APPENDIX 2
PROPOSED TEXT CHANGES CHAPTER 11, CHAPTER 12, CHAPTER 21 AND APPENDIX 7

Financial Contributions

11. Financial Contributions

11.3 Rules

11.3.1 Interpretation

(c) NZOCR means the New Zealand Official Cash Rate.

11.3.3 Financial Contribution Formulae for Controlled and Restricted Discretionary Land Use Activities and all Subdivisions

These formulae are used to set the catchment financial contribution amounts and the values applied to the variables within the formulae will be updated annually.

(e) Rangiuru Business Park

The equitable provision and funding of *infrastructure* and the need for full recovery of *infrastructure* costs (as set out in the financial contributions schedules) is a key driver for the Rangiuru Business Park. For Rangiuru Business Park the infrastructure required is anticipated to be built and funded by private developers as opposed to the Council. Accordingly, full recovery of financial contributions by the Council to refund the entities which build/fund that work (in order of construction) is appropriate.

Financial contributions will be calculated on the basis of available areas able to be developed as opposed to actual site utilisation or building area, and notwithstanding that different activities place different actual demand on *infrastructure* networks. The infrastructure cost contained in Appendix 7 are able to be updated annually through the *Annual Plan* and/or LTP as set out below.

As outlined in Chapter 12, Infrastrucure for the Rangiuru Business Park will be constructed generally in accordance with the designs specified in Appendix 7. Where Council identifies a more cost effective means of delivering future infrastructure for the park, the future infrastructure cost for that line item may be used as replacement infrastructure. Where the cost of infrastructure is lower than the anticipated cost, only the lower amount can be recovered.

Developers wishing to occupy land within these areas must make their decisions on location in full awareness that financial contributions are payable on the basis of site area without refinements for specific proposals.

(i) As set out below, financial contributions shall be payable for subdivision and *development* in the Rangiuru Business Park to pay for trunk infrastructure as identified in the *Structure Plans* and the associated financial contribution schedule in Appendix 7;
Where any circumstances exist that mean these provisions are inconsistent with the general provisions then this section shall prevail.

(ii) With regard to any resource consent which is granted subject to a condition imposing a financial contribution for Rangiuru Business Park, that condition shall provide for the amount of any financial contributions.

(iii) Any financial contribution which is not paid in full within two years from the date of commencement of the consent or any subsequent two year period shall be adjusted so that the amount of the financial contribution required by the resource consent shall be the per square meter amounts as set out in the Rangiuru ~~Rangiuru~~ Financial Contributions Schedule in Appendix 7 using the inputs to that schedule as updated annually through the *Annual Plan* and/or the *LTP* process, as detailed below.

(iv) The financial contribution shall be in accordance with the ~~approved~~ Rangiuru financial contribution schedule in Appendix 7 (specified dollar amount per square metre of site area so used), adjusted annually to reflect updated construction cost estimates or completed actual ~~project~~ construction costs, and the financing costs (based on the ~~90 day bank rate [BKBM FRA~~ NZOCR rate~~]~~ plus 1.5%).

(v) The financing costs are to be charged quarterly in arrear on the last day of March, June, September and December in each year on the actual capital expenditure at the start of the quarter as approved in the Rangiuru financial contribution schedule less the financial contributions received during the quarter~~;~~.

(vi) ~~In addition further financing costs (based on the 90 day bank rate [BKBM FRA rate] plus 1.5%) resulting from the assumed average delay of three years between the setting of financial contributions and their receipt are to be charged annually on 1 July on:~~

~~(a) the capital expenditure as approved in the Schedule;~~

~~(b) the financing costs calculated as in (ii) and (iii) above.~~

~~If, as a consequence of any amendments to the capital works programme, the allocation between public/network and developer benefit needs to be updated, this may also occur through the Annual Plan process (excluding those items listed in Appendix 7, Section 7 under "1.00 Roading infrastructure", where the 'public/network' contribution will remain at 0%).~~

(vii) The costs in the financial contribution schedule in Appendix 7 including the ~~holding~~ financing costs are indicative only as they are based on [August] 2015 costs and will be updated annually through the *Annual Plan* and/or *LTP* process to reflect up-to-date estimated costs (based on the rate of movement of the Cost of Construction Index) and/or actual costs of the provision of *infrastructure* and the financing costs (based on the NZOCR rate plus 1.5%.

(viii) The actual financial contributions payable will reflect the completed actual construction costs and the financing costs (based on the NZOCR rate plus 1.5%) to be determined at the time resource consents commence, ~~taking into account the amounts~~ as listed in the financial contributions schedule in Appendix ~~&~~7 and ~~any relevant costs listed in~~ updated through the *Council's Annual Plan* and/or *LTP*.

(ix) Actual financial contributions may also be payable based on updated construction cost estimates in order to fairly contribute towards the funding of trunk infrastructure as identified in the *Structure Plans* and the associated Rangiuru financial contribution in Appendix 7 (for example, part funding of trunk infrastructure identified as part of a future stage).

(x) If any developed or agency elects not to recover the cost of trunk infrastructure which has been identified in the *Structure Plans* and the associated financial contribution schedule in Appendix 7, it may notify the Council accordingly and the relevant line item in the financial contribution schedule will be updated to reflect the lower amount to be recovered through the *Annual Plan* and/or *LTP* process.

(xi) Discretionary and non-complying activities shall pay financial contributions on a full per square metre basis as set out on Appendix 7.

(xii) 'Site area':

- Excludes the areas set aside for trunk infrastructure as identified on the *Structure Plan*, such as local purpose reserves (stormwater), local purpose reserves (amenity), pedestrian/cycle access, collector and entrance roads, areas for treatment of water and/or wastewater and the Tauranga Eastern ~~Motorway~~ Link interchange.

- Includes the area of all local and private roads and other *infrastructure* not specifically required by the *Structure Plans*.

- The total net developable area is 148ha.

In respect of *development*, 'site area' relates to the total area of the *lot* or the total area of the tenancy area in which the *development* is located.

