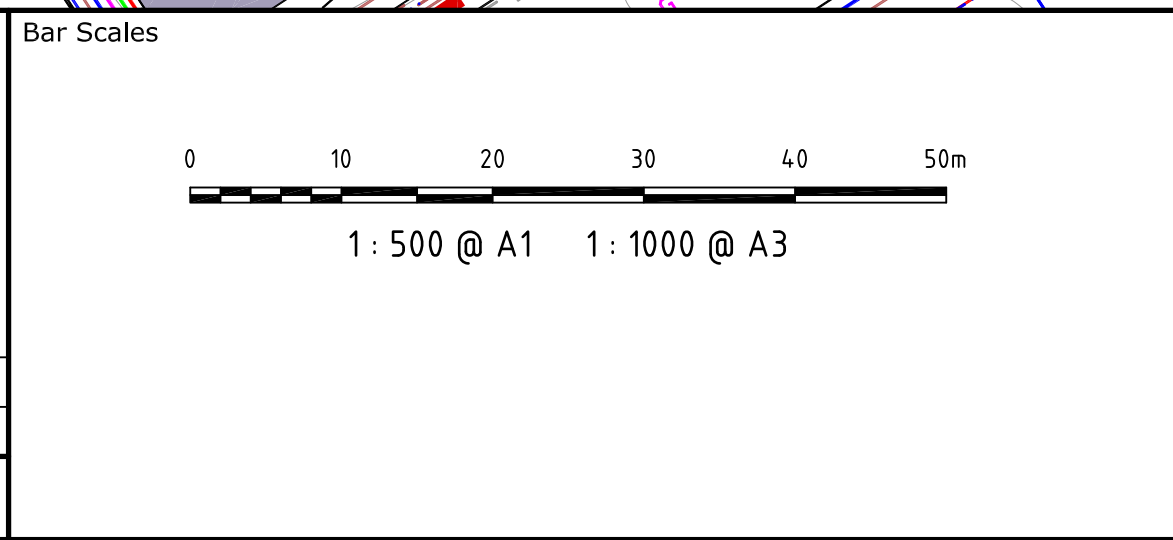
Suite 702, 154 Pacific Hwy
St Leonards NSW 2065
ABN 96 130 582 405
Tel: 02 9439 1777
Fax: 02 9460 8413
www.atl.net.au
info@atl.net.au

| | | |
|-------------|--|-------|
| Status | FOR COSTING NOT TO BE USED FOR CONSTRUCTION | A1 |
| Drawing No. | Project No. | Issue |
| PC04 | 12-113 | P2 |



| LEGEND: | |
|-------------------|--|
| EXISTING SERVICES | |
| G | EXISTING GAS |
| T | EXISTING TELSTRA |
| RW | EXISTING RECYCLED WATER |
| W | EXISTING WATER |
| S | EXISTING SEWER |
| SW | EXISTING STORMWATER |
| E | EXISTING ELECTRICAL |
| PROPOSED SERVICES | |
| LV | PROPOSED LV ELECTRICAL |
| HV | PROPOSED HV ELECTRICAL |
| SHV | PROPOSED HV ELECTRICAL TO SERVICE MULTIPLE STAGES (5XHV) |
| | PROPOSED ELECTRICAL |
| G | PROPOSED GAS |
| T | PROPOSED TELSTRA |
| W | PROPOSED WATER |
| RW | PROPOSED RECYCLED WATER |
| | PROPOSED SEWER |
| | SEWER MAN HOLE |
| | ROAD CROSSING |
| | STAGE BOUNDARY |
| 1 | STAGE NUMBER |

| Issue | Description | Date |
|-------|----------------------------------|----------|
| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 12-03-14 |



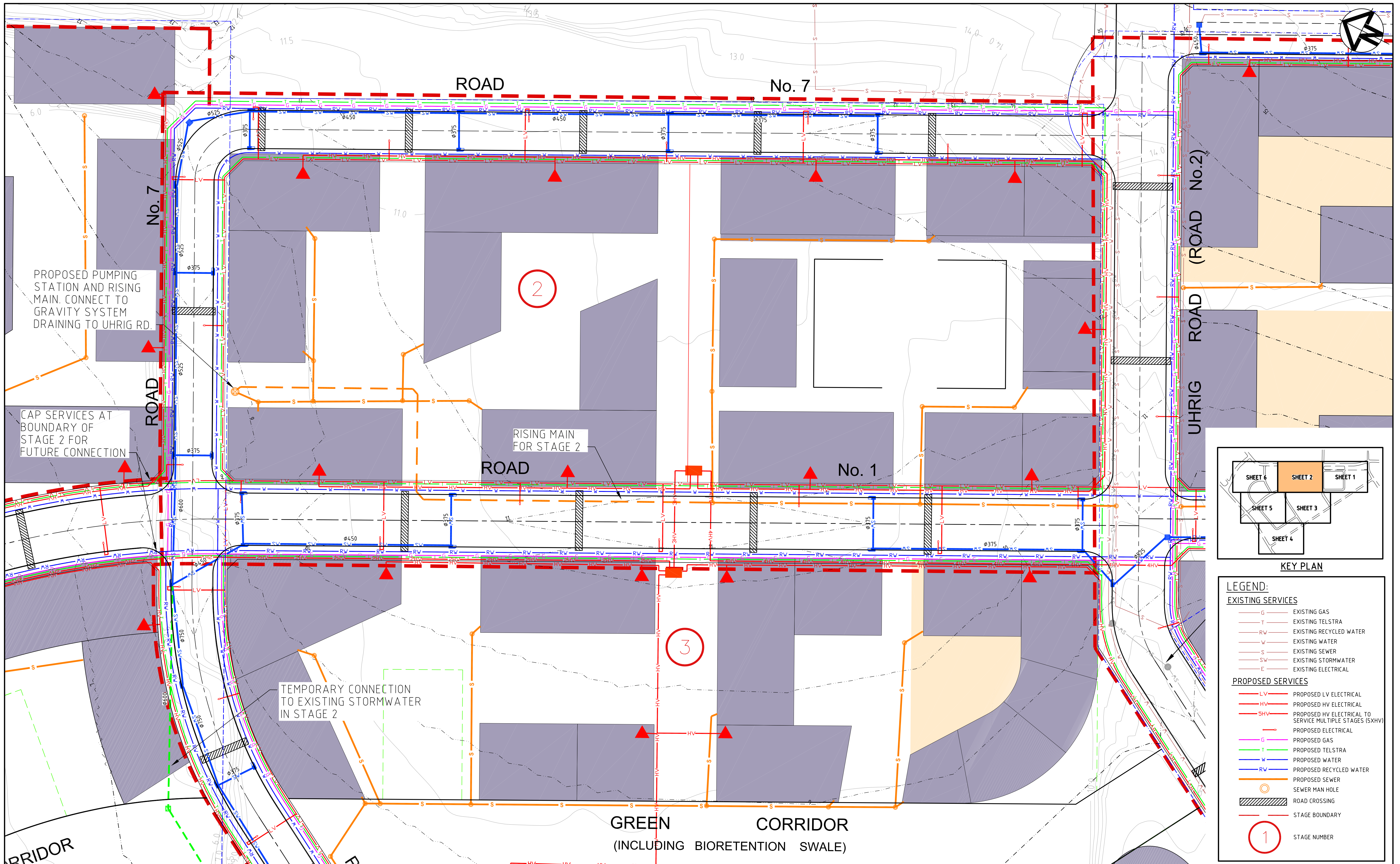
THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L



| Scales | Drawn | GG |
|---------------------------|----------|----|
| 1:500 @ A1 1:1000 @ A3 | Designed | GG |
| Grid MGA | Checked | |
| Height Datum AHD | Approved | |

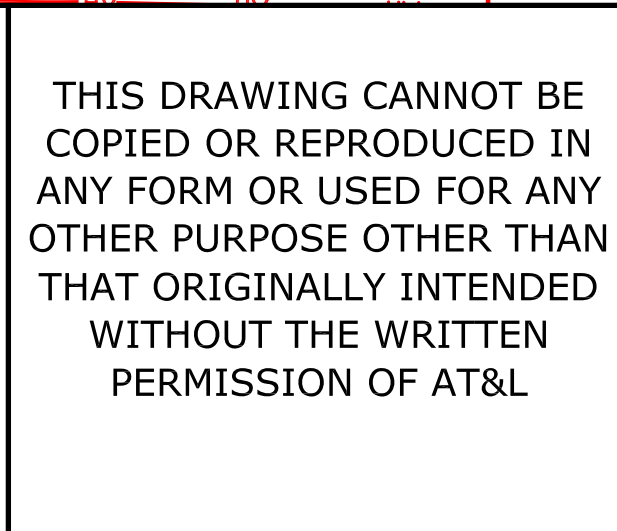
| Project | CARTER STREET PRECINCT REDEVELOPMENT |
|---------|--|
| Title | ROADWORKS AND STORMWATER DRAINAGE PLAN - SHEET 1 |

| Civil Engineers and Project Managers | | |
|---|-----------------------|-------------|
| at&l | | |
| Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | | |
| Status | FOR COSTING | A1 |
| NOT TO BE USED FOR CONSTRUCTION | | |
| Drawing No. PC11 | Project No. 12-113 | Issue P2 |



| | |
|-------------------------------|----------------------------------|
| Bar Scales | |
| | |
| 1 : 500 @ A1 1 : 1000 @ A3 | |
| P2 | ISSUED FOR CONCEPT COST ESTIMATE |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE |
| Issue | Description |
| | Date |

| | |
|--|--|
| THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L | |
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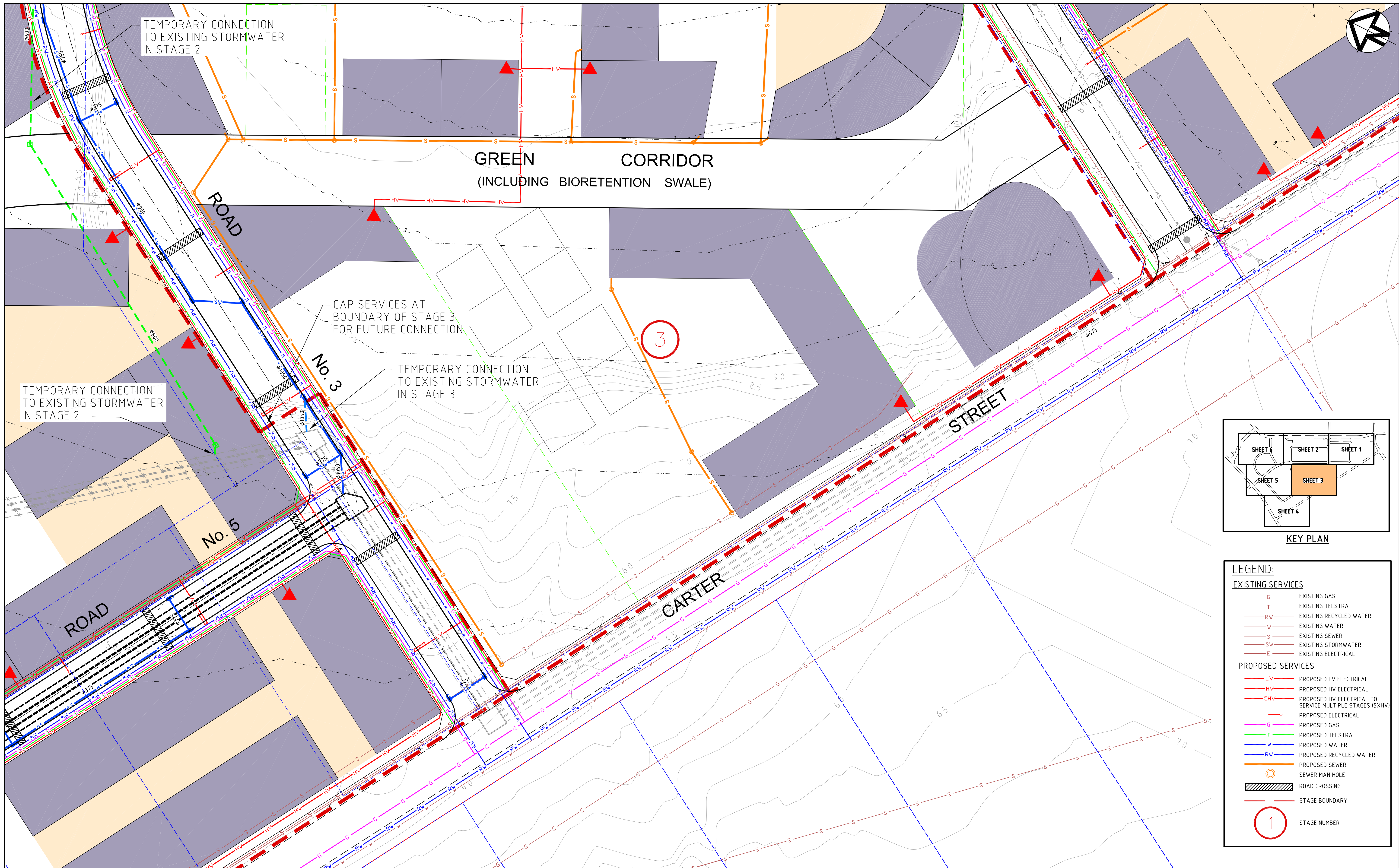


| | |
|--------------|---------------------------|
| Client | |
| Scale | 1:500 @ A1 1:1000 @ A3 |
| Grid | MGA |
| Height Datum | AHD |

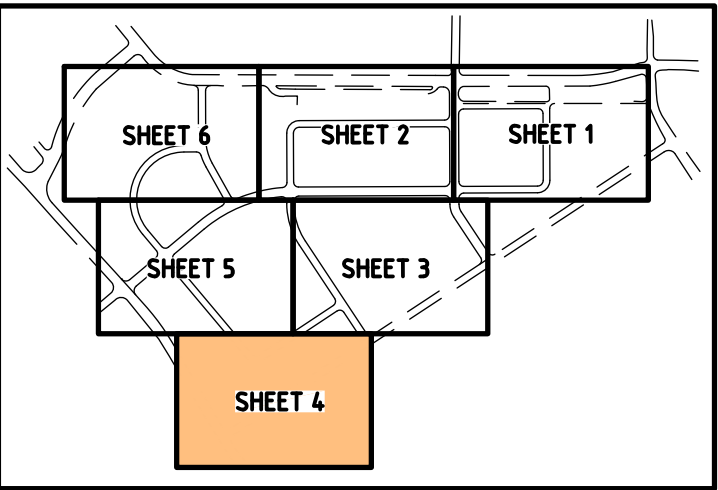
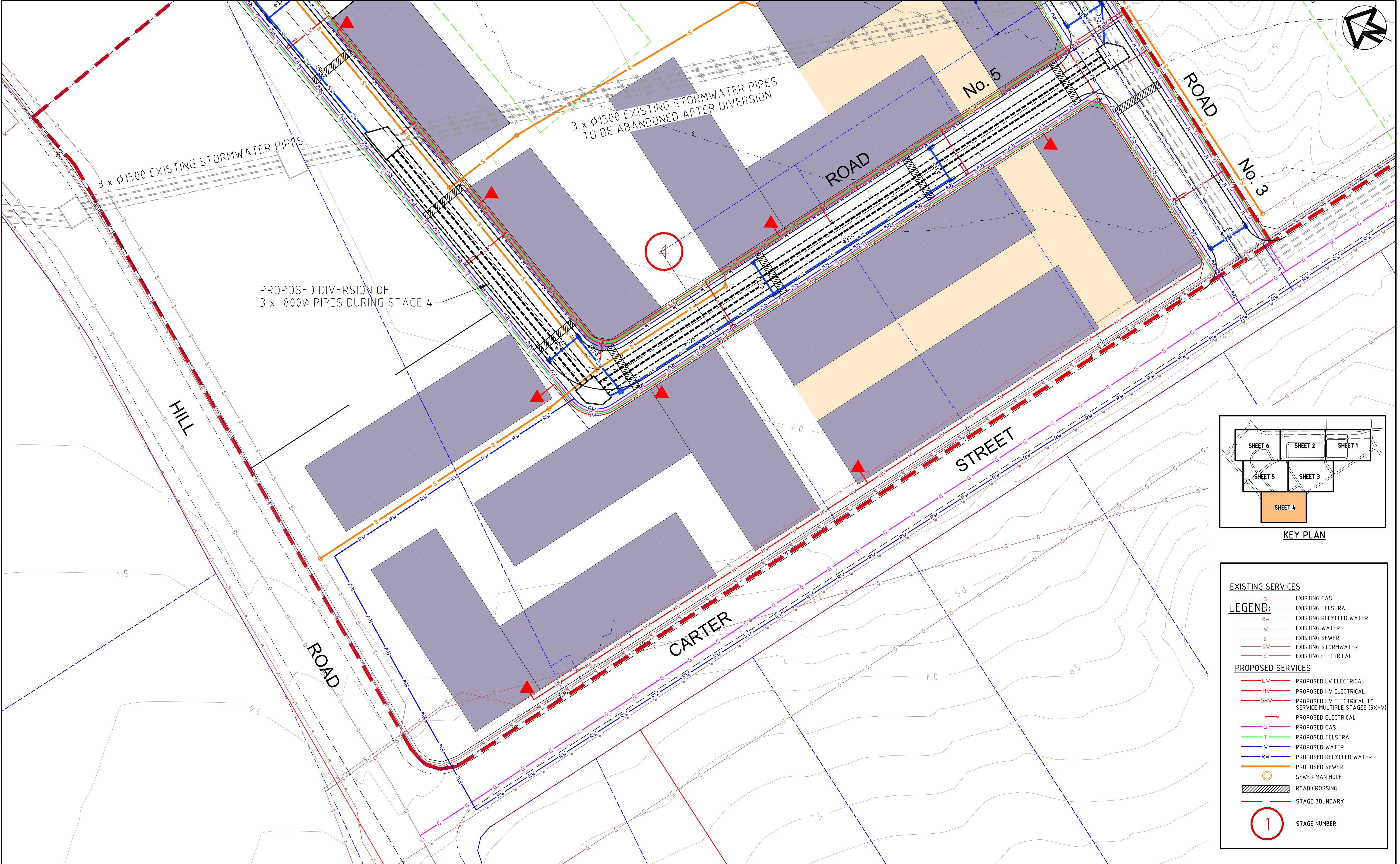
| | |
|----------|----|
| Drawn | GG |
| Designed | GG |
| Checked | |
| Approved | |