For the Seeka site being Lots 1 and 2 DPS 3521 the sites are area shall excluded from the developable area. ~~shown on Plan 011318-S-R400 Rev A in Appendix 6 – Financial Contribution Calculations of the Private Plan Change Request – Metroplex Rangiuru Business Park Volume 1 November 2005.~~

(~~vi~~xiii) The financial contribution is payable at the time of subdivision or *development*, whichever happens first. Where a financial contribution has already been paid at the time of subdivision in respect of the total area of the *lot* ~~any land~~, there shall be no further contributions payable at the time of *development*. Where a financial contribution has already been paid at the time of *development* in respect of any land, there shall be no further contributions payable for the same land at the time of any subsequent subdivision;

(~~vii~~xiv) Financial contributions at the time of subdivision are payable at subdivision completion stage (i.e. Section 224 application). Financial contributions at the time of *development* are payable at building consent stage or at the time land is used for Rangiuru Business Park purposes;

(viii) In respect of the Rangiuru Business Park, where *Council* does not expect to be able to fund much of the trunk infrastructure needs for the foreseeable future, financial contributions from developers or agencies shall be collected by *Council* and paid directly to any prior developer or agency (in the order of investment) which has funded trunk infrastructure services in accordance with the financial contribution schedule and the *Structure Plans*.

Subdivision & Development

12. Subdivision and Development

12.4.13 Rangiuru Business Park Structure Plan

The rules below specify how the Rangiuru Business Park will be developed. To summarise how the required infrastructure operates in relation to the stages at the Park, the first developer of Stage 1 is responsible for developing the Rangiuru Interchange on the Tauranga Eastern Link, and also must construct at least 50% of the water and wastewater capacity for Stage 1. Stages 2, 3 or 4 may proceed provided at least 50% of the land in Stage 1 is in use. Subsequent stages must carry through the infrastructure options employed in stage 1 to the standard required in the Plan, and must also connect that infrastructure to the existing infrastructure at the Park.

12.4.13.1 General

(a) Local purpose reserves within the relevant development stage.

(b) Finished contours

All subdivision use and *development* in the Rangiuru Business Park shall result in finished contours that are in accordance with those shown in the *Structure Plan* in Appendix 7 (refer to "Structure Plan Proposed Contours with Proposed Layout Details" Plan). For clarity the purpose of this plan is to ensure that the stormwater drainage patterns and levels as set out in the structure plan are provided for as staged development occurs.

~~**(c)** To ensure the remediation of contaminated soil all *earthworks* shall comply with Condition 8 of Resource Consent No. 66312 issued by the *Regional Council*.~~

12.4.13.2 Stormwater - General

~~(b) Stormwater systems shall be in accordance with the Stormwater Management Plan that formed part of the application to the *Regional Council* for stormwater discharge permits for the Rangiuru Business Park (dated August 2005), specifically those in relation to the discharges from Stormwater Ponds 1 (Carrs) and 2 (Diagonal) as shown on the *Structure Plans*.~~

12.4.13.3 Water Supply – General

Water supply servicing in the Rangiuru Business Park is possible via two distinct options as follows:

Option A - Eastern Water Supply Network – which constitutes;

- New reservoir at Rangiuru Road (5,500m³);
- Gravity supply main from Rangiuru Road reservoir to Business Park (450mm diameter, approximately 7.8km length);
- Rising main from existing Eastern Supply water source to new reservoir at Rangiuru Road (225mm diameter, approximately 9.0km length);
- Temporary pump station, Stage 1;
- Pah Road/Young Road/ State Highway 2 reticulation loop (375mm diameter, approximately 5.3km length;
- Internal Park trunk reticulation.

Option B- On Site Water bore and Treatment Plant – which constitutes

- On site water bores;
- Treatment plant;
- On site reservoirs;
- Associated and ancillary equipment;
- Internal Park trunk reticulation as shown on the structure plan.

Both options are viable options. Option B will require resource consent from the Bay of Plenty Regional Council. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1 who must provide sufficient capacity for 50% of the land in Stage1.

Once a preferred option is chosen this is the option to serve the entire Business Park. A combination of options is not permissible unless demonstrated as being more cost effective.

12.4.13.4 Wastewater – General

Wastewater supply servicing in the Rangiuru Business Park is possible via two distinct options as follows:

Option A – Te Puke Wastewater Treatment Plant and Trunk reticulation – which constitutes:

- Main pump stations and associated emergency generator and emergency storage;
- Sanitary sewer rising main to the Te Puke Wastewater Treatment Plant (350mm diameter, approximately 5.8km length), including associated pipeline crossings under the Kaituna River and Waiari Stream;
- Upgrades of the capacity of the Te Puke Sewage Treatment Plan (upgrades triggered by stages of *development* above 60, 100 and 140ha).

- Sewer reticulation, including pump stations and associated emergency storage, within the relevant *development* stage area.

Option B - On Site Treatment and Disposal

- On site Sequencing Batch Reactor (SBR) treatment plant and wetland disposal area in four distinct modules;
- Wetand treatment and disposal ponds;
- Internal park trunk reticulation as shown on the structure plan.

Both options are viable options. Option B will require resource consent from the Bay of Plenty Regional Council. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1 who must provide sufficient capacity for 50% of the land in Stage1.

Once a preferred option is chosen this is the option to serve the entire park. A combination of options is not permissibleunless demonstrated as being more cost effective.

12.4.13.5 Roading – General

- Roading infrastructure provision/upgrading required by the Structure Plan and Appendix 7 shall be developed as required (unless stated otherwise in this Plan) prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land.

- Local Roads - In addition to the Structure Plan, local roads shall be designed and constructed where necessary to provide for the future roading access and needs of adjoining undeveloped land.

- Principal access to the Park is via the State Highway interchange which has 2 options. Either a 3 legged interchange or a 4 legged interchange. Both options are viable options with assets to vest in WBOPDC or NZTA as approriate. Selection of the option to serve the Business Park to be determined by the developer of the first land use or subdivision within Stage 1. Once a preferred option is chosen this is the option to serve the entire Business park. A combination of options is not permissible.

- Stage 1 of the Rangiuru Business Park will include as lead infrastructure the construction of the Rangiuru Interchange to the Tauranga Eastern Link. The Interchange must be built by the first land use or subdivision developer in Stage 1.

12.4.13.~~36~~ Interim Development ~~(Stage 1) -~~ General

~~An interim *development*, Stage 1, shall comprise not more than 25ha (gross) of the land in the area indicated on the *Structure Plan* as "Stage 1 Area" (plus the stormwater management areas north-east of the Proposed Tauranga Eastern~~

Motorway) provided that all of the following *infrastructure* provision/upgrading required by the *Structure Plan* and Appendix 7 has been completed, or will be completed (generally to the standard and form as specified in the *Structure Plans*) prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land:

(a) Roading

(i) *Collector* and entrance roads within the interim development area, including associated roundabouts and associated road reserve widening for Young Road and an 'entrance threshold' feature and associated signage to advise of a Bylaw restricting Business Park traffic from using Young Road east of the Seeka packhouse site (including the Maketu Road/State Highway 2 intersection);

(ii) Upgrading of Young Road between the interim development area and the Pah Road intersection, including associated road reserve widening;

(iii) Pah Road/Young Road intersection upgrade (roundabout);

(iv) Upgrade of Pah Road to 10m wide sealed rural road standard;

(v) Upgrade of the Pah Road/State Highway 2 intersection to a roundabout subject to final design and construction methodology being approved by the New Zealand Transport Agency;

(vi) Installation of barrier arms at the Pah Road railway crossing;

(vii) The area of road subject to the "access restriction" notation on the *Structure Plans* in Appendix 7 cannot be used to provide direct access from the Tauranga Eastern Motorway or Entrance Road to adjacent land.

(b) Water supply

(i) Water reticulation within the interim development area;

(ii) New reservoir at Rangiuru Road (5,500m^3);

(iii) Gravity supply main from Rangiuru Road reservoir to Business Park (450mm diameter, approximately 7.8km length);

(iv) Rising main from existing Eastern Supply water source to new reservoir at Rangiuru Road (225mm diameter, approximately 9.0km length);

(v) Temporary pump station, Stage 1;

(vi) Pah Road/Young Road/State Highway 2 reticulation loop (375mm diameter, approximately 5.3km length).

(c) Wastewater

(i) Sewer reticulation within the interim development area;

(ii) Main pump station in Stage 1 area and associated emergency generator and emergency storage;

iii) Sanitary sewer rising main to the Te Puke Wastewater Treatment Plant (350mm diameter, approximately 5.8km length), including associated pipeline crossings under the Kaituna River and Waiari Stream;

(iv) Partial upgrade of the capacity of the Te Puke Sewage Treatment Plant (22.5% of the total capacity upgrade needed).

(d) Stormwater

(i) Stormwater Pond 1 (Carrs), including vesting of associated local purpose reserve, creation of 60% of the pond (starting from the outlet structure at the northern end) and the corresponding proportion of *earthworks*, landscaping, walkways, boardwalks and associated works, and all inlet and outlet structures;

(ii) Stormwater reticulation (drains and pipes) within the interim development area;

(iii) Stormwater reticulation between the interim development area and Stormwater Pond 1, namely:

- Swale (9m bottom width) north-east of proposed Tauranga Eastern Motorway;
- Swale (35m bottom width) north-east of proposed Tauranga Eastern Motorway;
- Swale (4m bottom width) south-west of proposed Tauranga Eastern Motorway;

- ~~Swale (9m bottom width) south-west of proposed Tauranga Eastern Motorway;~~

- ~~Creation of associated easements north-east of proposed Tauranga Eastern Motorway and vesting of associated local purpose reserves (stormwater), including associated landscaping, fencing and walkways, south-west of proposed Tauranga Eastern Motorway.~~

~~**(c) Local purpose reserves (amenity)**~~

~~Local purpose reserves within the interim development area, including associated landscaping, fencing and walkways.~~

The Rangiuru Business Park shall be developed in stages. The first stage of development shall be Stage 1 as shown on the structure plan drawings (Appendix 7). Stage 1 area is approximately 45ha gross.

Infrastructure provision/upgrading required by the Structure Plan and Appendix 7 shall be developed for Stage 1 generally to the standard and form as specified in the Structure Plans (unless stated otherwise) prior to the issuing of a Section 224 certificate for any subdivision or building consent or any industrial use of the land. Sub-staging is permissible as long as it is demonstrated that infrastructure provision for the whole of the stage is not compromised.

The estimated percentage of infrastructure works for each stage are also set out in the Rangiuru contributions tables contained in Appendix 7.

12.4.13.7 Interim Development – Roading

Te Puke Highway (formerly SH2)/Pah Road intersection and Maketu Road/ Te Puke highway intersection upgrade timing:

(a) For the first 70ha of development, no upgrade to the existing intersection is required unless:

i. either intersection is classified as a “High Risk” intersection in terms of the NZTA High Risk Intersection Guide, or

ii. (for Te Puke Highway/Pah Road only) if the average peak hour delays to side road traffic exceed 45s.

Biennial monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance should be undertaken. If either (i) and/or (ii) are met, the upgrades required in below must be put in place.

(b) To enable development of greater than 70 ha of RBP, completion of the following infrastructure is required:

- Upgrade of the intersection of Pah Road/Te Puke Highway to a roundabout or, other suitably designed form.
- A left turn out slip lane shall be installed at the Maketu Road intersection with Te Puke Highway

The upgrade of either intersection may be delayed subject to annual monitoring (by Western Bay of Plenty District Council) of the safety and capacity performance to demonstrate the following thresholds have not been met:

- "High Risk" intersection in terms of the NZTA High Risk Intersection Guide or, in the case of Pah Road intersection, if the average peak hour delays to side road traffic exceed 45s or, in the case of Maketu Road intersection, if the peak hour queues on Maketu Road prevent right turning traffic from approaching the intersection.

If the threshold trigger for intersection treatment is reached at any of the above stages of development the council will, within 18 months, implement appropriate measures designed to improve the performance of the intersection.

Noting: An alternative exists known as the "Mid Block" Intersection. This option is not shown on the structure plan and therefore requires a resource consent as a discretionary activity (refer to 12.4.9.4). If obtained the reallocation of any contributions collected for existing intersections can be used for the Mid-Block intersection subject to the road controlling authorities' approval.