| | |
|---------|--|
| Project | CARTER STREET PRECINCT REDEVELOPMENT |
| Title | ROADWORKS AND STORMWATER DRAINAGE PLAN - SHEET 2 |

| | | |
|---|-------------|-------|
| Civil Engineers and Project Managers | | |
| at&l | | |
| Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | | |
| Status | FOR COSTING | A1 |
| NOT TO BE USED FOR CONSTRUCTION | | |
| Drawing No. | Project No. | Issue |
| PC12 | 12-113 | P2 |



| | | | | | | | | | | | | | |
|-------------------------------------|--|--|--|--------|--|---------------------------|--|-------------|--|--|--|---|--|
| Bar Scales | | THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L | | Client | | Scales | | Drawn | | Project | | Civil Engineers and Project Managers | |
| | | Goodman | | | | 1:500 @ A1 1:1000 @ A3 | | GG | | CARTER STREET PRECINCT REDEVELOPMENT | | | |
| P2 ISSUED FOR CONCEPT COST ESTIMATE | | 24-03-14 | | | | Grid MGA | | Designed GG | | Title | | Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | |
| P1 ISSUED FOR CONCEPT COST ESTIMATE | | 12-03-14 | | | | Height Datum AHD | | Checked | | Roadworks and Stormwater Drainage Plan - Sheet 3 | | Status FOR COSTING | |
| Issue Description | | Date | | | | | | Approved | | Drawing No. PC13 | | NOT TO BE USED FOR CONSTRUCTION | |
| | | | | | | | | | | Project No. 12-113 | | Issue P2 | |
| | | | | | | | | | | | | | |



EXISTING SERVICES

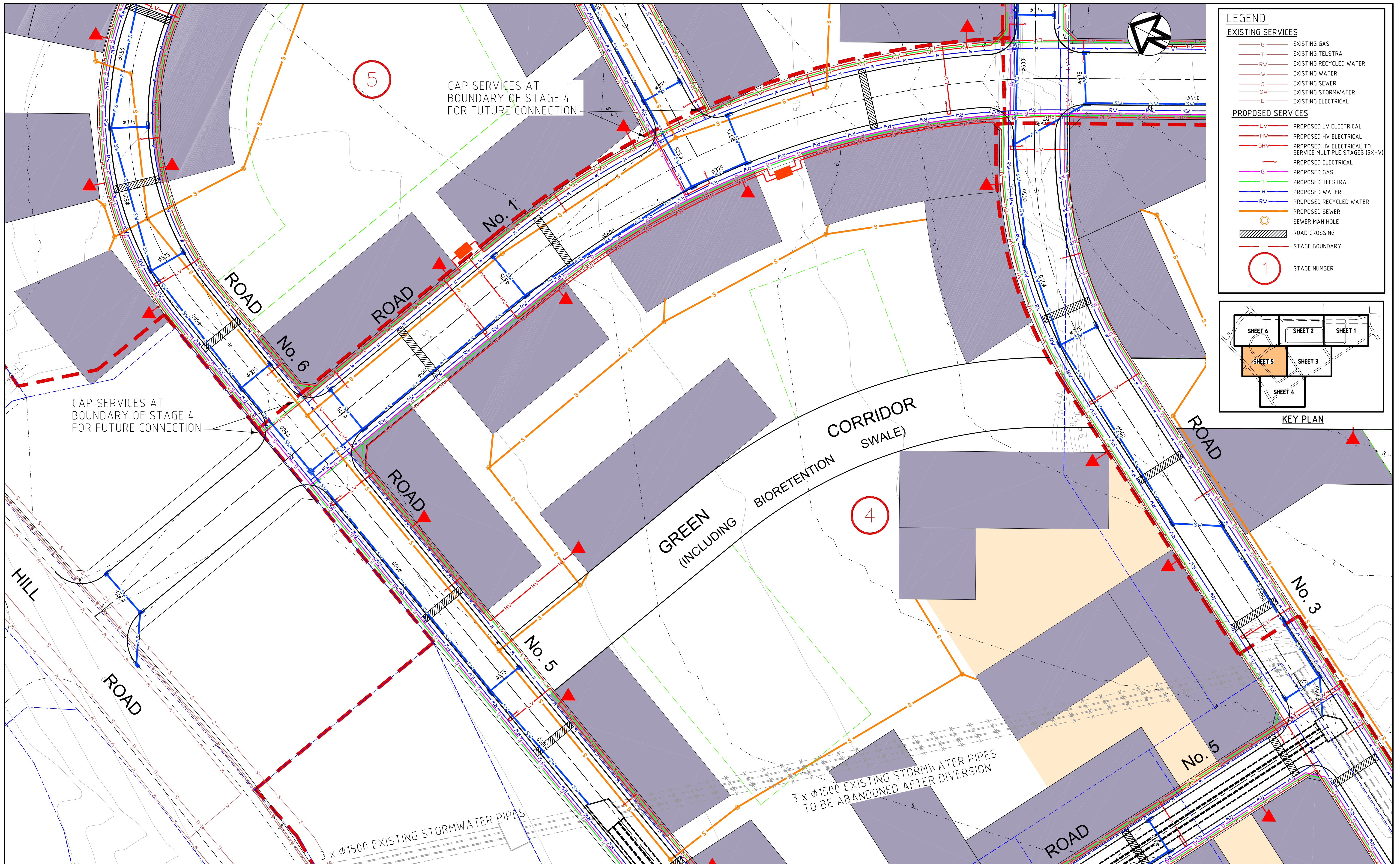
LEGEND:

- G — EXISTING GAS
- T — EXISTING TELSTRA
- RW — EXISTING RECYCLED WATER
- W — EXISTING WATER
- S — EXISTING SEWER
- SW — EXISTING STORMWATER
- E — EXISTING ELECTRICAL

PROPOSED SERVICES

- LV — PROPOSED LV ELECTRICAL
- HV — PROPOSED HV ELECTRICAL
- SHV — PROPOSED HV ELECTRICAL TO SERVICE MULTIPLE STAGES (SXHV)
- — PROPOSED ELECTRICAL
- G — PROPOSED GAS
- T — PROPOSED TELSTRA
- W — PROPOSED WATER
- RW — PROPOSED RECYCLED WATER
- — PROPOSED SEWER
- SEWER MAN HOLE
- ▨ ROAD CROSSING
- STAGE BOUNDARY
- 1 STAGE NUMBER

| | | | | | | | | | | | | | |
|---|--|---|--|------------------------------|--|---|--|---|--|--|--|--|--|
| <p>Bar Scales</p> <p>0 10 20 30 40 50m</p> <p>1 : 500 @ A1 1 : 1000 @ A3</p> | | <p>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L</p> | | <p>Client</p> <p>Goodman</p> | | <p>Scales</p> <p>1:500 @ A1 1:1000 @ A3</p> <p>Grid MGA</p> <p>Height Datum AHD</p> | | <p>Drawn GG</p> <p>Designed GG</p> <p>Checked</p> <p>Approved</p> | | <p>Project</p> <p>CARTER STREET PRECINCT REDEVELOPMENT</p> | | <p>Civil Engineers and Project Managers</p> <p>at&l</p> <p>Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au</p> | |
| <p>P2 ISSUED FOR CONCEPT COST ESTIMATE</p> <p>P1 ISSUED FOR CONCEPT COST ESTIMATE</p> | | <p>24-03-14</p> <p>12-03-14</p> | | | | | | | | <p>Title</p> <p>ROADWORKS AND STORMWATER DRAINAGE PLAN - SHEET 4</p> | | <p>Status</p> <p>FOR COSTING NOT TO BE USED FOR CONSTRUCTION</p> | |
| <p>Issue Description</p> <p>Date</p> | | | | | | | | | | <p>Drawing No.</p> <p>PC14</p> | | <p>Project No.</p> <p>12-113</p> | |
| | | | | | | | | | | | | <p>Issue</p> <p>P2</p> | |



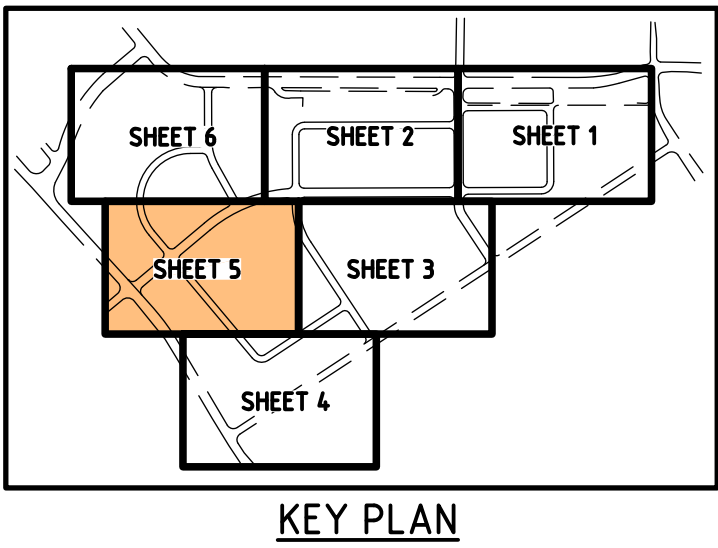
LEGEND:

EXISTING SERVICES

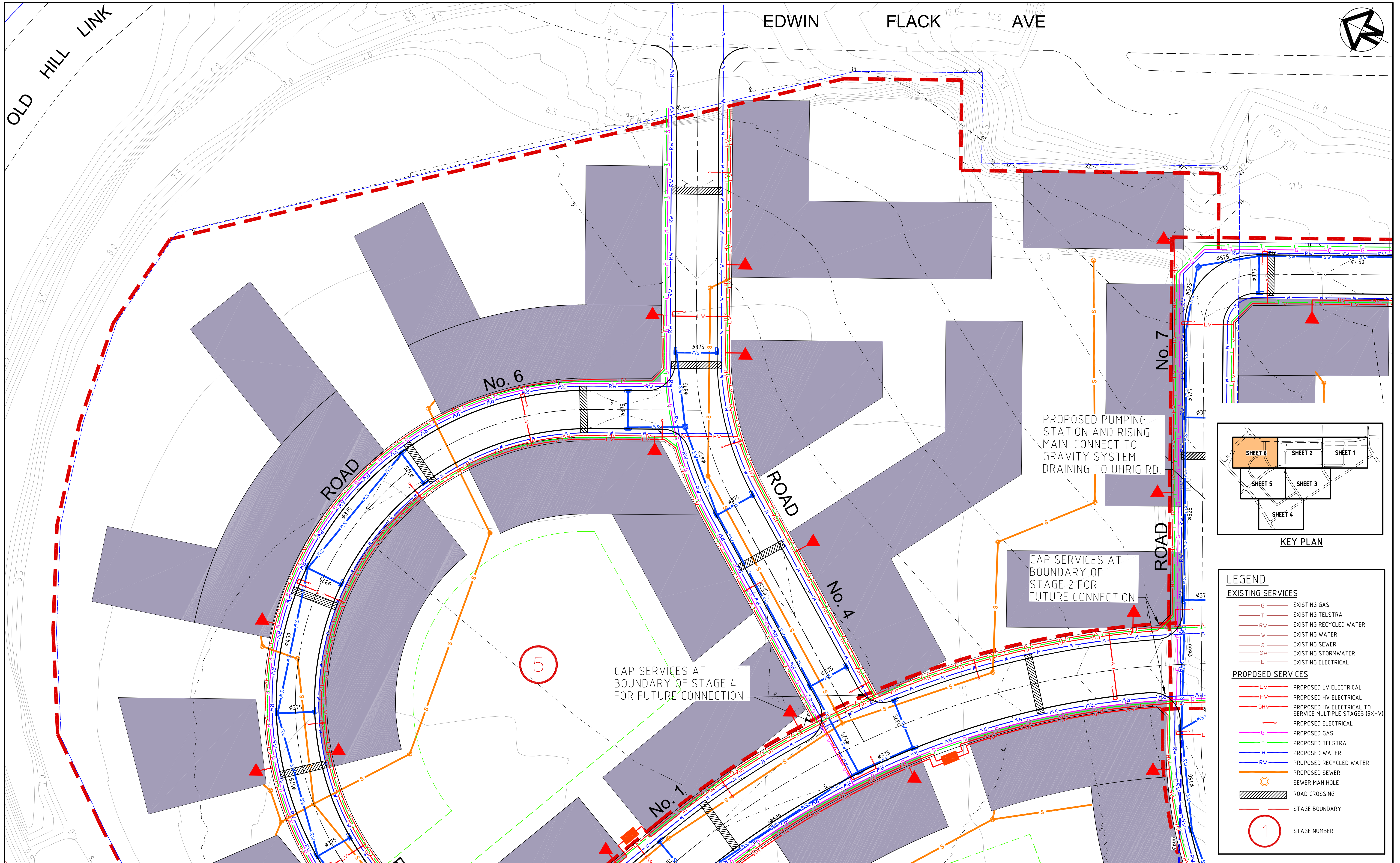
- G EXISTING GAS
- T EXISTING TELSTRA
- RW EXISTING RECYCLED WATER
- W EXISTING WATER
- S EXISTING SEWER
- SW EXISTING STORMWATER
- E EXISTING ELECTRICAL