~~**12.4.13.4 Subsequent Development (Stage 2,3 and 4)**~~

~~Any subdivision or *development* beyond the above specified interim development (Stage 1) provided that all of the following *infrastructure* provision/upgrading (as applicable) and as specified on the *Structure Plans* and in Appendix 7 has been completed or will be completed (generally to the standard and form as specified in the *Structure Plans*) prior to the issuing of a Section 224 certificate for any subdivision or a building consent or any industrial use of the land:~~

~~**(a) Roading**~~

~~(i) The Tauranga Eastern Motorway and its associated interchange and portion of entrance road to join with that in the interim development area (also see stormwater infrastructure below for multiple box culverts to be installed under Tauranga Eastern Motorway at time of construction). The location of the Tauranga Eastern Motorway interchange as shown on the *Structure Plans* in Appendix 7 may not be the optimal location in terms of access to the business park *development* and the wider transport network.~~

Therefore, following further analysis, the affected parties may agree to alter the location of the interchange. A further plan change or variation, and associated notice of requirement, may be required to give effect to such agreement.

Provided that:

The area of road subject to the "access restriction" notation on the *Structure Plans* in Appendix 7 cannot be used to provide direct access from the Tauranga Eastern Motorway or Entrance Road to adjacent land;

(ii) Collector and entrance roads within the relevant *development* stage area, including associated roundabouts and road reserve widening for Young Road;

(iii) Upgrade of Young Road from the Business Park to Maketu Road to 10m wide sealed rural road standard.

(b) Water supply

(i) Water reticulation within the relevant *development* stage area;

(ii) New primary water supply bore adjacent to Rangiuru Road reservoir (applicable for stages of *development* after the first 40ha);

(iii) Treatment plant adjacent to Rangiuru Road reservoir (applicable for stages of *development* after the first 40ha);

(iv) New secondary water supply bore adjacent to Rangiuru Road reservoir (applicable for stages of *development* after the first 80ha);

(v) New primary water supply bore adjacent to Business Park (applicable for stages of *development* after the first 120ha).

(c) Wastewater

(i) Sewer reticulation, including pump stations and associated emergency storage, within the relevant *development* stage area;

(ii) Partial upgrades of the capacity of the Te Puke Sewage Treatment Plan (upgrades triggered by stages of *development* above 60, 100 and 140ha).

~~**(d) Stormwater**~~

~~(i) Stormwater Pond 1 (Carrs), creation of remaining 40% of the pond (in two stages as required by *development* staging) and the corresponding remaining proportions of *earthworks*, landscaping, walkways, boardwalks and associated works;~~

~~(ii) Stormwater Pond 2 (Diagonal), including vesting of local purpose reserve, all associated *earthworks*, inlet and outlet structures, landscaping and associated works (applicable only to *development* stages wholly or partly in the associated stormwater catchment for Pond 2, as shown in the *Structure Plans*);~~

~~(iii) Stormwater reticulation (drains and pipes) within the relevant *development* stage area including vesting of associated local purpose reserves (stormwater), stormwater reticulation between the relevant *development* stage area and the stormwater pond serving that catchment, including swales, culverts (under the Tauranga Eastern Motorway) and vesting of associated local purpose reserves (stormwater) including associated landscaping, fencing and walkways.~~

~~**(e) Local purpose reserves (amenity)**~~

~~Local purpose reserves within the relevant *development* stage area, including associated landscaping, fencing and walkways/cycleways.~~

~~**(f) Local Roads**~~

~~In addition to the *Structure Plan* roads required by (a) above, local roads shall be designed and constructed where necessary to provide for the future roading access and needs of adjoining undeveloped land.~~

12.4.13.8 Subsequent Stages

Any subsequent stages of development can proceed following Stage 1. All infrastructure for the whole of the relevant stage, as set out on the Structure Plans and Rangiuru Financial Contributions Schedule, plus any off site infrastructure, shall be in place before any industrial land use, the first application for building consent, or issuing of a Section 224 certificate for any subdivision is undertaken.

Once 50% of the land in Stage 1 is in industrial use, is subject to building consent or 224c certificate issued then infrastructure may be developed in in

Stages 2,3 or 4 in part as long as it is demonstrated that infrastructure provision for the whole of the stage is not compromised.

Note: Subsequent stages must provide infrastructure generally in accordance with the designs and other specifications in Appendix 7 and using the option determined in accordance with 12.4.13.3 and 12.4.13.4. This Infrastructure must be connected to existing infrastructure at the Park.

21. Industrial

21.3.2 Additional Permitted Activities (Rangiuru Business Park only)

(a) Takeaway food outlets with a maximum floor area of 350m^2. Such outlets can include dine in facilities where aligned to a permitted use in 21.3.1(g).

(b) Handling, storage, processing, consignment and transportation of cargo.

(c) ~~In the Community Service Area of the Business Park only;~~

Within 250m of the intersections marked "Community Service Area" on the Rangiuru Business Park Structure Plans the following activities are also permitted:

(i) *Offices* (not covered by 21.3.1(p));

(ii) *Retailing* (not covered by 21.3.1(c)) and involving a maximum floor area of 100m^2;

(iii) Places of assembly.

(iv) *Educational Facilities* (limited to childcare/day-care/pre-school facilities)

The maximum *net land area* collectively of activities pursuant to this rule shall be 2.6ha. Any individual development within this 2.6ha shall have a minimum *net land area* of 6,000m^2 and a maximum *net land area* of 20,000m^2. There shall be up to one such development within each Community Service Area.

Explanatory Note;
For clarification, this rule allows for smaller individual land uses but requires that activities are bundled together in a comprehensive manner of at least 6,000m^2 *net land area* so as to function as a Service Area rather than individual uses. The individual uses can be held in smaller lots but these must have contiguous boundaries.

21.3.11 Additional Discretionary Activities – Rangiuru Business Park

(a) Offices accessory to activities 21.3.1 and 21.3.2 (b) which are not on the same lot as the Permitted Activities.

(c) Any individual activity or land use which exceeds the Maximum Daily Demand for water (54m^3/ha/day).

21.6.5 Assessment Criteria for Discretionary Activities

The assessment and management of effects should include the following:

(d) The equitable provision and funding of *infrastructure* and the need for full recovery of *infrastructure* costs (as set out in the financial contributions schedules). For ~~Rangiuru Business Park and~~ the Te Puke West Industrial Zone this will be done on the basis of available areas able to be developed as opposed to actual site utilisation or building area, and notwithstanding that different activities place different actual demand on *infrastructure* networks. Developers wishing to occupy land within these areas must make their decisions on location in full awareness that financial contributions are payable on the basis of site area without refinements for specific proposals unless in exceptional circumstances.

(i) For the Rangiuru Business Park, offices as provided for in 21.3.11(a), with a demonstrated need to be located in the Business Park including a locational requirement to be near an associated Permitted Activity within the park.

(j) For any activity that requires consent pursuant to 21.3.11(c) an assessment shall be provided in respect to the impacts on the balance of the relevant stage of development (and measures to address these impacts) in regards water supply and limits on other uses and equitable funding of water supply infrastructure.

Appendix 7
Structure Plans

11. Rangiuru Business Park

~~Metroplex~~ Rangiuru Financial Contribution Schedule

~~November 2005~~ August 2015

Rates include allowance for land purchase, contingencies plus design, ~~and~~ supervision and interest. Rates are based on ~~June 2005~~ costs in August 2015, for current values refer to Councils Annual Plan.

Delete and replace

Item	Description	Unit	Quantity	Rate	Amount Total Construction	Percentage of Public/ Network Benefit	Rangiuru Contribution
1.00	ROADING INFRASTRUCTURE						
1.01	Eastern Arterial Interchange	LS	1	9,788,000	9,788,000	0%	9,788,000
1.02	SH2/Pah Road Intersection Upgrade	LS	1	2,217,000	2,217,000	0%	2,217,000
1.03	Young Road/Pah Road Roundabout	LS	1	364,000	364,000	0%	364,000
1.04	Young Road Upgrade Within Site	m	1850	2,350	4,347,500	0%	4,347,500
1.05	Young Road Upgrade Outside Site	m	850	700	595,000	0%	595,000
1.06	Pah Road Upgrade	m	1250	800	1,000,000	0%	1,000,000
1.07	Entrance Road	m	520	1,450	754,000	0%	754,000
1.08	Collector roads	m	2420	1,000	2,420,000	0%	2,420,000
1.09	Roundabouts	ea	3	600,000	1,800,000	0%	1,800,000
	Young Road Bylaw		1	10,000	10,000		10,000
					23,295,500		23,295,500
2.00	STORMWATER						
2.01	Stormwater Pond 1 (Carrs)	LS	1	4,996,000	4,996,000	0%	4,996,000
2.02	Stormwater Pond 2 (Diagonal)	LS	1	361,000	361,000	0%	361,000
2.03	Walkways/Boardwalks	m	1500	65	97,500	0%	97,500
2.04	Stormwater Reticulation						
	(a) 900 dia	m	330	460	151,800	0%	151,800
	(b) 1050 dia	m	305	545	166,225	0%	166,225
	(c) 1350 dia	m	170	670	113,900	0%	113,900
	(d) 1500 dia	m	397	750	297,750	0%	297,750
	(e) 1650 dia	m	662	830	549,460	0%	549,460
	(f) 1800 dia	m	165	950	156,750	0%	156,750
2.05	Roading related Stormwater						
	Type 3 < 500m	m	2850	330	940,500	0%	940,500
2.06	Open Channel Drainage						
2.06.1	Type A (4m base width)	m	470	1,040	488,800	0%	488,800
2.06.2	Type B1 (9m base width, south of TEA)	m	940	1,240	1,165,600	0%	1,165,600
2.06.3	Type B2 (9m base width north of TEA)	m	180	320	57,600	0%	57,600
2.06.4	Type C (13m base width)	m	250	1,530	382,500	0%	382,500
2.06.5	Type D (35m base width, north of TEA)	m	440	740	325,600	0%	325,600
2.07	Multiple Culverts under TEA						
	7 x 1.5m x 1.5m box culverts	m	595	1,000	595,000	0%	595,000
	2 x 1.2m x 1.2m box culverts	m	170	900	153,000	0%	153,000
2.08	Culverts under internal roads						
	2 x 2m dia	m	170	1,250	212,500	0%	212,500
2.09	Investigation and Preliminary design	LS	1	31,500	31,500	0%	31,500

Item	Description	Unit	Quantity	Rate	Amount Total Construction	Percentage of Public/ Network Benefit	Rangiuru Contribution
3.00	SANITARY SEWER						
3.01	Sanitary Sewer Pumping Stations	ea	3	250,000	750,000	0%	750,000
3.02	Major Pump Station	ea	1	800,000	800,000	0%	800,000
3.03	Emergency Generator	ea	1	190,000	190,000	0%	190,000
3.04	Emergency Storage, major pumpstation	ea	1	280,000	280,000	0%	280,000
3.05	Emergency Storage, minor pumpstation	ea	3	75,000	225,000	0%	225,000
3.06	Sanitary Sewer Rising Main (400 dia)	m	5800	400	2,320,000	0%	2,320,000
3.07	Kaituna River Thrust	LS	1	380,000	380,000	0%	380,000
3.08	Waiari River Thrust	LS	1	170,000	170,000	0%	170,000
3.09	Internal Trunk Main (225dia)	m	350	145	50,750	0%	50,750
3.10	Internal Trunk Main (300dia)	m	760	160	121,600	0%	121,600
3.11	Internal rising mains (150 dia)	m	910	95	86,450	0%	86,450
3.12	Internal rising mains (200 dia)	m	430	140	60,200	0%	60,200
3.13	Fencing along rising main route	m	900	16	14,400	0%	14,400
3.14	Replace trench spoil with on-site sand	LS	1	38,500	38,500	0%	38,500
3.15	Metal Race on Vercoe property	LM	930	36	33,480	0%	33,480
3.16	Te Puke STP capacity upgrade	LS	1	8,500,000	8,500,000	0%	8,500,000
3.17	Investigation and Preliminary design	LS	1	37,400	37,400	0%	37,400
					14,057,780		14,057,780
4.00	WATER RETICULATION						
4.01	Supply and lay 450mm DI/CLMS Gravity Trunk	m	7850	400	3,140,000	0%	3,140,000
4.02	Supply and lay 225mm uPVC pumped main	m	9000	175	1,575,000	0%	1,575,000
4.03	Primary Water Supply Bores adjacent to site	ea	1	1,400,000	1,400,000	0%	1,400,000
4.04	Secondary Water Supply Bores adjacent to site	ea	0	1,000,000	0	0%	-
4.05	Temporary Pump Stage 1	ea	1	300,000	300,000	0%	300,000
4.06	Primary Water Supply Bores adjacent to Rangiuru Road	ea	1	1,400,000	1,400,000	0%	1,400,000
4.07	Secondary Water Supply Bores adjacent to Rangiuru	ea	1	1,000,000	1,000,000	0%	1,000,000
4.08	Treatment Plant adjacent to Rangiuru Road	ea	1	1,500,000	1,500,000	0%	1,500,000
4.09	Reservoir Rangiuru Road 5500m³	ea	1	2,000,000	2,000,000	30%	1,400,000
4.10	Supply and lay 375mm uPVC	m	5250	350.00	1,837,500	0%	1,837,500
4.11	Supply and lay 300mm uPVC	m	3000	235.00	705,000	0%	705,000
4.12	Investigation and Preliminary design	LS	1	47,200.00	47,200	0%	47,200
4.13	Proof testing of supply bore	LS	1	250,000.00	250,000	0%	250,000
					15,154,700		14,554,700
5.00	RESERVES LP Reserves and Cycleways						
5.01	Landscaping	ha	3.96	80,000	316,800	0%	316,800
5.02	Walkways/Cycleways	m	820	65	53,300	0%	53,300
5.03	Fencing (Timber board and batten)	m	420	65	27,300	0%	27,300
5.04	Fencing (Post and Wire)	m	6900	15	103,500	0%	103,500
5.05	Land Purchase	ha	4.04	300,000	1,212,000	0%	1,212,000
					1,712,900		1,712,900
	TOTAL				65,463,865		64,863,865
	Development Area (ha)		148.60				