PROPOSED SERVICES

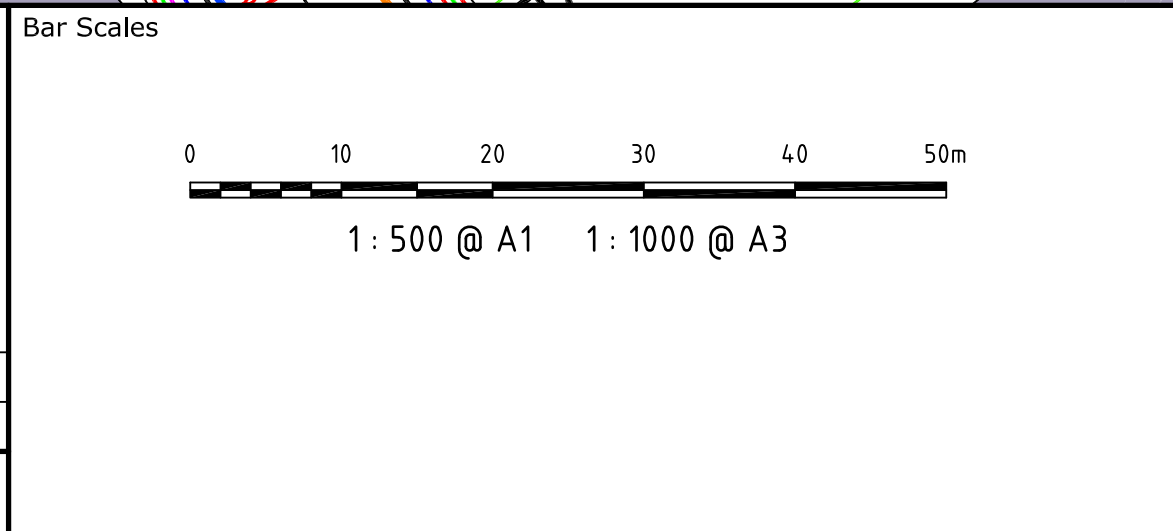
- LV PROPOSED LV ELECTRICAL
- HV PROPOSED HV ELECTRICAL
- SHV PROPOSED HV ELECTRICAL TO SERVICE MULTIPLE STAGES (5xHV)
- PROPOSED ELECTRICAL
- G PROPOSED GAS
- T PROPOSED TELSTRA
- W PROPOSED WATER
- RW PROPOSED RECYCLED WATER
- PROPOSED SEWER
- SEWER MAN HOLE
- ROAD CROSSING
- STAGE BOUNDARY
- 1 STAGE NUMBER



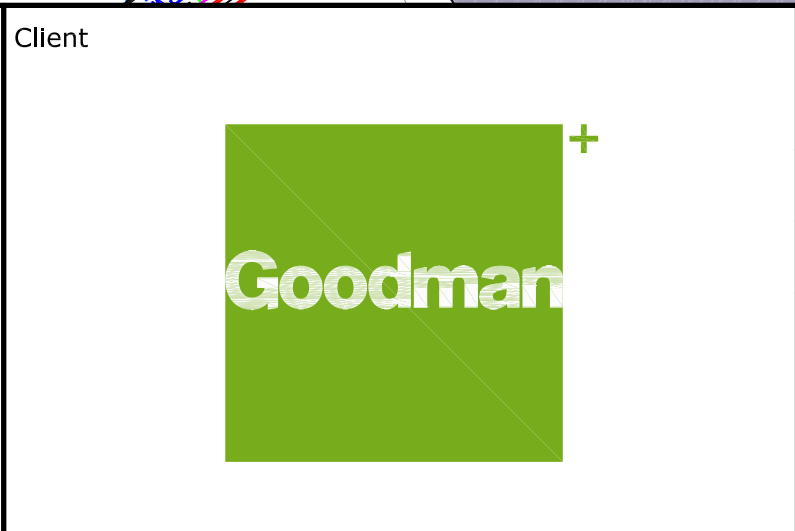
| | | | |
|--|--|--|--|
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| | | |
|-------|----------------------------------|----------|
| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 12-03-14 |
| Issue | Description | Date |




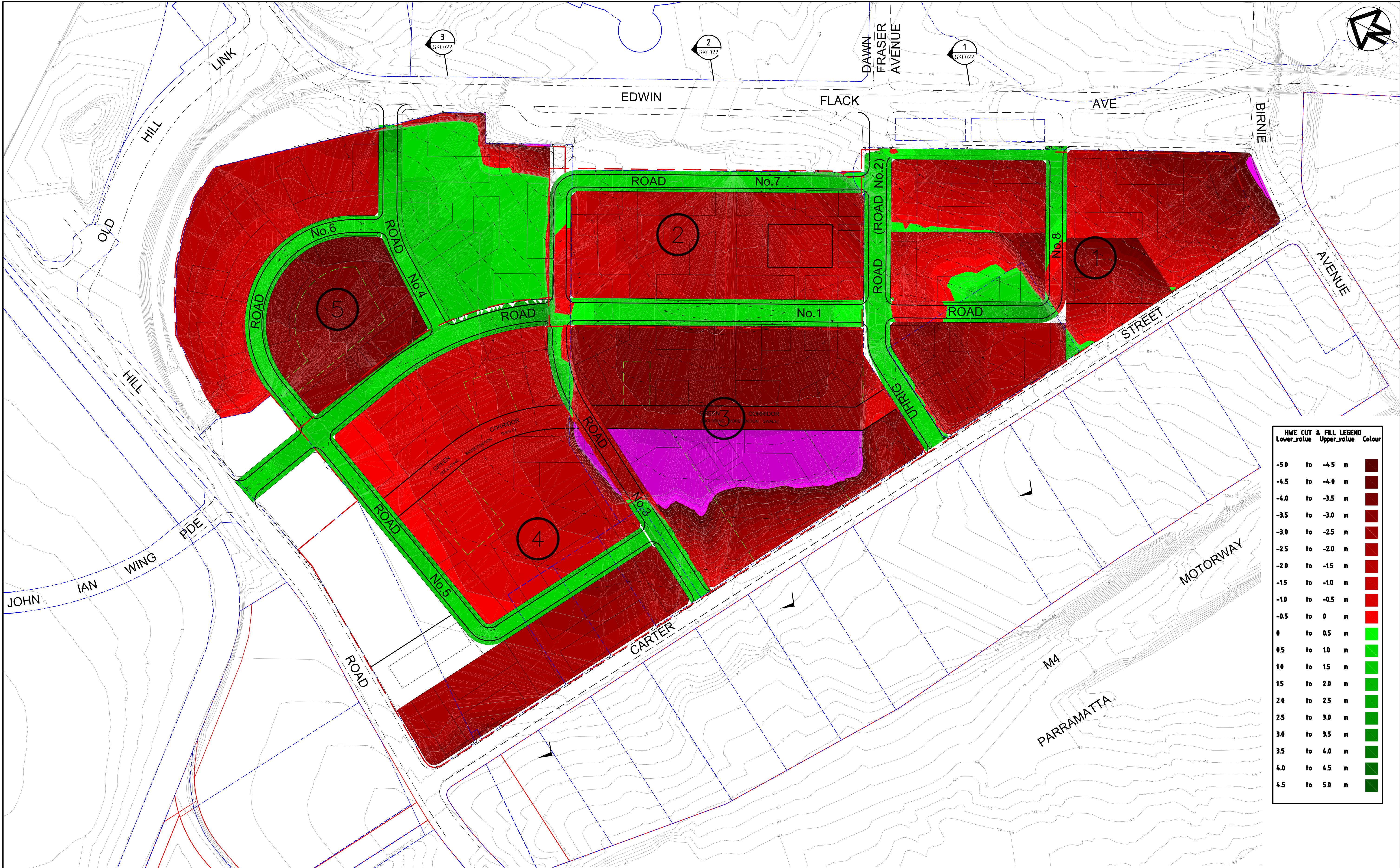
THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L



| | | | |
|--------------|---------------------------|----------|----|
| Scales | 1:500 @ A1 1:1000 @ A3 | Drawn | GG |
| Grid | MGA | Designed | GG |
| Height Datum | AHD | Checked | |
| | | Approved | |

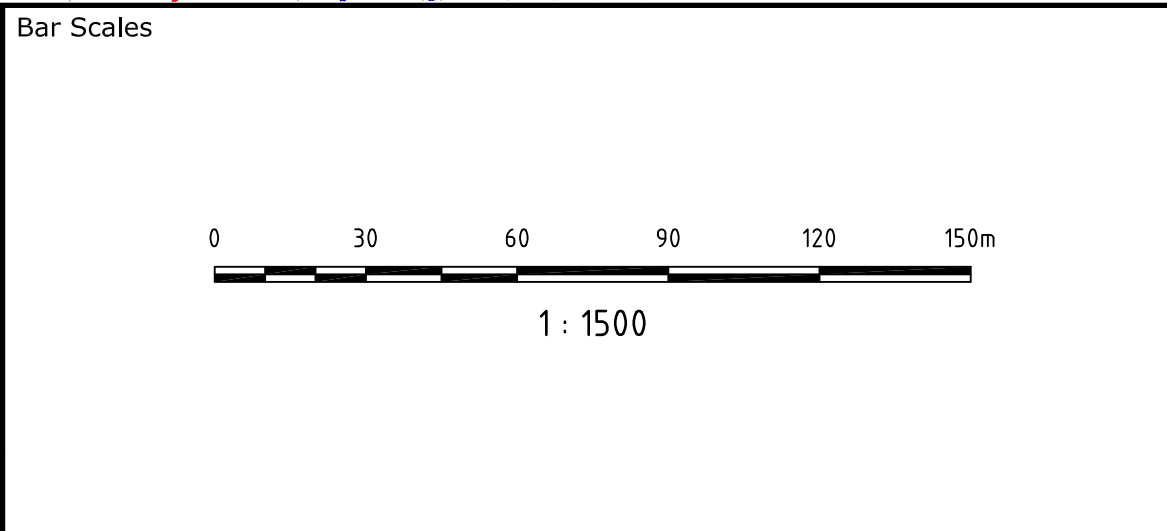
| | |
|---------|--|
| Project | CARTER STREET PRECINCT REDEVELOPMENT |
| Title | ROADWORKS AND STORMWATER DRAINAGE PLAN - SHEET 6 |

| | | |
|---|--|---|
| Civil Engineers and Project Managers | | |
|  | | Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au |
| Status | FOR COSTING NOT TO BE USED FOR CONSTRUCTION | A1 |
| Drawing No. PC16 | Project No. 12-113 | Issue P2 |



| HWE CUT & FILL LEGEND | | |
|-----------------------|-------------|---------------|
| Lower_value | Upper_value | Colour |
| -5.0 | to -4.5 m | [Dark Red] |
| -4.5 | to -4.0 m | |
| -4.0 | to -3.5 m | |
| -3.5 | to -3.0 m | |
| -3.0 | to -2.5 m | |
| -2.5 | to -2.0 m | [Red] |
| -2.0 | to -1.5 m | |
| -1.5 | to -1.0 m | |
| -1.0 | to -0.5 m | |
| -0.5 | to 0 m | |
| 0 | to 0.5 m | [Light Green] |
| 0.5 | to 1.0 m | |
| 1.0 | to 1.5 m | |
| 1.5 | to 2.0 m | |
| 2.0 | to 2.5 m | |
| 2.5 | to 3.0 m | [Green] |
| 3.0 | to 3.5 m | |
| 3.5 | to 4.0 m | |
| 4.0 | to 4.5 m | |
| 4.5 | to 5.0 m | |

| | | |
|-------|----------------------------------|----------|
| P2 | ISSUED FOR CONCEPT COST ESTIMATE | 24-03-14 |
| P1 | ISSUED FOR CONCEPT COST ESTIMATE | 20-03-14 |
| Issue | Description | Date |



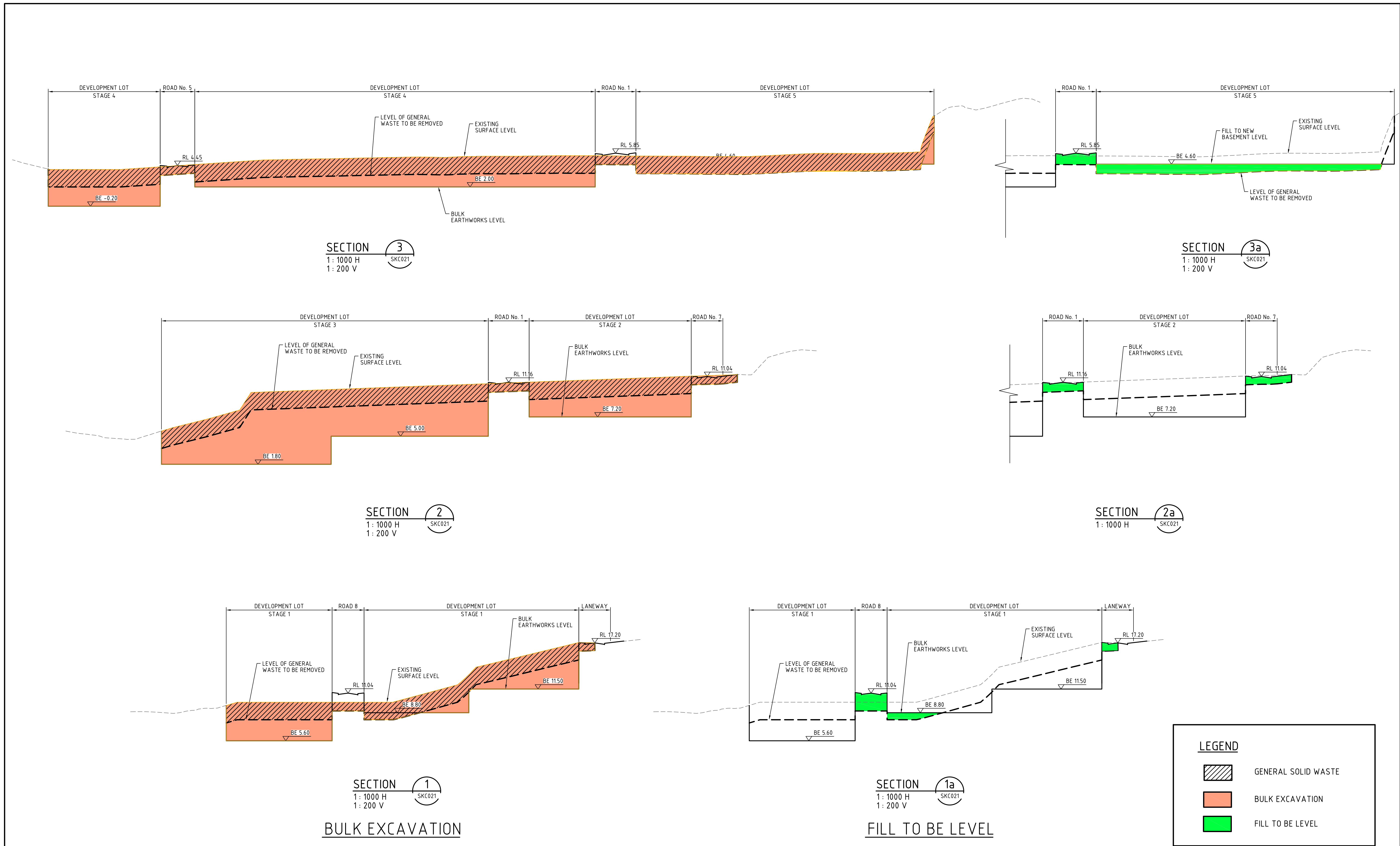
THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L



| | | | |
|--------------|----------------------------|----------|----|
| Scales | 1:1500 @ A1 1:3000 @ A3 | Drawn | GG |
| Grid | MGA | Designed | GG |
| Height Datum | AHD | Checked | |
| | | Approved | |

| | |
|---------|--------------------------------------|
| Project | CARTER STREET PRECINCT REDEVELOPMENT |
| Title | BULK EARTHWORKS PLAN |

| | | |
|---|--|-------|
| Civil Engineers and Project Managers | | |
| at&l | | |
| Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 582 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au | | |
| Status | FOR COSTING NOT TO BE USED FOR CONSTRUCTION | A1 |
| Drawing No. | Project No. | Issue |
| PC17 | 12-113 | P2 |



| | | | |
|--|--|--|---|
| | | | <div>Bar Scales</div> <div><div><div><div>0</div><div>20</div><div>40</div><div>60</div><div>80</div><div>100m</div></div><div>1: 1000 @ A1 1: 2000 @ A3</div></div><div><div><div><div>0</div><div>5</div><div>10</div><div>15</div><div>20m</div></div><div>1: 200 @ A1 1: 400 @ A3</div></div></div></div> <div>THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L</div> <div><div>Client</div><div><div><div></div><div>Goodman</div><div></div></div></div></div> <div><div><div><div>Scales</div><div>AS SHOWN</div></div><div><div>Grid</div><div>-</div></div><div><div>Height Datum</div><div>AHD</div></div></div><div><div><div>Drawn</div><div>GG</div></div><div><div>Designed</div><div>GG</div></div><div><div>Checked</div><div></div></div><div><div>Approved</div><div></div></div></div><div><div><div>Project</div><div>CARTER STREET PRECINCT REDEVELOPMENT</div></div><div><div><div>Title</div><div>BULK EARTHWORKS SECTIONS</div></div></div></div><div><div><div>Civil Engineers and Project Managers</div><div><div><div>at&l</div><div>Suite 702, 154 Pacific Hwy St Leonards NSW 2065 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9460 8413 www.atl.net.au info@atl.net.au</div></div></div><div><div><div>Status</div><div>FOR COSTING</div><div>NOT TO BE USED FOR CONSTRUCTION</div></div><div><div><div>Drawing No.</div><div>PC18</div></div><div><div>Project No.</div><div>12-113</div></div><div><div>Issue</div><div>P2</div></div></div></div></div></div></div> |
|--|--|--|---|