Advice Note

The cost per square meter is based on June 2005 cost

The contrbutions listed are as at June 2005

For cuurent values refer to Councils current Annual Plan

Financial Contributions Schedule – Roading (3 Legged Interchange)

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (3 LEGGED INTERCHANGE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
1.1	Tauranga Eastern Arterial (TEL) Interchange	LS	1.0	7,100,000.00	7,100,000.00	100%	0%	0%	0%
1.2	Tauranga Eastern Arterial (TEL) Land Purchase	Ha	1.1	53,750.00	59,125.00	100%	0%	0%	0%
1.3	Pah Rd / State Highway Roundabout Upgrade	Ls	1.0	2,397,500.00	2,397,500.00	0%	0%	100%	0%
1.4	Pah Rd / State Highway Roundabout Land Purchase and Legal	m	0.2	107,500.00	25,800.00	0%	0%	100%	0%
1.5	Pah Rd - Initial - Full Rebuild to Rural Standard (8.5m)	m	1486.0	280.85	417,343.10	100%	0%	0%	0%
1.6	Pah Rd - Ultimate - Upgrade (10m)	LS	1486.0	205.50	305,373.00	0%	0%	100%	0%
1.7	Pah Rd - cycle track	LS	1486.0	123.30	183,223.80	100%	0%	0%	0%
1.8	Pah Rd Rail Crossing Barrier Arms	m	1.0	254,000.00	254,000.00	100%	0%	0%	0%
1.9	Pah Rd / Young Rd Intersection Upgrade	m	1.0	109,600.00	109,600.00	0%	0%	100%	0%
1.10	Young Rd - Western Roundabout to Eastern Edge - Overlay & widen existing to Rural standard (8.5m)	m	1450.0	342.50	496,625.00	100%	0%	0%	0%
1.11	Young Rd - Eastern Edge to Maketu - Upgrade to Rural standard (8.5m)	m	1045.0	342.50	357,912.50	100%	0%	0%	0%
1.12	Young Rd - Eastern Edge to Maketu - Widen to final width (10m)	Ha	1045.0	219.20	229,064.00	0%	0%	100%	0%
1.13	Young Rd - Cycle Track	LS	2495.0	123.30	307,633.50	100%	0%	0%	0%
1.14	Entrance Road; from TEL to first roundabout (Type A)	m	125.0	2,740.00	342,500.00	100%	0%	0%	0%
1.15	Entrance Road: from first roundabout to Young Road (Type A1)	Ha	360.0	2,192.00	789,120.00	100%	0%	0%	0%

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (3 LEGGED INTERCHANGE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
1.16	Entrance Road; from TEL to Young Rd Land purchase and Legal	LS	1.3	107,500.00	135,450.00	100%	0%	0%	0%
1.17	Entrance Road; from TEL - Road Drainage	m	485.0	164.40	79,734.00	100%	0%	0%	0%
1.18	Collector Roads (Type B) excl. Young Road	Ha	3064.0	1,739.90	5,331,053.60	32%	20%	24%	23%
1.19	Collector Roads (Type B) excl. Young Rd. Land Purchase and Legal	LS	8.0	107,500.00	856,345.00	32%	21%	24%	23%
1.20	Collector Roads (Type B) excl. Young Rd - Road Drainage	LS	3064.0	767.20	2,350,700.80	32%	20%	24%	23%
1.21	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B)	LS	1450.0	856.25	1,241,562.50	0%	0%	100%	0%
1.22	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge Land Purchase and Legal	LS	0.9	107,500.00	93,525.00	0%	0%	100%	0%
1.23	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B) - Road Drainage	m	1.0	592,251.00	592,251.00	0%	0%	100%	0%
1.24	Young Road / Western Collector Road Intersection	LS	1.0	274,000.00	274,000.00	0%	100%	0%	0%
1.25	Young Rd / Collector Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%
1.26	Young Road / Entrance Road Intersection	LS	1.0	274,000.00	274,000.00	100%	0%	0%	0%
1.27	Young Rd / Entrance Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%
1.28	Entrance Road / Collector Roundabout (adjacent TEL)	LS	1.0	753,500.00	753,500.00	100%	0%	0%	0%
1.29	Young Rd/ Maketu Rd Left Tum-out Slip Lane Upgrade	LS	1.0	479,500.00	479,500.00	0%	0%	100%	0%
Total Cost of Roading					$26,932.411.80				
Total area		148.60ha							
Per square metre rate		$ per m²			$18,12				