Appendix C

Cost Estimate

Civil Engineers & Project Managers

Carter St - Civil Works - Cost Estimate



Date 26/03/2014

Rev 1

| ABOVE THE LINE INFRASTRUCTURE COSTS - EXCLUDES BULK EARTHWORKS TO LOT BASEMENTS | | | | | | |
|--|--|--|--------------------------|--|--|--|
| | | | | | | |
| STAGING REFERENCE | Stage 1 | Stage 2 | Stage 3 | Stage 4 | Stage 5 | ALL STAGES |
| | 268m of 23m road reserve 278m of 18m road reserve | 273m of 23m road reserve 273m of 18m road reserve | 170m of 20m road reserve | 268m of 23m road reserve 100m of 20m road reserve 278m of 18m road reserve | 186m of 23m road reserve 260m of 18m road reserve | 268m of 23m road reserve 278m of 18m road reserve |
| SITE AREA (m2) | 57930 | 36100 | 46100 | 79700 | 59100 | 278930 |
| DEVELOPABLE AREA (m2) | 46500 | 22900 | 42700 | 64500 | 51000 | 227600 |
| ITEM DESCRIPTION | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT |
| GENERAL, PRELIMINARIES AND SITE MANAGEMENT (7.5% of total construction costs) | \$ 3,224,307.91 | \$ 1,680,635.84 | \$ 2,323,289.16 | \$ 3,612,518.18 | \$ 2,722,737.18 | \$ 13,563,488.27 |
| 2.0 CLEARING & DEMOLITION | \$ 3,460,995.78 | \$ 2,874,574.55 | \$ 3,349,036.10 | \$ 7,789,268.50 | \$ 1,974,572.40 | \$ 19,448,447.33 |
| 3.0 TESTING & INVESTIGATION | \$ 11,687.04 | \$ 10,645.71 | \$ 5,522.69 | \$ 14,038.81 | \$ 10,006.88 | \$ 51,901.12 |
| 4.0 EROSION & SEDIMENT CONTROL | \$ 43,447.50 | \$ 27,075.00 | \$ 34,575.00 | \$ 59,775.00 | \$ 44,325.00 | \$ 209,197.50 |
| 5.0 TOPSOILING AND GRASSING / SITE STABILISATION | \$ 115,151.52 | \$ 68,580.92 | \$ 95,272.68 | \$ 156,379.64 | \$ 115,453.44 | \$ 550,838.20 |
| EARTHWORKS (all quantities measured in bank volume) (includes removal of GSW and removal of Hotspots) | \$ 31,292,272.40 | \$ 14,906,915.17 | \$ 24,271,325.93 | \$ 31,880,735.67 | \$ 31,192,336.35 | \$ 133,543,585.52 |
| 7.0 ROADWORKS | \$ 800,462.50 | \$ 717,962.50 | \$ 160,103.75 | \$ 921,733.50 | \$ 422,957.50 | \$ 3,023,219.75 |
| 8.0 STORMWATER DRAINAGE | \$ 808,520.00 | \$ 673,455.00 | \$ 670,245.00 | \$ 2,197,940.00 | \$ 133,207.50 | \$ 4,483,367.50 |
| 9.0 CONCRETE WORKS | \$ 325,212.00 | \$ 338,798.00 | \$ 85,483.00 | \$ 434,717.00 | \$ 191,945.00 | \$ 1,376,155.00 |
| 10.0 SUBSOIL DRAINAGE | \$ 53,170.00 | \$ 47,667.00 | \$ 9,935.00 | \$ 66,676.00 | \$ 34,172.00 | \$ 211,620.00 |
| 11.0 SIGNAGE & LINEMARKING | \$ 13,747.50 | \$ 12,675.00 | \$ 3,412.50 | \$ 16,009.50 | \$ 9,379.50 | \$ 55,224.00 |
| 12.0 MISCELLANEOUS WORKS | \$ 80,410.00 | \$ 37,180.00 | \$ 46,310.00 | \$ 93,885.00 | \$ 95,645.00 | \$ 353,430.00 |
| 13.0 SEWER RETICULATION | \$ 149,760.00 | \$ 435,720.00 | \$ 91,008.00 | \$ 360,960.00 | \$ 214,272.00 | \$ 1,251,720.00 |
| 14.0 POTABLE WATER RETICULATION and RECYCLED WATER RETICULATION | \$ 1,146,861.00 | \$ 447,903.00 | \$ 214,589.00 | \$ 561,338.00 | \$ 620,779.00 | \$ 2,991,470.00 |
| 15.0 INTERNAL INTERSECTION UPGRADES (SIGNALS) | \$ 350,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 350,000.00 |
| 16.0 ELECTRICAL , TELECOM , GAS and SERVICE ROAD CROSSINGS | \$ 1,802,795.00 | \$ 1,694,580.00 | \$ 355,580.00 | \$ 1,701,880.00 | \$ 1,002,355.00 | \$ 6,557,190.00 |
| 17.0 LANDSCAPING AND IRRIGATION | \$ 136,279.93 | \$ 114,745.95 | \$ 84,790.19 | \$ 161,572.40 | \$ 91,755.86 | \$ 589,144.33 |
| 18.0 EXTERNAL INTERSECTION UPGRADES | \$ 2,400,000.00 | \$ - | \$ 1,500,000.00 | \$ 1,750,000.00 | \$ 150,000.00 | \$ 5,800,000.00 |
| CONSULTANTS, DESIGN, PROJECT MANAGEMENT, AUTHORITY DESIGN AND CONSTRUCTION FEES AND CHARGES, EXCLUDES S94 AND PLANNING CONTRIBUTIONS/LEVIES (15% of total construction costs) | \$ 6,932,262.01 | \$ 3,613,367.05 | \$ 4,995,071.70 | \$ 7,766,914.08 | \$ 5,853,884.94 | \$ 29,161,499.78 |
| LONG SERVICE LEVY (0.35% of total infrastructure costs) | \$ 186,015.70 | \$ 96,958.68 | \$ 134,034.42 | \$ 208,412.19 | \$ 157,079.25 | \$ 782,500.24 |
| Sub -Total | \$ 53,333,357.79 | \$ 27,799,439.37 | \$ 38,429,584.13 | \$ 59,754,753.47 | \$ 45,036,863.79 | \$ 224,353,998.55 |
| 20% Contingency on items 1-18,20, 5% Contingency for Item 19 | \$ 9,626,832.26 | \$ 5,017,882.82 | \$ 6,936,656.07 | \$ 10,785,913.58 | \$ 8,129,290.02 | \$ 40,496,574.74 |
| Total Including Contingency | \$ 62,960,190.04 | \$ 32,817,322.18 | \$ 45,366,240.20 | \$ 70,540,667.06 | \$ 53,166,153.81 | \$ 264,850,573.29 |

Carter St - Civil Works - Cost Estimate



Date 26/03/2014

Rev 1

| BELOW THE LINE LOT BASEMENT BULK EARTHWORKS | | | | | | | |
|---|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| | | | | | | | |
| STAGING REFERENCE | | Stage 1 | Stage 2 | Stage 3 | Stage 4 | Stage 5 | ALL STAGES |
| ITEM | DESCRIPTION | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT | AMOUNT |
| | | | | | | | |
| 21.0 | DEVELOPMENT LOT BASEMENT BULK EARTHWORKS (all quantities measured in bank volume) | \$ 5,679,194.50 | \$ 2,806,926.00 | \$ 8,055,536.00 | \$ 5,802,983.00 | \$ 4,816,795.50 | \$ 27,161,435.00 |
| | | | | | | | |
| | Sub -Total | \$ 5,679,194.50 | \$ 2,806,926.00 | \$ 8,055,536.00 | \$ 5,802,983.00 | \$ 4,816,795.50 | \$ 27,161,435.00 |
| | | | | | | | |
| | 20% Contingency for Item 20 | \$ 1,135,838.90 | \$ 561,385.20 | \$ 1,611,107.20 | \$ 1,160,596.60 | \$ 963,359.10 | \$ 5,432,287.00 |
| | | | | | | | |
| | Total Including Contingency | \$ 6,815,033.40 | \$ 3,368,311.20 | \$ 9,666,643.20 | \$ 6,963,579.60 | \$ 5,780,154.60 | \$ 32,593,722.00 |
| | | | | | | | |
| | | | | | | | |
| | Grand Total Incl Contingency (Above & Below the Line) | \$ 69,775,223.44 | \$ 36,185,633.38 | \$ 55,032,883.40 | \$ 77,504,246.66 | \$ 58,946,308.41 | \$ 297,444,295.29 |

| Total Site Area (m2) Developable Area (m2) | | Stage 1 57930 46500 | | | | Stage 2 36100 22900 | | | | Stage 3 46100 42700 | | | | Stage 4 79700 64500 | | | | Stage 5 59100 51000 | | | |
|---|---|---------------------------|----------|------------------|-----------------|---------------------------|----------|------------------|-----------------|---------------------------|----------|------------------|-----------------|---------------------------|----------|------------------|-----------------|---------------------------|----------|------------------|-----------------|
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT |
| 1.0 | GENERAL, PRELIMINARIES AND SITE MANAGEMENT (7.5% of total construction costs) | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Site Establishment, Maintenance and Dis-establishment | | | | | | | | | | | | | | | | | | | | |
| 1.1.1 | Establishment on site of all plant, materials & resources, including notice boards, project signs, site offices, site facilities, superintendent onsite facilities, connection & maintenance of site facilities and superintendent site facilities, construction and maintenance of site access tracks, dilapidation reports etc. | item | 0.075 | \$ 42,990,772.16 | \$ 3,224,307.91 | item | 0.075 | \$ 22,408,477.80 | \$ 1,680,635.84 | item | 0.075 | \$ 30,977,188.84 | \$ 2,323,289.16 | item | 0.075 | \$ 48,166,909.02 | \$ 3,612,518.18 | item | 0.075 | \$ 36,303,162.43 | \$ 2,722,737.18 |
| 1.1.2 | Site security, temporary fencing and gates for the duration of the works. Note the contractor shall be required to provide fencing as required to safely separate works within this contract from all other onsite building works. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.1.3 | Maintain site for duration of Defects Liability Period | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.1.4 | Site decommissioning including the removal from site of and payment of tipping fees for all rubbish, debris and spoil. Removal of any remaining materials and temporary installations. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.2 | Survey | | | | | | | | | | | | | | | | | | | | |
| 1.2.1 | Survey & setout of all construction works including all services | item | 1 | | \$ - | item | 1 | | \$ - | item | 1 | | \$ - | item | 1 | | \$ - | item | 1 | | \$ - |
| 1.2.2 | Establishment of survey control stations | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.2.3 | Work as executed survey to council and service authority requirements (including roads, stormwater, sewer, potable water) | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.2.4 | Progressive WAE Survey during works of Road pavements for subbase, base and asphalt levels. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.3 | Insurances | | | | | | | | | | | | | | | | | | | | |
| 1.3.1 | Payment of Insurances required under the contract | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.3.2 | Long service fee levy - to be paid by Goodman | | | | | | | | | | | | | | | | | | | | |
| 1.4 | Traffic Management | | | | | | | | | | | | | | | | | | | | |
| 1.4.1 | Preparation and submission of traffic management plans including liaison with relevant authorities. Provision & maintenance of all traffic control devices, linemarking & signage. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.4.2 | Removal of temporary traffic management devices. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.5 | Existing Services | | | | | | | | | | | | | | | | | | | | |
| 1.5.1 | Survey & locate existing services prior to the commencement of work. Includes conducting services searches and potholing of existing service crossings. | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 1.6 | Noise and Dust Monitoring | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc |
| | | | Total | \$ | 3,224,307.91 | | Total | \$ | 1,680,635.84 | | Total | \$ | 2,323,289.16 | | Total | \$ | 3,612,518.18 | | Total | \$ | 2,722,737.18 |
| 2.0 | CLEARING & DEMOLITION | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Demolish existing buildings (assume no hazardous material) | m2 | 23490 | \$ 100.00 | \$ 2,349,000.00 | m2 | 22620 | \$ 100.00 | \$ 2,262,000.00 | m2 | 26230 | \$ 100.00 | \$ 2,623,000.00 | m2 | 57010 | \$ 100.00 | \$ 5,701,000.00 | m2 | 6849 | \$ 100.00 | \$ 684,900.00 |
| 2.2 | Demolish hardstand areas | m2 | 27904 | \$ 30.00 | \$ 837,120.00 | m2 | 13165 | \$ 30.00 | \$ 394,950.00 | m2 | 15630 | \$ 30.00 | \$ 468,900.00 | m2 | 28350 | \$ 30.00 | \$ 850,500.00 | m2 | 36990 | \$ 30.00 | \$ 1,109,700.00 |
| 2.3 | Remove all buildings and hardstand rubble from site | item | 3186120 | \$ 0.07 | \$ 219,842.28 | item | 2656950 | \$ 0.07 | \$ 183,329.55 | item | 3091900 | \$ 0.07 | \$ 213,341.10 | item | 6551500 | \$ 0.07 | \$ 452,053.50 | item | 1794600 | \$ 0.07 | \$ 123,827.40 |
| 2.4 | Following demolition, stabilise exposed areas with hydromulch | m2 | 57930 | \$ 0.75 | \$ 43,447.50 | m2 | 36100 | \$ 0.75 | \$ 27,075.00 | m2 | 46100 | \$ 0.75 | \$ 34,575.00 | m2 | 79700 | \$ 0.75 | \$ 59,775.00 | m2 | 59100 | \$ 0.75 | \$ 44,325.00 |
| 2.5 | Clearing and grubbing including mulching of trees and removal of all excess waste offsite | m2 | 57930 | \$ 0.20 | \$ 11,586.00 | m2 | 36100 | \$ 0.20 | \$ 7,220.00 | m2 | 46100 | \$ 0.20 | \$ 9,220.00 | m2 | 79700 | \$ 0.20 | \$ 15,940.00 | m2 | 59100 | \$ 0.20 | \$ 11,820.00 |
| 2.6 | Demolish and remove redundant 3x1500 dia stormwater line | | | | | | | | | | | | | | | | | | | | |
| 2.6.1 | Pipes | | | | | | | | | | | | | m | 880 | \$ 800.00 | \$ 704,000.00 | | | | |
| 2.6.2 | Pits | | | | | | | | | | | | | each | 1 | \$ 6,000.00 | \$ 6,000.00 | | | | |
| | | | Total | \$ | 3,460,995.78 | | Total | \$ | 2,874,574.55 | | Total | \$ | 3,349,036.10 | | Total | \$ | 7,789,268.50 | | Total | \$ | 1,974,572.40 |
| 3.0 | TESTING & INVESTIGATION | | | | | | | | | | | | | | | | | | | | |
| 3.1 | Prepare and implement Inspection and Testing Plan | item | 1 | \$ 5,000.00 | \$ 5,000.00 | item | 1 | \$ 5,000.00 | \$ 5,000.00 | item | 1 | \$ 5,000.00 | \$ 5,000.00 | item | 1 | \$ 5,000.00 | \$ 5,000.00 | item | 1 | \$ 5,000.00 | \$ 5,000.00 |
| 3.2 | Compaction testing of pavement layers, trench backfill and pipe bedding to specifications including council and authority requirements | item | 1 | | n/a | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 3.3 | Testing of imported fill, roadbase, asphalt and concrete to specifications including council and authority requirements | m3 | 15,525 | \$ 0.25 | \$ 3,881.36 | m3 | 13,338 | \$ 0.25 | \$ 3,334.42 | m3 | 1,005 | \$ 0.25 | \$ 251.19 | m3 | 20,992 | \$ 0.25 | \$ 5,248.06 | m3 | 11,271 | \$ 0.25 | \$ 2,817.63 |
| 3.4 | Level 1 testing (GITA) overview of Earthworks Filling | m3 | 11,223 | \$ 0.25 | \$ 2,805.68 | m3 | 9,245 | \$ 0.25 | \$ 2,311.29 | m3 | 1,086 | \$ 0.25 | \$ 271.50 | m3 | 15,163 | \$ 0.25 | \$ 3,790.75 | m3 | 8,757 | \$ 0.25 | \$ 2,189.25 |
| | | | Total | \$ | 11,687.04 | | Total | \$ | 10,645.71 | | Total | \$ | 5,522.69 | | Total | \$ | 14,038.81 | | Total | \$ | 10,006.88 |
| 4.0 | EROSION & SEDIMENT CONTROL | | | | | | | | | | | | | | | | | | | | |
| 4.1 | Provide all erosion and sedimentation control in accordance with contract EPA and council requirements, including earthworks for any temporary basin structures | m2 | 57,930 | \$ 0.75 | \$ 43,447.50 | m2 | 36,100 | \$ 0.75 | \$ 27,075.00 | m2 | 46,100 | \$ 0.75 | \$ 34,575.00 | m2 | 79,700 | \$ 0.75 | \$ 59,775.00 | m2 | 59,100 | \$ 0.75 | \$ 44,325.00 |
| 4.2 | Operate and maintain all erosion and sedimentation control for duration of Defects Liability Period | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| 4.3 | Decommission erosion and sedimentation control, clean up and removal from site of all silt materials and stabilisation of all disturbed areas including sediment basins & silt fencing | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc | item | 1 | | inc |
| | | | Total | \$ | 43,447.50 | | Total | \$ | 27,075.00 | | Total | \$ | 34,575.00 | | Total | \$ | 59,775.00 | | Total | \$ | 44,325.00 |
| 5.0 | TOPSOILING AND GRASSING / SITE STABILISATION | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Strip topsoil from site regrading areas, roads, footpaths, drainage lines, berms & batters and place in stockpile on site (Assume 50mm thickness from established hydromulched soils) | | | | | | | | | | | | | | | | | | | | |
| 5.1.1 | Stage 1 | m3 | 2897 | \$ 6.00 | \$ 17,379.00 | m3 | | \$ - | | m3 | | \$ - | | m3 | | \$ - | | m3 | | \$ - | |
| 5.1.2 | Stage 2 | m3 | | | | m3 | 1805 | \$ 6.00 | \$ 10,830.00 | m3 | | \$ - | | m3 | | \$ - | | m3 | | \$ - | |
| 5.1.3 | Stage 3 | | | | | m3 | | \$ - | | m3 | 2305 | \$ 6.00 | \$ 13,830.00 | m3 | | \$ - | | m3 | | \$ - | |
| 5.1.4 | Stage 4 | | | | | m3 | | \$ - | | m3 | | \$ - | | m3 | 3985 | \$ 6.00 | \$ 23,910.00 | m3 | | \$ - | |
| 5.1.5 | Stage 5 | | | | | m3 | | \$ - | | m3 | | \$ - | | m3 | | \$ - | | m3 | 2955 | \$ 6.00 | \$ 17,730.00 |
| 5.1.15 | Testing of site topsoil as required for offsite disposal | m3 | 2624 | \$ 2.00 | \$ 5,247.96 | m3 | 1566 | \$ 2.00 | \$ 3,132.16 | m3 | 2180 | \$ 2.00 | \$ 4,360.64 | m3 | 3519 | \$ 2.00 | \$ 7,038.72 | m3 | 2556 | \$ 2.00 | \$ 5,111.12 |
| 5.2 | Replace, spread and trim topsoil from stockpile onto street verge and mass planting areas | | | | | | | | | | | | | | | | | | | | |
| 5.2.2 | Landscaping Areas in verge (assume spread 200mm) | m3 | 273 | \$ 8.00 | \$ 2,180.16 | m3 | 239 | \$ 8.00 | \$ 1,911.36 | m3 | 125 | \$ 8.00 | \$ 997.44 | m3 | 466 | \$ 8.00 | \$ 3,725.12 | m3 | 399 | \$ 8.00 | \$ 3,195.52 |
| 5.3 | Load, haul and dispose of surplus topsoil offsite including payment of all tipping fees | m3 | 2,624 | \$ 30.00 | \$ 78,719.40 | m3 | 1,566 | \$ 30.00 | \$ 46,982.40 | m3 | 2,180 | | | | | | | | | | |

Carter St - Detail

| Total Site Area (m2) Developable Area (m2) | | Stage 1 57930 46500 | | | | Stage 2 36100 22900 | | | | Stage 3 46100 42700 | | | | Stage 4 79700 64500 | | | | Stage 5 59100 51000 | | | |
|---|--|---------------------------|----------|-----------|------------------|---------------------------|----------|-----------|------------------|---------------------------|----------|-----------|------------------|---------------------------|----------|-----------|------------------|---------------------------|----------|-----------|------------------|
| | | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT |
| 6.0 | EARTHWORKS (all quantities measured in bank volume) (includes removal of GSW and removal of Hotspots) Excavate in all classes of material (not including extra-over for rock, refer provisional item 18.2) by cut to fill in roads, site regrading areas, berms and batters and swales including placement and compaction (Item 6 - Earthworks to not include filling works between retaining walls and temporary batters. Additional filling works behind retaining walls are covered in item 15.6) | | | | | | | | | | | | | | | | | | | | |
| 6.1 | Cut to Onsite Fill (includes box out for road) | m3 | 945 | \$ 6.00 | \$ 5,670.00 | m3 | 550 | \$ 6.00 | \$ 3,300.00 | m3 | 1,086 | \$ 6.00 | \$ 6,516.00 | m3 | 121 | \$ 6.00 | \$ 726.00 | m3 | - | \$ 6.00 | \$ - |
| 6.1.2 | Cut to Onsite Stockpile (includes box out for road) | m3 | 13,311 | \$ 4.50 | \$ 59,899.50 | m3 | 12,607 | \$ 6.00 | \$ 75,642.00 | m3 | 11,280 | \$ 6.00 | \$ 67,680.00 | m3 | 16,060 | \$ 6.00 | \$ 96,360.00 | m3 | 8,440 | \$ 6.00 | \$ 50,640.00 |
| 6.1.3 | Excavation for stormwater drainage - to onsite fill | m3 | 942.30 | \$ 12.00 | \$ 11,307.60 | m3 | 705 | \$ 12.00 | \$ 8,457.91 | m3 | - | \$ 12.00 | \$ - | m3 | 1,165 | \$ 12.00 | \$ 13,975.92 | m3 | 688.40 | \$ 12.00 | \$ 8,260.85 |
| 6.1.4 | Excavation for stormwater drainage - to onsite stockpile | m3 | - | \$ 10.00 | \$ - | m3 | - | \$ 10.00 | \$ - | m3 | 23 | \$ 10.00 | \$ 232.98 | m3 | - | \$ 10.00 | \$ - | m3 | - | \$ 10.00 | \$ - |
| 6.1.5 | Importation of fill including placement | m3 | 10,278 | \$ 1.50 | \$ 15,416.55 | m3 | 8,695 | \$ 1.50 | \$ 13,042.76 | m3 | - | \$ 1.50 | \$ - | m3 | 15,042 | \$ 1.50 | \$ 22,563.00 | m3 | 8,757 | \$ 1.50 | \$ 13,135.50 |
| 6.1.6 | Trim and compact lots | m2 | 46,500 | \$ 0.80 | \$ 37,200.00 | m2 | 22,900 | \$ 0.80 | \$ 18,320.00 | m2 | 42,700 | \$ 0.80 | \$ 34,160.00 | m2 | 64,500 | \$ 0.80 | \$ 51,600.00 | m2 | 51,000 | \$ 0.80 | \$ 40,800.00 |
| 6.1.7 | Excavation and boxing out for Estate Road | m3 | | | Inc | m3 | | | Inc | m3 | | | Inc | m3 | | | Inc | m3 | | | Inc |
| 6.1.8 | Place and compact imported fill | m3 | | | inc | m3 | | | inc | m3 | | | inc | m3 | | | inc | m3 | | | inc |
| 6.1.9 | Load, cart and dispose of fill offsite to approved tip facility | m3 | 13,311 | \$ 25.00 | \$ 332,775.00 | m3 | 12,607 | \$ 25.00 | \$ 315,175.00 | m3 | 11,303 | \$ 25.00 | \$ 282,582.45 | m3 | 16,060 | \$ 25.00 | \$ 401,500.00 | m3 | 8,440 | \$ 25.00 | \$ 211,000.00 |
| 6.1.10 | E/O to load, cart and dispose of GSW to approved tip facility | m3 | 106,291 | \$ 245.00 | \$ 26,041,295.00 | m3 | 58,337 | \$ 245.00 | \$ 14,292,565.00 | m3 | 96,732 | \$ 245.00 | \$ 23,699,340.00 | m3 | 120,016 | \$ 245.00 | \$ 29,403,920.00 | m3 | 111,300 | \$ 245.00 | \$ 27,268,500.00 |
| 6.1.11 | E/O to load, cart and dispose of GSW Hotspots (as per WSP report) to approved tip facility | m3 | - | \$ 360.00 | \$ - | m3 | 500 | \$ 360.00 | \$ 180,000.00 | m3 | 500 | \$ 360.00 | \$ 180,000.00 | m3 | 5,250 | \$ 360.00 | \$ 1,890,000.00 | m3 | 10,000 | \$ 360.00 | \$ 3,600,000.00 |
| 6.1.11 | E/O to load, cart and dispose of RSW+Asbestos Hotspots (as per WSP report) to approved tip facility | m3 | 7,000 | \$ 684.00 | \$ 4,788,000.00 | m3 | - | \$ 684.00 | \$ - | m3 | - | \$ 684.00 | \$ - | m3 | - | \$ 684.00 | \$ - | m3 | - | \$ 684.00 | \$ - |
| 6.2 | Proof Roll - no allowance for removal and replacement of unsuitable material | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc |
| 6.5 | Uncontrolled fill | | | | | | | | | | | | | | | | | | | | |
| 6.5.1 | Excavation and recompaction of uncontrolled fill (assume 5% of cut/fill) | m3 | 47 | \$ 15.00 | \$ 708.75 | m3 | 28 | \$ 15.00 | \$ 412.50 | m3 | 54 | \$ 15.00 | \$ 814.50 | m3 | 6 | \$ 15.00 | \$ 90.75 | m3 | - | \$ 15.00 | \$ - |
| | | | Total | \$ | 31,292,272.40 | | Total | \$ | 14,906,915.17 | | Total | \$ | 24,271,325.93 | | Total | \$ | 31,880,735.67 | | Total | \$ | 31,192,336.35 |
| 7.0 | ROADWORKS | | | | | | | | | | | | | | | | | | | | |
| 7.1 | Estate Road Works | | | | | | | | | | | | | | | | | | | | |
| 7.1.1 | Road Pavement Type 1 (7m carriageway, 2x1.5m bike lanes, 2x2.5m parking lanes, 23m road reserve) | | | | | | | | | | | | | | | | | | | | |
| 7.1.1.1 | 2x25mm AC10 | m2 | 4290 | \$ 34.00 | \$ 145,860.00 | m2 | 4110 | \$ 34.00 | \$ 139,740.00 | m2 | 0 | \$ 34.00 | \$ - | m2 | 4650 | \$ 34.00 | \$ 158,100.00 | m2 | 0 | \$ 34.00 | \$ - |
| 7.1.1.2 | 5mm single flush coat seal | m2 | 4290 | \$ 6.00 | \$ 25,740.00 | m2 | 4110 | \$ 6.00 | \$ 24,660.00 | m2 | 0 | \$ 6.00 | \$ - | m2 | 4650 | \$ 6.00 | \$ 27,900.00 | m2 | 0 | \$ 6.00 | \$ - |
| 7.1.1.3 | 200mm DGB20 | m2 | 4290 | \$ 16.00 | \$ 68,640.00 | m2 | 4110 | \$ 16.00 | \$ 65,760.00 | m2 | 0 | \$ 16.00 | \$ - | m2 | 4650 | \$ 16.00 | \$ 74,400.00 | m2 | 0 | \$ 16.00 | \$ - |
| 7.1.1.4 | 200mm DGS40 | m2 | 4530 | \$ 16.00 | \$ 72,480.00 | m2 | 4350 | \$ 16.00 | \$ 69,600.00 | m2 | 0 | \$ 16.00 | \$ - | m2 | 4926 | \$ 16.00 | \$ 78,816.00 | m2 | 0 | \$ 16.00 | \$ - |
| 7.1.1.5 | 300mm crushed sandstone | m2 | 4530 | \$ 21.00 | \$ 95,130.00 | m2 | 4350 | \$ 21.00 | \$ 91,350.00 | m2 | 0 | \$ 21.00 | \$ - | m2 | 4926 | \$ 21.00 | \$ 103,446.00 | m2 | 0 | \$ 21.00 | \$ - |
| 7.1.1.6 | Prepare and trim at subgrade level | m2 | 4530 | \$ 2.50 | \$ 11,325.00 | m2 | 4350 | \$ 2.50 | \$ 10,875.00 | m2 | 0 | \$ 2.50 | \$ - | m2 | 4926 | \$ 2.50 | \$ 12,315.00 | m2 | 0 | \$ 2.50 | \$ - |
| 7.1.2 | Road Pavement Type 2 (7m carriageway, 2x1.5m bike lanes, 2x2.5m parking lanes, 20m road reserve) | | | | | | | | | | | | | | | | | | | | |
| 7.1.2.1 | 2x25mm AC10 | m2 | 0 | \$ 34.00 | \$ - | m2 | 0 | \$ 34.00 | \$ - | m2 | 1725 | \$ 34.00 | \$ 58,650.00 | m2 | 1335 | \$ 34.00 | \$ 45,390.00 | m2 | 2290 | \$ 34.00 | \$ 77,860.00 |
| 7.1.2.2 | 5mm single flush coat seal | m2 | 0 | \$ 6.00 | \$ - | m2 | 0 | \$ 6.00 | \$ - | m2 | 1725 | \$ 6.00 | \$ 10,350.00 | m2 | 1335 | \$ 6.00 | \$ 8,010.00 | m2 | 2290 | \$ 6.00 | \$ 13,740.00 |
| 7.1.2.3 | 150mm DGB20 | m2 | 0 | \$ 12.00 | \$ - | m2 | 0 | \$ 12.00 | \$ - | m2 | 1725 | \$ 12.00 | \$ 20,700.00 | m2 | 1335 | \$ 12.00 | \$ 16,020.00 | m2 | 2290 | \$ 12.00 | \$ 27,480.00 |
| 7.1.2.4 | 200mm DGS40 | m2 | 0 | \$ 16.00 | \$ - | m2 | 0 | \$ 16.00 | \$ - | m2 | 1865 | \$ 16.00 | \$ 29,840.00 | m2 | 1445 | \$ 16.00 | \$ 23,120.00 | m2 | 2470 | \$ 16.00 | \$ 39,520.00 |
| 7.1.2.5 | 200mm crushed sandstone | m2 | 0 | \$ 14.00 | \$ - | m2 | 0 | \$ 14.00 | \$ - | m2 | 1865 | \$ 14.00 | \$ 26,110.00 | m2 | 1445 | \$ 14.00 | \$ 20,230.00 | m2 | 2470 | \$ 14.00 | \$ 34,580.00 |
| 7.1.2.6 | Prepare and trim at subgrade level | m2 | 0 | \$ 2.50 | \$ - | m2 | 0 | \$ 2.50 | \$ - | m2 | 1865 | \$ 2.50 | \$ 4,662.50 | m2 | 1445 | \$ 2.50 | \$ 3,612.50 | m2 | 2470 | \$ 2.50 | \$ 6,175.00 |
| 7.1.3 | Road Pavement Type 1 (6m carriageway, 2x2.5m parking lanes, 18m road reserve) | | | | | | | | | | | | | | | | | | | | |
| 7.1.2.1 | 2x25mm AC10 | m2 | 3885 | \$ 34.00 | \$ 132,090.00 | m2 | 3450 | \$ 34.00 | \$ 117,300.00 | m2 | | \$ 34.00 | \$ - | m2 | 3730 | \$ 34.00 | \$ 126,820.00 | m2 | 2480 | \$ 34.00 | \$ 84,320.00 |
| 7.1.2.2 | 5mm single flush coat seal | m2 | 3885 | \$ 6.00 | \$ 23,310.00 | m2 | 3450 | \$ 6.00 | \$ 20,700.00 | m2 | 0 | \$ 6.00 | \$ - | m2 | 3730 | \$ 6.00 | \$ 22,380.00 | m2 | 2480 | \$ 6.00 | \$ 14,880.00 |
| 7.1.2.3 | 150mm DGB20 | m2 | 3885 | \$ 12.00 | \$ 46,620.00 | m2 | 3450 | \$ 12.00 | \$ 41,400.00 | m2 | 0 | \$ 12.00 | \$ - | m2 | 3730 | \$ 12.00 | \$ 44,760.00 | m2 | 2480 | \$ 12.00 | \$ 29,760.00 |
| 7.1.2.4 | 150mm DGS40 | m2 | 5140 | \$ 12.00 | \$ 61,680.00 | m2 | 3760 | \$ 12.00 | \$ 45,120.00 | m2 | | \$ 12.00 | \$ - | m2 | 4065 | \$ 12.00 | \$ 48,780.00 | m2 | 2700 | \$ 12.00 | \$ 32,400.00 |
| 7.1.2.5 | 150mm crushed sandstone | m2 | 5140 | \$ 10.50 | \$ 53,970.00 | m2 | 3760 | \$ 10.50 | \$ 39,480.00 | m2 | 0 | \$ 10.50 | \$ - | m2 | 4065 | \$ 10.50 | \$ 42,682.50 | m2 | 2700 | \$ 10.50 | \$ 28,350.00 |
| 7.1.2.6 | Prepare and trim at subgrade level | m2 | 5140 | \$ 2.50 | \$ 12,850.00 | m2 | 3760 | \$ 2.50 | \$ 9,400.00 | m2 | 0 | \$ 2.50 | \$ - | m2 | 4065 | \$ 2.50 | \$ 10,162.50 | m2 | 2700 | \$ 2.50 | \$ 6,750.00 |
| 7.2 | Allowance for removal and replacement of unsuitable material (15% of total subgrade area) (assume 300mm deep) | m2 | 1450.5 | \$ 35.00 | \$ 50,767.50 | m2 | 1216.5 | \$ 35.00 | \$ 42,577.50 | m2 | 279.75 | \$ 35.00 | \$ 9,791.25 | m2 | 1565.4 | \$ 35.00 | \$ 54,789.00 | m2 | 775.5 | \$ 35.00 | \$ 27,142.50 |
| | | | Total | \$ | 800,462.50 | | Total | \$ | 717,962.50 | | Total | \$ | 160,103.75 | | Total | \$ | 921,733.50 | | Total | \$ | 422,957.50 |