Financial Contributions Schedule – Roading (4 Legged Interchange Option)

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (4 LEGGED INTERCHANGE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
1.1	Tauranga Eastern Arterial (TEL) Interchange	LS	1.0	9,950,000.00	9,950,000.00	100%	0%	0%	0%
1.2	Tauranga Eastern Arterial (TEL) Land Purchase	Ha	1.1	53,750.00	59,125.00	100%	0%	0%	0%
1.3	Pah Rd / State Highway Roundabout Upgrade	LS	1.0	2,397,500.00	2,397,500.00	0%	0%	100%	0%
1.4	Pah Rd / State Highway Roundabout Land Purchase and Legal	m	0.2	107,500.00	25,800.00	0%	0%	100%	0%
1.5	Pah Rd - Initial - Full Rebuild to Rural Standard (8.5m)	m	1486.0	280.85	417,343.10	100%	0%	0%	0%
1.6	Pah Rd - Ultimate - Upgrade (10m)	LS	1486.0	205.50	305,373.00	0%	0%	100%	0%
1.7	Pah Rd - cycle track	LS	1486.0	123.30	183,223.80	100%	0%	0%	0%
1.8	Pah Rd Rail Crossing Barrier Arms	m	1.0	254,000.00	254,000.00	100%	0%	0%	0%
1.9	Pah Rd / Young Rd Intersection Upgrade	m	1.0	109,600.00	109,600.00	0%	0%	100%	0%
1.10	Young Rd - Western Roundabout to Eastern Edge - Overlay & widen existing to Rural standard (8.5m)	m	1450.0	342.50	496,625.00	100%	0%	0%	0%
1.11	Young Rd - Eastern Edge to Maketu - Upgrade to Rural standard (8.5m)	m	1045.0	342.50	357,912.50	100%	0%	0%	0%
1.12	Young Rd - Eastern Edge to Maketu - Widen to final width (10m)	Ha	1045.0	219.20	229,064.00	0%	0%	100%	0%
1.13	Young Rd - Cycle Track	LS	2495.0	123.30	307,633.50	100%	0%	0%	0%

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (4 LEGGED INTERCHANGE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
1.14	Entrance Road; from TEL to first roundabout (Type A)	m	125.0	2,740.00	342,500.00	100%	0%	0%	0%
1.15	Entrance Road: from first roundabout to Young Road (Type A1)	Ha	360.0	2,192.00	789,120.00	100%	0%	0%	0%
1.16	Entrance Road; from TEL to Young Rd Land purchase and Legal	LS	1.3	107,500.00	135,450.00	100%	0%	0%	0%
1.17	Entrance Road; from TEL - Road Drainage	m	485.0	164.40	79,734.00	100%	0%	0%	0%
1.18	Collector Roads (Type B) excl. Young Road	Ha	3064.0	1,739.90	5,331,053.60	32%	20%	24%	23%
1.19	Collector Roads (Type B) excl. Young Rd. Land Purchase and Legal	LS	8.0	107,500.00	856,345.00	32%	21%	24%	23%
1.20	Collector Roads (Type B) excl. Young Rd - Road Drainage	LS	3064.0	767.20	2,350,700.80	32%	20%	24%	23%
1.21	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B)	LS	1450.0	856.25	1,241,562.50	0%	0%	100%	0%
1.22	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge Land Purchase and Legal	LS	0.9	107,500.00	93,525.00	0%	0%	100%	0%
1.23	Young Rd Ultimate Upgrade - Western Roundabout to Eastern Edge (Type B) - Road Drainage	m	1.0	592,251.00	592,251.00	0%	0%	100%	0%
1.24	Young Road / Western Collector Road Intersection	LS	1.0	274,000.00	274,000.00	0%	100%	0%	0%
1.25	Young Rd / Collector Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%
1.26	Young Road / Entrance Road Intersection	LS	1.0	274,000.00	274,000.00	100%	0%	0%	0%
1.27	Young Rd / Entrance Road Roundabout	LS	1.0	548,000.00	548,000.00	0%	0%	100%	0%
1.28	Entrance Road / Collector Roundabout (adjacent TEL)	LS	1.0	753,500.00	753,500.00	100%	0%	0%	0%
1.29	Young Rd/ Maketu Rd Left Tum-out Slip Lane Upgrade	LS	1.0	479,500.00	479,500.00	0%	0%	100%	0%
Total Cost of Roading					$29,782,441.80				
Total area		148.60ha							

TABLE 1: FINANCIAL CONTRIBUTIONS SCHEDULE – ROADING (4 LEGGED INTERCHANGE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
Per square metre rate		$ per m²			$20.04				

Financial Contributions Schedule - Water Option (on-site)

TABLE 3: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – ONSITE						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
2.1	150 mm uPVC/PE Watermain	m	1,070	109.60	117,272.00	100%	0%	0%	0%
2.2	200 mm uPVC/PE Watermain	m	620	184.95	114,669.00	0%	100%	0%	0%
2.3	250 mm uPVC/PE Watermain	m	4,180	239.75	1,002,155.00	32%	33%	19%	16%
2.4	Isolation Valves/Fittings (150-200 mm Watermain)	No.	9	3,151.00	28,539.00	67%	33%	0%	0%
2.5	Isolation Valves/Fittings (250 mm Watermain)	No.	16	4,110.00	65,760.00	31%	38%	19%	13%
2.6	Air/Scour Valves (150-200 mm Watermain)	No.	4	4,110.00	16,440.00	75%	25%	0%	0%
2.7	Air/Scour Valves (250 mm Watermain)	No.	6	4,795.00	28,770.00	33%	33%	17%	17%
2.8	Fire Hydrants	No.	54	3,425.00	184,950	44%	26%	15%	15%
2.9	WTP Earthworks, Sitework and Access, Power and Genset	LS	1	1,233,000.00	1,233,000.00	100%	0%	0%	0%