| Total Site Area (m2) Developable Area (m2) | | Stage 1 | | | | Stage 2 | | | | Stage 3 | | | | Stage 4 | | | | Stage 5 | | | | | | | | | | | | | |
|---|---|---------|----------|------|----------|---------|-----------|------|--------|---------|----------|------|-----------|---------|----------|------|----------|---------|-----------|------|--------|----|----------|----|------------|------|-----|----|----------|----|-----------|
| | | 57930 | | | | 36100 | | | | 46100 | | | | 79700 | | | | 59100 | | | | | | | | | | | | | |
| | | 46500 | | | | 22900 | | | | 42700 | | | | 64500 | | | | 51000 | | | | | | | | | | | | | |
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | | | | | | | | | | |
| 8.0 | STORMWATER DRAINAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Stormwater RC pipes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Excavate for in all classes of material (not including extra-over for rock, refer provisional item 16.1), dispose of trench material in fill areas, supply all materials, bed, lay, joint and backfill rubber ring jointed reinforced concrete stormwater drainage pipes, including excavation for associated pits, GPT's and other drainage structures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.1.1 | 375mm dia - Class 2 | m | 172 | \$ | 160.00 | \$ | 27,520.00 | m | 221 | \$ | 160.00 | \$ | 35,360.00 | m | 11 | \$ | 160.00 | \$ | 1,760.00 | m | 209 | \$ | 160.00 | \$ | 33,360.00 | m | 172 | \$ | 160.00 | \$ | 27,440.00 |
| 8.1.2 | 450mm dia - Class 2 | m | 96 | \$ | 185.00 | \$ | 17,760.00 | m | 199 | \$ | 185.00 | \$ | 36,815.00 | m | | \$ | 185.00 | \$ | - | m | 19 | \$ | 185.00 | \$ | 3,515.00 | m | 68 | \$ | 185.00 | \$ | 12,487.50 |
| 8.1.3 | 525mm dia - Class 2 | m | 94 | \$ | 210.00 | \$ | 19,740.00 | m | 109 | \$ | 210.00 | \$ | 22,890.00 | m | | \$ | 210.00 | \$ | - | m | 73 | \$ | 210.00 | \$ | 15,330.00 | m | 102 | \$ | 210.00 | \$ | 21,420.00 |
| 8.1.4 | 600mm dia - Class 2 | m | | \$ | 240.00 | \$ | - | m | 36 | \$ | 240.00 | \$ | 8,640.00 | m | | \$ | 240.00 | \$ | - | m | 156 | \$ | 240.00 | \$ | 37,440.00 | m | 49 | \$ | 240.00 | \$ | 11,760.00 |
| 8.1.5 | 750mm dia - Class 2 | m | | \$ | 280.00 | \$ | - | m | | \$ | 280.00 | \$ | - | m | 58 | \$ | 280.00 | \$ | 16,240.00 | m | | \$ | 280.00 | \$ | - | m | | \$ | 280.00 | \$ | - |
| 8.1.6 | 825mm dia - Class 2 | m | | \$ | 320.00 | \$ | - | m | | \$ | 320.00 | \$ | - | m | | \$ | 320.00 | \$ | - | m | | \$ | 320.00 | \$ | - | m | | \$ | 320.00 | \$ | - |
| 8.1.7 | 900mm dia - Class 2 | m | | \$ | 360.00 | \$ | - | m | | \$ | 360.00 | \$ | - | m | 60 | \$ | 360.00 | \$ | 21,420.00 | m | 80 | \$ | 360.00 | \$ | 28,800.00 | m | | \$ | 360.00 | \$ | - |
| 8.1.8 | 1050mm dia - Class 2 | m | | \$ | 450.00 | \$ | - | m | | \$ | 450.00 | \$ | - | m | 41 | \$ | 450.00 | \$ | 18,225.00 | m | 77 | \$ | 450.00 | \$ | 34,650.00 | m | | \$ | 450.00 | \$ | - |
| 8.1.9 | 1200mm dia - Class 2 | m | | \$ | 530.00 | \$ | - | m | | \$ | 530.00 | \$ | - | m | | \$ | 530.00 | \$ | - | m | | \$ | 530.00 | \$ | - | m | | \$ | 530.00 | \$ | - |
| 8.1.10 | 1350mm dia - Class 2 | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - |
| 8.1.11 | 1800mm dia - Class 2 | m | | \$ | 1,000.00 | \$ | - | m | | \$ | 1,000.00 | \$ | - | m | | \$ | 1,000.00 | \$ | - | m | | \$ | 1,400.00 | \$ | - | m | | \$ | 1,000.00 | \$ | - |
| 8.1.12 | 1800mm x3 dia - Class 2 | m | | \$ | 2,550.00 | \$ | - | m | | \$ | 2,550.00 | \$ | - | m | | \$ | 2,550.00 | \$ | - | m | 257 | \$ | 3,570.00 | \$ | 915,705.00 | m | | \$ | 2,550.00 | \$ | - |
| 8.1.13 | Backfill with granular material to Council specifications | m3 | | | inc | | | m3 | | | inc | | | m3 | | | inc | | | m3 | | | inc | | | m3 | | | inc | | |
| 8.1.14 | Dispose of spoil on site (refer item 6.1.2) | m3 | | | n/a | | | m3 | | | n/a | | | m3 | | | n/a | | | m3 | | | n/a | | | m3 | | | n/a | | |
| 8.3 | Drainage Structures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.3.1 | 375mm dia kerb inlet pit - to Council Standards | each | 9 | \$ | 2,800.00 | \$ | 25,200.00 | each | 12 | \$ | 2,800.00 | \$ | 33,600.00 | each | 1 | \$ | 2,800.00 | \$ | 2,800.00 | each | 15 | \$ | 2,800.00 | \$ | 42,000.00 | each | 14 | \$ | 2,800.00 | \$ | 39,200.00 |
| 8.3.2 | 450mm dia kerb inlet pit - to Council Standards | each | 2 | \$ | 3,000.00 | \$ | 6,000.00 | each | 3 | \$ | 3,000.00 | \$ | 9,000.00 | each | | \$ | 3,000.00 | \$ | - | each | 1 | \$ | 3,000.00 | \$ | 3,000.00 | each | 1 | \$ | 3,000.00 | \$ | 3,000.00 |
| 8.3.3 | 525mm dia kerb inlet pit - to Council Standards | each | 3 | \$ | 3,200.00 | \$ | 9,600.00 | each | 3 | \$ | 3,200.00 | \$ | 9,600.00 | each | | \$ | 3,200.00 | \$ | - | each | 1 | \$ | 3,200.00 | \$ | 3,200.00 | each | 1 | \$ | 3,200.00 | \$ | 3,200.00 |
| 8.3.4 | 600mm dia kerb inlet pit - to Council Standards | each | | \$ | 3,400.00 | \$ | - | each | 2 | \$ | 3,400.00 | \$ | 6,800.00 | each | | \$ | 3,400.00 | \$ | - | each | 3 | \$ | 3,400.00 | \$ | 10,200.00 | each | 2 | \$ | 3,400.00 | \$ | 6,800.00 |
| 8.3.5 | 750mm dia kerb inlet pit - to Council Standards | each | | \$ | 3,700.00 | \$ | - | each | | \$ | 3,700.00 | \$ | - | each | 1 | \$ | 3,700.00 | \$ | 3,700.00 | each | | \$ | 3,700.00 | \$ | - | each | | \$ | 3,700.00 | \$ | - |
| 8.3.6 | 825mm dia kerb inlet pit - to Council Standards | each | | \$ | 4,000.00 | \$ | - | each | | \$ | 4,000.00 | \$ | - | each | | \$ | 4,000.00 | \$ | - | each | | \$ | 4,000.00 | \$ | - | each | | \$ | 4,000.00 | \$ | - |
| 8.3.7 | 900mm dia kerb inlet pit - to Council Standards | each | | \$ | 4,200.00 | \$ | - | each | | \$ | 4,200.00 | \$ | - | each | 2 | \$ | 4,200.00 | \$ | 8,400.00 | each | | \$ | 4,200.00 | \$ | - | each | | \$ | 4,200.00 | \$ | - |
| 8.3.8 | 1050mm dia kerb inlet pit - to Council Standards | each | | \$ | 4,700.00 | \$ | - | each | | \$ | 4,700.00 | \$ | - | each | 2 | \$ | 4,700.00 | \$ | 9,400.00 | each | 1 | \$ | 4,700.00 | \$ | 4,700.00 | each | | \$ | 4,700.00 | \$ | - |
| 8.3.9 | 1200mm dia kerb inlet pit - to Council Standards | each | | \$ | 5,000.00 | \$ | - | each | | \$ | 5,000.00 | \$ | - | each | | \$ | 5,000.00 | \$ | - | each | | \$ | 5,000.00 | \$ | - | each | | \$ | 5,000.00 | \$ | - |
| 8.3.10 | 1350mm dia kerb inlet pit - to Council Standards | each | | \$ | 5,700.00 | \$ | - | each | | \$ | 5,700.00 | \$ | - | each | | \$ | 5,700.00 | \$ | - | each | | \$ | 5,700.00 | \$ | - | each | | \$ | 5,700.00 | \$ | - |
| 8.3.11 | 1500mm dia kerb inlet pit - to Council Standards | each | | \$ | 6,200.00 | \$ | - | each | | \$ | 6,200.00 | \$ | - | each | | \$ | 6,200.00 | \$ | - | each | | \$ | 6,200.00 | \$ | - | each | | \$ | 6,200.00 | \$ | - |
| 8.3.12 | 375 junction pit - to Council Standards | each | | \$ | 2,000.00 | \$ | - | each | | \$ | 2,000.00 | \$ | - | each | | \$ | 2,000.00 | \$ | - | each | | \$ | 2,000.00 | \$ | - | each | | \$ | 2,000.00 | \$ | - |
| 8.3.13 | 450 junction pit - to Council Standards | each | 1 | \$ | 2,500.00 | \$ | 2,500.00 | each | | \$ | 2,500.00 | \$ | - | each | | \$ | 2,500.00 | \$ | - | each | | \$ | 2,500.00 | \$ | - | each | 1 | \$ | 2,500.00 | \$ | 2,500.00 |
| 8.3.14 | 525 junction pit - to Council Standards | each | 1 | \$ | 2,700.00 | \$ | 2,700.00 | each | 1 | \$ | 2,700.00 | \$ | 2,700.00 | each | | \$ | 2,700.00 | \$ | - | each | 1 | \$ | 2,700.00 | \$ | 2,700.00 | each | 2 | \$ | 2,700.00 | \$ | 5,400.00 |
| 8.3.15 | 600 junction pit - to Council Standards | each | | \$ | 3,900.00 | \$ | - | each | | \$ | 3,900.00 | \$ | - | each | | \$ | 3,900.00 | \$ | - | each | | \$ | 3,900.00 | \$ | - | each | | \$ | 3,900.00 | \$ | - |
| 8.3.16 | 750 junction pit - to Council Standards | each | | \$ | 3,200.00 | \$ | - | each | | \$ | 3,200.00 | \$ | - | each | | \$ | 3,200.00 | \$ | - | each | | \$ | 3,200.00 | \$ | - | each | | \$ | 3,200.00 | \$ | - |
| 8.3.17 | 825 junction pit - to Council Standards | each | | \$ | 3,500.00 | \$ | - | each | | \$ | 3,500.00 | \$ | - | each | | \$ | 3,500.00 | \$ | - | each | | \$ | 3,500.00 | \$ | - | each | | \$ | 3,500.00 | \$ | - |
| 8.3.18 | 900 junction pit - to Council Standards | each | | \$ | 3,700.00 | \$ | - | each | | \$ | 3,700.00 | \$ | - | each | | \$ | 3,700.00 | \$ | - | each | 1 | \$ | 3,700.00 | | | | | | | | |

| Total Site Area (m2) Developable Area (m2) | | Stage 1 | | | | Stage 2 | | | | Stage 3 | | | | Stage 4 | | | | Stage 5 | | | | | | | | | | | |
|---|--|---------|----------|------|------------|---------|------------|------|--------|------------|------------|------|------------|---------|----------|------|------------|---------|------------|-------|--------|----|------------|----|------------|--|--|------------|--|
| | | 57930 | | | | 36100 | | | | 46100 | | | | 79700 | | | | 59100 | | | | | | | | | | | |
| | | 46500 | | | | 22900 | | | | 42700 | | | | 64500 | | | | 51000 | | | | | | | | | | | |
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | | | | | | | | |
| 8.10.2 | WQ proprietary device for Stage 1 and 2 | Ha | 6 | \$ | 120,000.00 | \$ | 696,000.00 | Ha | 4 | \$ | 120,000.00 | \$ | 432,000.00 | Ha | - | \$ | 120,000.00 | \$ | - | Ha | - | \$ | 120,000.00 | \$ | - | | | | |
| 8.11 | WQ proprietary device for eastern area not draining to bio-retention swale partial Stage 3 & 4 | Ha | - | \$ | 120,000.00 | \$ | - | Ha | - | \$ | 120,000.00 | \$ | - | Ha | 2 | \$ | 120,000.00 | \$ | 240,000.00 | Ha | 4 | \$ | 120,000.00 | \$ | 480,000.00 | | | | |
| | | Total | | | | \$ | | | | 808,520.00 | Total | | | | \$ | | | | 673,455.00 | Total | | | | \$ | | | | 670,245.00 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.0 | CONCRETE WORKS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.1 | Supply all materials and construct concrete: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.1.1 | 150mm kerb and gutter including drainage outlets | m | 1,164 | \$ | 65.00 | \$ | 75,660.00 | m | 1,212 | \$ | 65.00 | \$ | 78,806.00 | m | 311 | \$ | 65.00 | \$ | 20,215.00 | m | 1,496 | \$ | 65.00 | \$ | 97,253.00 | | | | |
| 9.1.2 | Kerb only | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | | | | |
| 9.1.3 | Mountable Kerb | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | m | | \$ | 55.00 | \$ | - | | | | |
| 9.1.4 | Extra over kerb rate for pram ramps to council standards | each | 20 | \$ | 600.00 | \$ | 12,000.00 | each | 8 | \$ | 600.00 | \$ | 4,800.00 | each | - | \$ | 600.00 | \$ | - | each | 24 | \$ | 600.00 | \$ | 14,400.00 | | | | |
| 9.2 | Concrete footpath including excavation, preparation of subgrade and base. All to council standards. | m2 | 2,262 | \$ | 105.00 | \$ | 237,552.00 | m2 | 2,430 | \$ | 105.00 | \$ | 255,192.00 | m2 | 622 | \$ | 105.00 | \$ | 65,268.00 | m2 | 3,077 | \$ | 105.00 | \$ | 323,064.00 | | | | |
| | | Total | | | | \$ | | | | 325,212.00 | Total | | | | \$ | | | | 338,798.00 | Total | | | | \$ | | | | 85,483.00 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.0 | SUBSOIL DRAINAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.1 | Excavate for in all classes of material (not including extra-over for rock, refer provisional item 16.1) supply, bed and lay 100mm dia subsoil drain with fabric sock including granular trench backfill | m | 904 | \$ | 55.00 | \$ | 49,720.00 | m | 809 | \$ | 55.00 | \$ | 44,517.00 | m | 167 | \$ | 55.00 | \$ | 9,185.00 | m | 1,133 | \$ | 55.00 | \$ | 62,326.00 | | | | |
| 10.2 | Supply and install subsoil flushing point including cap with concrete surround | each | 23.00 | \$ | 150.00 | \$ | 3,450.00 | each | 21.00 | \$ | 150.00 | \$ | 3,150.00 | each | 5.00 | \$ | 150.00 | \$ | 750.00 | each | 29.00 | \$ | 150.00 | \$ | 4,350.00 | | | | |
| | | Total | | | | \$ | | | | 53,170.00 | Total | | | | \$ | | | | 47,667.00 | Total | | | | \$ | | | | 9,935.00 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.0 | SIGNAGE & LINEMARKING | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.1 | Supply and install street signs & posts | m | 705 | \$ | 12.00 | \$ | 8,460.00 | m | 650 | \$ | 12.00 | \$ | 7,800.00 | m | 175 | \$ | 12.00 | \$ | 2,100.00 | m | 821 | \$ | 12.00 | \$ | 9,852.00 | | | | |
| 11.2 | Supply and place linemarking: | m | 705 | \$ | 7.50 | \$ | 5,287.50 | m | 650 | \$ | 7.50 | \$ | 4,875.00 | m | 175 | \$ | 7.50 | \$ | 1,312.50 | m | 821 | \$ | 7.50 | \$ | 6,157.50 | | | | |
| | | Total | | | | \$ | | | | 13,747.50 | Total | | | | \$ | | | | 12,675.00 | Total | | | | \$ | | | | 3,412.50 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.0 | MISCELLANEOUS WORKS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.1 | Supply and install fencing: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.1.2 | 1.8m high chain wire fence to delineate stages | m | 1,462 | \$ | 55.00 | \$ | 80,410.00 | m | 676 | \$ | 55.00 | \$ | 37,180.00 | m | 842 | \$ | 55.00 | \$ | 46,310.00 | m | 1,707 | \$ | 55.00 | \$ | 93,885.00 | | | | |
| | | Total | | | | \$ | | | | 80,410.00 | Total | | | | \$ | | | | 37,180.00 | Total | | | | \$ | | | | 46,310.00 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.0 | SEWER RETICULATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13.1 | Sewer Carrier Construction (DN160) | m | 273 | \$ | 360.00 | \$ | 98,280.00 | m | 291 | \$ | 360.00 | \$ | 104,580.00 | m | 166 | \$ | 360.00 | \$ | 59,724.00 | m | 658 | \$ | 360.00 | \$ | 236,880.00 | | | | |
| 13.1.1 | Establishment | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.2 | Excavation | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.3 | Sand cement backfill | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.4 | Supply DN160 Pipe | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.5 | PE fittings including bends | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.6 | Supply PE Junction | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.7 | Lay DN160mm pipe including welding | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.8 | CCTV testing | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.9 | Air and prover | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.1.10 | Concrete encasement underneath stormwater | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.11 | Construct new chamber with structural steel walls | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2 | Sewer Carrier Construction (DN250) | m | 117 | \$ | 440.00 | \$ | 51,480.00 | m | 125 | \$ | 440.00 | \$ | 54,780.00 | m | 71 | \$ | 440.00 | \$ | 31,284.00 | m | 282 | \$ | 440.00 | \$ | 124,080.00 | | | | |
| 13.2.1 | Establishment | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.2 | Excavation | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.3 | Sand cement backfill | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.4 | Supply DN250 Pipe | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.5 | PE fittings including bends | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.6 | Supply PE Junction | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.7 | Lay DN250mm pipe including welding | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.8 | CCTV testing | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.9 | Air and prover | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.10 | Concrete encasement underneath stormwater | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.11 | Construct new chamber with structural steel walls | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2 | Sewer Carrier Construction (DN250 rising main) | m | | \$ | 460.00 | \$ | - | m | 166 | \$ | 460.00 | \$ | 76,360.00 | m | | \$ | 460.00 | \$ | - | m | | \$ | 460.00 | \$ | - | | | | |
| 13.2.1 | Establishment | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.2 | Excavation | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.3 | Sand cement backfill | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.4 | Supply DN250 Pipe | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.5 | PE fittings including bends | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.6 | Supply PE Junction | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.7 | Lay DN250mm pipe including welding | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.8 | CCTV testing | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.9 | Air and prover | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.10 | Concrete encasement underneath stormwater | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.11 | Construct new chamber with structural steel walls | item | | | inc | | | item | | | inc | | | item | | | inc | | | item | | | inc | | | | | | |
| 13.2.12 | Supply and install sewer rising pump and fittings | item | | | inc | | | item | 1 | \$ | 200,000.00 | \$ | 200,000.00 | item | | | inc | | | item | | | inc | | | | | | |
| | | Total | | | | \$ | | | | 149,760.00 | Total | | | | \$ | | | | 435,720.00 | Total | | | | \$ | | | | 91,008.00 | |
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Carter St - Detail

| | | Total Site Area (m2) Developable Area (m2) | Stage 1 | | | | Stage 2 | | | | Stage 3 | | | | Stage 4 | | | | Stage 5 | | | | | | | | | | | | |
|----------|--|---|----------|------|------------|------|------------|------|--------|------|------------|------|------------|------|----------|------|------------|------|------------|------|--------|----|------------|----|------------|------|--------|----|------------|----|------------|
| | | | 57930 | | | | 36100 | | | | 46100 | | | | 79700 | | | | 59100 | | | | | | | | | | | | |
| | | | 46500 | | | | 22900 | | | | 42700 | | | | 64500 | | | | 51000 | | | | | | | | | | | | |
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | | | | | | | | | | |
| 14.0 | POTABLE WATER RETICULATION and RECYCLED WATER RETICULATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1 | Internal DN100 Potable Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.1 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2.1 | DN100mm dia main | m | 87 | \$ | 90.00 | \$ | 7,848.00 | m | 125 | \$ | 90.00 | \$ | 11,214.00 | m | 35 | \$ | 90.00 | \$ | 3,150.00 | m | 152 | \$ | 90.00 | \$ | 13,680.00 | m | 94 | \$ | 90.00 | \$ | 8,442.00 |
| 14.1.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, associated with DiCL bends/fittings, joints and testing, thrust blocks and gradient anchors etc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.3.1 | 100mm dia DiCL pipes | m | 87 | \$ | 135.00 | \$ | 11,772.00 | m | 125 | \$ | 135.00 | \$ | 16,821.00 | m | 35 | \$ | 135.00 | \$ | 4,725.00 | m | 152 | \$ | 135.00 | \$ | 20,520.00 | m | 94 | \$ | 135.00 | \$ | 12,663.00 |
| 14.1 | Internal DN150 Potable Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.1 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2.1 | DN150mm dia main | m | 174 | \$ | 105.00 | \$ | 18,312.00 | m | 249 | \$ | 105.00 | \$ | 26,166.00 | m | 70 | \$ | 105.00 | \$ | 7,350.00 | m | 304 | \$ | 105.00 | \$ | 31,920.00 | m | 188 | \$ | 105.00 | \$ | 19,698.00 |
| 14.1.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, associated with DiCL bends/fittings, joints and testing, thrust blocks and gradient anchors etc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.3.1 | 150mm dia DiCL pipes | m | 174 | \$ | 150.00 | \$ | 26,160.00 | m | 249 | \$ | 150.00 | \$ | 37,380.00 | m | 70 | \$ | 150.00 | \$ | 10,500.00 | m | 304 | \$ | 150.00 | \$ | 45,600.00 | m | 188 | \$ | 150.00 | \$ | 28,140.00 |
| 14.1 | Internal DN200 Potable Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.1 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.2.1 | DN200mm dia main | m | 174 | \$ | 130.00 | \$ | 22,672.00 | m | 249 | \$ | 130.00 | \$ | 32,396.00 | m | 70 | \$ | 130.00 | \$ | 9,100.00 | m | 304 | \$ | 130.00 | \$ | 39,520.00 | m | 188 | \$ | 130.00 | \$ | 24,388.00 |
| 14.1.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, associated with DiCL bends/fittings, joints and testing, thrust blocks and gradient anchors etc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.1.3.1 | 200mm dia DiCL pipes | m | 174 | \$ | 180.00 | \$ | 31,392.00 | m | 249 | \$ | 180.00 | \$ | 44,856.00 | m | 70 | \$ | 180.00 | \$ | 12,600.00 | m | 304 | \$ | 180.00 | \$ | 54,720.00 | m | 188 | \$ | 180.00 | \$ | 33,768.00 |
| 14.2 | Internal Recycled Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.1 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.2 | DN100mm dia main | m | 134.00 | \$ | 90.00 | \$ | 12,060.00 | m | 141.00 | \$ | 90.00 | \$ | 12,690.00 | m | 33.20 | \$ | 90.00 | \$ | 2,988.00 | m | 181.40 | \$ | 90.00 | \$ | 16,326.00 | m | 532.00 | \$ | 90.00 | \$ | 47,880.00 |
| 14.2.2.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, joints and testing, thrust blocks and gradient anchors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.4 | 100mm dia oPVC Class PN16 pipes | m | 134.00 | \$ | 120.00 | \$ | 16,080.00 | m | 141.00 | \$ | 120.00 | \$ | 16,920.00 | m | 33.20 | \$ | 120.00 | \$ | 3,984.00 | m | 181.40 | \$ | 120.00 | \$ | 21,768.00 | m | 532.00 | \$ | 120.00 | \$ | 63,840.00 |
| 14.2 | Internal Recycled Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.1 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.2 | DN150mm dia main | m | 268.00 | \$ | 105.00 | \$ | 28,140.00 | m | 282.00 | \$ | 105.00 | \$ | 29,610.00 | m | 66.40 | \$ | 105.00 | \$ | 6,972.00 | m | 362.80 | \$ | 105.00 | \$ | 38,094.00 | m | 532.00 | \$ | 105.00 | \$ | 55,860.00 |
| 14.2.2.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, joints and testing, thrust blocks and gradient anchors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.4 | 150mm dia oPVC Class PN16 pipes | m | 268.00 | \$ | 135.00 | \$ | 36,180.00 | m | 282.00 | \$ | 135.00 | \$ | 38,070.00 | m | 66.40 | \$ | 135.00 | \$ | 8,964.00 | m | 362.80 | \$ | 135.00 | \$ | 48,978.00 | m | 532.00 | \$ | 135.00 | \$ | 71,820.00 |
| 14.2 | Internal Recycled Watermain | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.1 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.2 | DN200mm dia main | m | 268.00 | \$ | 130.00 | \$ | 34,840.00 | m | 282.00 | \$ | 130.00 | \$ | 36,660.00 | m | 66.40 | \$ | 130.00 | \$ | 8,632.00 | m | 362.80 | \$ | 130.00 | \$ | 47,164.00 | m | 532.00 | \$ | 130.00 | \$ | 69,160.00 |
| 14.2.2.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, joints and testing, thrust blocks and gradient anchors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.4 | 200mm dia oPVC Class PN16 pipes | m | 268.00 | \$ | 160.00 | \$ | 42,880.00 | m | 282.00 | \$ | 160.00 | \$ | 45,120.00 | m | 66.40 | \$ | 160.00 | \$ | 10,624.00 | m | 362.80 | \$ | 160.00 | \$ | 58,048.00 | m | 532.00 | \$ | 160.00 | \$ | 85,120.00 |
| 14.2 | Recycled Watermain - Within Carter St Pavement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2 | Site Establishment | item | | | inc | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.1 | Excavation: Clear route, excavate and backfill in trenches as specified, including excavation In rock, disposal of spoil onsite, restoration of surfaces (if required) for pipeline of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.2 | DN250mm dia main | m | 1,005.00 | \$ | 180.00 | \$ | 180,900.00 | m | | \$ | 120.00 | \$ | - | m | | \$ | 120.00 | \$ | - | m | | \$ | 120.00 | \$ | - | m | | \$ | 120.00 | \$ | - |
| 14.2.2.3 | Pipework: Supply, lay, joint and sand surround watermain, complete, including all specials, joints and testing, thrust blocks and gradient anchors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14.2.2.4 | 250mm dia oPVC Class PN16 pipes | m | 1,005.00 | \$ | 225.00 | \$ | 226,125.00 | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - |
| 14.2.2.5 | Road restoration | m | 1,005.00 | \$ | 300.00 | \$ | 301,500.00 | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - | m | - | \$ | 150.00 | \$ | - |
| 14.3 | Sydney Water Connections, fees and charges | item | 1.00 | \$ | 150,000.00 | \$ | 150,000.00 | item | 1.00 | \$ | 100,000.00 | \$ | 100,000.00 | item | 1.00 | \$ | 125,000.00 | \$ | 125,000.00 | item | 1.00 | \$ | 125,000.00 | \$ | 125,000.00 | item | 1.00 | \$ | 100,000.00 | \$ | 100,000.00 |
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| Total Site Area (m2) Developable Area (m2) | | Stage 1 | | | | Stage 2 | | | | Stage 3 | | | | Stage 4 | | | | Stage 5 | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------|----------|------|------------|-----------------|------------|------|--------|---------|------------|------|------------|-----------------|----------|------|------------|---------|------------|------|--------|---------------|------------|----|------------|-------|-------|----|------------|-----------------|------------|--|--|-------|--|--|--|-----------------|--|--|--|
| | | 57930 | | | | 36100 | | | | 46100 | | | | 79700 | | | | 59100 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 46500 | | | | 22900 | | | | 42700 | | | | 64500 | | | | 51000 | | | | | | | | | | | | | | | | | | | | | | | |
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | | | | | | | | | | | | | | | | | | | | |
| 16.0 | ELECTRICAL , TELECOM , GAS and SERVICE ROAD CROSSINGS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.1 | Road Crossings and ducting Supply and install service road crossings and ducts as required | m | 139 | \$ | 180.00 | \$ | 25,020.00 | m | 153 | \$ | 180.00 | \$ | 27,540.00 | m | 46 | \$ | 180.00 | \$ | 8,280.00 | m | 186 | \$ | 180.00 | \$ | 33,480.00 | m | 118 | \$ | 180.00 | \$ | 21,240.00 | | | | | | | | | | |
| 16.2 | Supply and Install Electrical and Street Lighting Works: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.2.1 | LV | m | 750 | \$ | 250.00 | \$ | 187,500.00 | m | 889 | \$ | 250.00 | \$ | 222,250.00 | m | 211 | \$ | 250.00 | \$ | 52,750.00 | m | 936 | \$ | 250.00 | \$ | 233,875.00 | m | 583 | \$ | 250.00 | \$ | 145,625.00 | | | | | | | | | | |
| 16.2.2 | HV | m | 1,150 | \$ | 350.00 | \$ | 402,325.00 | m | 1,175 | \$ | 350.00 | \$ | 411,250.00 | m | 154 | \$ | 350.00 | \$ | 53,900.00 | m | 1,294 | \$ | 350.00 | \$ | 452,725.00 | m | 1,151 | \$ | 350.00 | \$ | 402,850.00 | | | | | | | | | | |
| 16.2.3 | 2HV | m | | \$ | 450.00 | \$ | - | m | 149 | \$ | 450.00 | \$ | 66,825.00 | m | 65 | \$ | 450.00 | \$ | 29,250.00 | m | | \$ | 450.00 | \$ | - | m | | \$ | 450.00 | \$ | - | | | | | | | | | | |
| 16.2.4 | 3HV | m | | \$ | 550.00 | \$ | - | m | 31 | \$ | 550.00 | \$ | 17,050.00 | m | | \$ | 550.00 | \$ | - | m | | \$ | 550.00 | \$ | - | m | | \$ | 550.00 | \$ | - | | | | | | | | | | |
| 16.2.5 | 4HV | m | | \$ | 650.00 | \$ | - | m | 137 | \$ | 650.00 | \$ | 88,725.00 | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - | m | | \$ | 650.00 | \$ | - | | | | | | | | | | |
| 16.2.6 | 5HV | m | 173 | \$ | 750.00 | \$ | 129,750.00 | m | | \$ | 750.00 | \$ | - | m | | \$ | 750.00 | \$ | - | m | | \$ | 750.00 | \$ | - | m | | \$ | 750.00 | \$ | - | | | | | | | | | | |
| 16.2.7 | Conforming to Work Cover, EPA and other legislative requirements | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.8 | Works as detailed: | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.9 | Excavate new trench and install conduits as per the ducted schedule on the certified drawing | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.10 | Supply and install 16sq.mm 1C Cu PVC/PVC cable | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.11 | Supply and install 240sq.mm AL 4C XLPE/PVC cable | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.12 | Protection tape | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.13 | Install LV Pillar - major | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.14 | Supply and install new street light ragbolts and footings | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.15 | LV Major pillar termination - double switch | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.16 | Column termination 2 x 16mm2 | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.17 | Connection into existing pillar | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.18 | Apply for low voltage isolation with Electrical Authority | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.19 | Commission new street lights | | | | inc | | | | inc | | | | inc | | | | inc | | | | | inc | | | | | | | inc | | | | | | | | | | | | |
| 16.2.20 | Kiosk for each stage for local power NOT on lot power (assume no feeder) | item | 1 | \$ | 100,000.00 | \$ | 100,000.00 | item | 1 | \$ | 100,000.00 | \$ | 100,000.00 | item | 1 | \$ | 100,000.00 | \$ | 100,000.00 | item | 1 | \$ | 100,000.00 | \$ | 100,000.00 | item | 1 | \$ | 100,000.00 | \$ | 100,000.00 | | | | | | | | | | |
| 16.2.21 | Supply and install 7.5m high, street light columns with 3m outreaches | each | 28 | \$ | 8,000.00 | \$ | 224,000.00 | each | 21 | \$ | 8,000.00 | \$ | 168,000.00 | each | 5 | \$ | 8,000.00 | \$ | 40,000.00 | each | 31 | \$ | 8,000.00 | \$ | 248,000.00 | each | 16 | \$ | 8,000.00 | \$ | 128,000.00 | | | | | | | | | | |
| 16.4 | Supply and install Telecommunication pit and pipe in allocated location within the verge | m | 1,181 | \$ | 120.00 | \$ | 141,720.00 | m | 1,272 | \$ | 120.00 | \$ | 152,640.00 | m | 325 | \$ | 120.00 | \$ | 39,000.00 | m | 1,435 | \$ | 120.00 | \$ | 172,200.00 | m | 877 | \$ | 120.00 | \$ | 105,240.00 | | | | | | | | | | |
| 16.5 | Supply and install 110mm poly gas main | m | 535 | \$ | 200.00 | \$ | 107,000.00 | m | 702 | \$ | 200.00 | \$ | 140,300.00 | m | 162 | \$ | 200.00 | \$ | 32,400.00 | m | 808 | \$ | 200.00 | \$ | 161,600.00 | m | 497 | \$ | 200.00 | \$ | 99,400.00 | | | | | | | | | | |
| 16.6 | Supply and install 110mm poly gas main (within Carter St Road Pavement) | m | 916 | \$ | 230.00 | \$ | 210,680.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.6.1 | Road restoration | m | 916.00 | \$ | 300.00 | \$ | 274,800.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16.7 | Zone substation breakers | item | - | \$ | 300,000.00 | \$ | - | item | 1.00 | \$ | 300,000.00 | \$ | 300,000.00 | item | - | \$ | 300,000.00 | \$ | - | item | 1.00 | \$ | 300,000.00 | \$ | 300,000.00 | item | - | \$ | 300,000.00 | \$ | - | | | | | | | | | | |
| | | Total | | | | \$ 1,802,795.00 | | | | Total | | | | \$ 1,694,580.00 | | | | Total | | | | \$ 355,580.00 | | | | Total | | | | \$ 1,701,880.00 | | | | Total | | | | \$ 1,002,355.00 | | | |

| Total Site Area (m2) Developable Area (m2) | | Stage 1 | | | | Stage 2 | | | | Stage 3 | | | | Stage 4 | | | | Stage 5 | | | |
|---|--|---------|----------|-----------------|-----------------|---------|----------|-----------------|-----------------|---------|----------|-----------------|-----------------|---------|----------|-----------------|-----------------|---------|----------|-----------------|-----------------|
| | | 57930 | | | | 36100 | | | | 46100 | | | | 79700 | | | | 59100 | | | |
| | | 46500 | | | | 22900 | | | | 42700 | | | | 64500 | | | | 51000 | | | |
| ITEM | DESCRIPTION | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT | UNIT | QUANTITY | RATE | AMOUNT |
| 17.0 | LANDSCAPING AND IRRIGATION | | | | | | | | | | | | | | | | | | | | |
| 17.1 | Softworks: | | | | | | | | | | | | | | | | | | | | |
| 17.1.1 | Supply & Install Turf (by roll) to street verges - Soft Leaf Buffalo Grass | m2 | 1,363 | \$ 7.00 | \$ 9,538.20 | m2 | 1,195 | \$ 7.00 | \$ 8,362.20 | m2 | 623 | \$ 7.00 | \$ 4,363.80 | m2 | 2,328 | \$ 7.00 | \$ 16,297.40 | m2 | 1,997 | \$ 7.00 | \$ 13,980.40 |
| 17.2 | Tree Planting: | | | | | | | | | | | | | | | | | | | | |
| 17.1.1 | Tree Planting - 150 Lt @ 10cts both sides of road, including staking and mulching | no | 60 | \$ 320.00 | \$ 19,328.00 | no | | \$ 320.00 | \$ - | no | | \$ 320.00 | \$ - | no | | \$ 320.00 | \$ - | no | | \$ 320.00 | \$ - |
| 17.1.1 | Tree Planting - 75 Lt @ 10cts both sides of road | no | | \$ 250.00 | \$ - | no | 54 | \$ 250.00 | \$ 13,550.00 | no | 35 | \$ 250.00 | \$ 8,750.00 | no | 84 | \$ 250.00 | \$ 21,075.00 | no | | \$ 250.00 | \$ - |
| 17.1.1 | Tree Planting - 5 Lt @ 10cts both sides of road | no | 88 | \$ 15.00 | \$ 1,320.00 | no | 76 | \$ 15.00 | \$ 1,134.00 | no | | \$ 15.00 | \$ - | no | 80 | \$ 15.00 | \$ 1,200.00 | no | 96 | \$ 15.00 | \$ 1,443.00 |
| 17.4 | Irrigation: supply and install fully automatic drip irrigation system to gardens and turf along verge | item | 1 | \$ 15,000.00 | \$ 15,000.00 | item | 1 | \$ 15,000.00 | \$ 15,000.00 | item | 1 | \$ 15,000.00 | \$ 15,000.00 | item | 1 | \$ 15,000.00 | \$ 15,000.00 | item | 1 | \$ 15,000.00 | \$ 15,000.00 |
| 17.5 | Maintenance: Maintain the areas 3 years | month | 36 | \$ 2,530.38 | \$ 91,093.73 | month | 36 | \$ 2,130.55 | \$ 76,699.75 | month | 36 | \$ 1,574.34 | \$ 56,676.39 | month | 36 | \$ 3,000.00 | \$ 108,000.00 | month | 36 | \$ 1,703.68 | \$ 61,332.46 |
| | | | Total | \$ | 136,279.93 | | Total | \$ | 114,745.95 | | Total | \$ | 84,790.19 | | Total | \$ | 161,572.40 | | Total | \$ | 91,755.86 |
| 18.0 | EXTERNAL INTERSECTION UPGRADES | | | | | | | | | | | | | | | | | | | | |
| 18.1 | Upgrade intersection of Carter Street and Uhrig Road with Signalised Intersection | item | 1 | \$ 250,000.00 | \$ 250,000.00 | | | | | | | | | | | | | | | | |
| 18.2 | Upgrade intersection of Carter Street and Road 3 with Signalised Intersection | | | | | | | | | | | | | item | 1 | \$ 250,000.00 | \$ 250,000.00 | | | | |
| 18.3 | Upgrade intersection of Hill Road and Road 1 with Signalised intersection | | | | | | | | | | | | | item | 1 | \$ 1,500,000.00 | \$ 1,500,000.00 | | | | |
| 18.4 | Upgrade intersection of Edwin Flack Ave and Road 4 (no signals, left in left out only) | | | | | | | | | | | | | | | | | item | 1 | \$ 150,000.00 | \$ 150,000.00 |
| 18.5 | Upgrade intersection of Edwin Flack Ave and Uhrig Road with Signalised intersection | item | 1 | \$ 500,000.00 | \$ 500,000.00 | | | | | | | | | | | | | | | | |
| 18.6 | Upgrade intersection of Birnie Ave and Access road (no signals, left in left out only) | item | 1 | \$ 150,000.00 | \$ 150,000.00 | | | | | | | | | | | | | | | | |
| 18.7 | Upgrade intersection of Carter Street and Hill Road with Signalised intersection | | | | | | | | | item | 1 | \$ 1,500,000.00 | \$ 1,500,000.00 | | | | | | | | |
| 18.8 | Upgrade intersection of Carter Street and Birnie Avenue with Signalised intersection | item | 1 | \$ 1,500,000.00 | \$ 1,500,000.00 | | | | | | | | | | | | | | | | |
| | | | Total | \$ | 2,400,000.00 | | Total | \$ | - | | Total | \$ | 1,500,000.00 | | Total | \$ | 1,750,000.00 | | Total | \$ | 150,000.00 |
| 19.0 | CONSULTANTS, DESIGN, PROJECT MANAGEMENT, AUTHORITY DESIGN AND CONSTRUCTION FEES AND CHARGES, EXCLUDES S94 AND PLANNING CONTRIBUTIONS/LEVIES (15% of total construction costs) | | | | | | | | | | | | | | | | | | | | |
| 19.1 | 15.0% of Total construction costs | item | 1 | \$ 6,932,262.01 | \$ 6,932,262.01 | item | 1 | \$ 3,613,367.05 | \$ 3,613,367.05 | item | 1 | \$ 4,995,071.70 | \$ 4,995,071.70 | item | 1 | \$ 7,766,914.08 | \$ 7,766,914.08 | item | 1 | \$ 5,853,884.94 | \$ 5,853,884.94 |
| | | | Total | \$ | 6,932,262.01 | | Total | \$ | 3,613,367.05 | | Total | \$ | 4,995,071.70 | | Total | \$ | 7,766,914.08 | | Total | \$ | 5,853,884.94 |
| 20.0 | LONG SERVICE LEVY (0.35% of total infrastructure costs) | | | | | | | | | | | | | | | | | | | | |
| 20.1 | 0.350% of total infrastructure costs including consultants and external intersection upgrades | item | 1 | \$ 186,015.70 | \$ 186,015.70 | item | 1 | \$ 96,958.68 | \$ 96,958.68 | item | 1 | \$ 134,034.42 | \$ 134,034.42 | item | 1 | \$ 208,412.19 | \$ 208,412.19 | item | 1 | \$ 157,079.25 | \$ 157,079.25 |
| | | | Total | \$ | 186,015.70 | | Total | \$ | 96,958.68 | | Total | \$ | 134,034.42 | | Total | \$ | 208,412.19 | | Total | \$ | 157,079.25 |
| 21.0 | DEVELOPMENT LOT BASEMENT BULK EARTHWORKS (all quantities measured in bank volume) | | | | | | | | | | | | | | | | | | | | |
| 21.1 | Excavate in all classes of material (not including extra-over for rock, refer provisional item 18.2) by cut to fill in roads, site regrading areas, berms and batters and swales including placement and compaction (Item 6 - Earthworks to not include filling works between retaining walls and temporary batters. Additional filling works behind retaining walls are covered in item 15.6) | | | | | | | | | | | | | | | | | | | | |
| 21.1.1 | Cut to Onsite Fill | m3 | 1,342 | \$ 6.00 | \$ 8,052.00 | m3 | - | \$ 6.00 | \$ - | m3 | - | \$ 6.00 | \$ - | m3 | - | \$ 6.00 | \$ - | m3 | - | \$ 6.00 | \$ - |
| 21.1.2 | Cut to Onsite Stockpile | m3 | 192,208 | \$ 4.50 | \$ 864,936.00 | m3 | 90,546 | \$ 6.00 | \$ 543,276.00 | m3 | 259,856 | \$ 6.00 | \$ 1,559,136.00 | m3 | 187,193 | \$ 6.00 | \$ 1,123,158.00 | m3 | 155,381 | \$ 6.00 | \$ 932,283.00 |
| 21.1.3 | Load, cart and dispose of fill offsite to approved tip facility | m3 | 192,208 | \$ 25.00 | \$ 4,805,200.00 | m3 | 90,546 | \$ 25.00 | \$ 2,263,650.00 | m3 | 259,856 | \$ 25.00 | \$ 6,496,400.00 | m3 | 187,193 | \$ 25.00 | \$ 4,679,825.00 | m3 | 155,381 | \$ 25.00 | \$ 3,884,512.50 |
| 21.2 | Proof Roll - no allowance for removal and replacement of unsuitable material | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc | item | 1 | | Inc |
| 21.3 | Uncontrolled fill | | | | | | | | | | | | | | | | | | | | |
| 21.3.1 | Excavation and recompaction of uncontrolled fill (assume 5% of cut/fill) | m3 | 67 | \$ 15.00 | \$ 1,006.50 | m3 | - | \$ 15.00 | \$ - | m3 | - | \$ 15.00 | \$ - | m3 | - | \$ 15.00 | \$ - | m3 | - | \$ 15.00 | \$ - |
| | | | Total | \$ | 5,679,194.50 | | Total | \$ | 2,806,926.00 | | Total | \$ | 8,055,536.00 | | Total | \$ | 5,802,983.00 | | Total | \$ | 4,816,795.50 |