TABLE 3: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – ONSITE						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
2.10	Water Treatment Plant (WTP)	LS	1	8,910,000.00	8,910,000.00	45%	28%	0%	27% %
2.11	Balance Tank	LS	1	274,000.00	274,000	100%	0%	0%	0%
2.12	Storage Reservoir Tanks	No.	4	274,000.00	1,096,000	50%	0%	25%	25%
2.13	Booster Pump Station	LS	1	246,600.00	411,000.00	100%	0%	0%	0%
2.14	Bore, Pumps and Pipework	LS	1	904,000.00	800,000	100%	0%	0%	0%
2.15	Back Up Bore	LS	1	904,000.00	904,000	0%	100%	0%	0%
2.16	Land Purchase and Legal	Ha	1.6	53,750.00	84,387.50	0%	100%	0%	0%
Total Cost of Water					15,210,362.50				
Total area		148.60ha							
Per square metre rate		$ per m²			10.44				

Financial Contributions schedule - Water Option (off site)

TABLE 4: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – OFF-SITE (EASTERN WATER SUPPLY NETWORK)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)				
3.1	200 mm uPVC/PE Watermain	m	270	184.95	49,936.50	100%	0%	0%	0%

TABLE 4: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – OFF-SITE (EASTERN WATER SUPPLY NETWORK)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)				
3.2	300 mm uPVC/PE Watermain	m	4,390	349.35	1,533,646.50	23%	46%	15%	16%
3.3	375 mm uPVC/PE Watermain	m	740	493.20	364,968.00	100%	0%	0%	0%
3.4	450 mm uPVC/PE Watermain	m	260	712.40	185,224.00	100%	0%	0%	0%
3.5	500 mm uPVC/PE Watermain	m	400	890.50	356,200.00	100%	0%	0%	0%
3.6	500 mm uPVC/PE Gravity Trunk Watermain - Offsite	m	8,950	890.50	7,969,975.00	100%	0%	0%	0%
3.7	Isolation Valves/Fittings (200-375 mm Watermain)	No.	17	5,480.00	93,160.00	41%	35%	12%	12%
3.8	Isolation Valves/Fittings (450-500 mm Watermain)	No.	8	8,220.00	65,760.00	100%	0%	0%	0%
3.9	Air/Scour Valves (200-375 mm Watermain)	No.	6	6,850.00	41,100.00	33%	50%	17%	0%
3.10	Air/Scour Valves (375-500 mm Watermain)	No.	2	9,590.00	19,180.00	100%	0%	0%	0%
3.11	Fire Hydrants	No.	66	4,110.00	271,260.00	45%	33%	11%	11%
3.12	WTP Earthworks, Sitework and Access, Power and Genset	LS	1	1,233,000.00	1,233,000.00	100%	0%	0%	0%
3.13	Water Treatment Plant (WTP) Rangiuru Road	LS	1	8,910,000.00	8,910,000.00	45%	28%	0%	27%
3.14	Break / Balance Tank	LS	1	753,500.00	753,500.00	100%	0%	0%	0%
3.15	Rangiuru Storage Reservoir (5,500m3)	LS	1	2,740,000.00	2,740,000.00	60%	0%	40%	0%
3.16	Booster Pump Station	LS	1	411,000.00	411,000.00	100%	0%	0%	0%
3.17	225 mm PE pumped main - Offsite	m	10,250	219.20	2,246,800.00	100%	0%	0%	0%
3.18	Primary Bore, Pumps and Pipework - Offsite	LS	1	959,000.00	959,000.00	0%	0%	100%	0%

TABLE 4: FINANCIAL CONTRIBUTIONS SCHEDULE – WATER OPTION – OFF-SITE (EASTERN WATER SUPPLY NETWORK)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)				
3.19	Secondary Bore, Pumps and Pipework - Offsite	LS	1	959,000.00	959,000.00	0%	0%	0%	100%
3.20	Bore, Pumps and Pipework - Onsite	LS	1	959,000.00	959,000.00	100%	0%	0%	0%
3.21	Land Purchase and Legal	Ha.	0.82	53,750.00	44,075.00	100%	0%	0%	0%
Total Cost of Water					30,165,785.00				
Total area		148.60ha							
Per square metre rate		$ per m²			20.30				

Financial Contributions Schedule - Wastewater Option (on site)

TABLE 5: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (ON-SITE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
4.1	90 mm OD PE	m	610	61.65	37,606.50	100%	0%	0%	0%
4.2	110 mm OD PE	m	670	75.35	50,484.50	68%	32%	0%	0%
4.3	160 mm OD PE	m	1,240	109.60	135,904.00	0%	73%	0%	27%
4.4	250 mm OD PE	m	2,230	239.75	534,642.50	13%	36%	36%	16%
4.5	315 mm OD PE	m	600	260.30	156,180.00	100%	0%	0%	0%

TABLE 5: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (ON-SITE)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
4.6	355 mm OD PE	m	400	287.70	115,080.00	100%	0%	0%	0%
4.7	Isolation Valves/Fittings (90-160 mm)	No.	20	2,877.00	57,540.00	45%	40%	0%	15%
4.8	Isolation Valves/Fittings (250-355 mm)	No.	19	5,480.00	104,120.00	63%	16%	16%	5%
4.9	Operational Valves (90-160 mm)	No.	3	6,165.00	18,495.00	33%	33%	0%	33%
4.10	Wastewater Treatment Plant (WWTP) includes siteworks and Wetland Construction	LS	1	38,797,650.00	38,797,650.00	28%	21%	33%	18%
4.11	WWTP and Wetlands Land Purchase and Legal	Ha	12.10	53,750.00	648,762.50	100%	0%	0%	0%
4.12	Power supply, Transformer and Genset	LS	1	548,000.00	548,000.00	100%	0%	0%	0%
Total Cost of Wastewater					41,204,465.00				
Total area		148.60ha							
Per square metre rate		$ per m²			27.73				

Financial Contributions Schedule - Wastewater Option (off site)

TABLE 6: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (TE PUKE WWTP)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
5.1	225 mm uPVC Gravity Main	m	3,220	232.90	749,938.00	33%	29%	21%	18%
5.2	300 mm uPVC Gravity Main	m	2,400	253.45	608,280.00.	41%	40%	0%	19%
5.3	Manhole 1050 dia.	No.	56	6,165.00	345,240.00	36%	34%	13%	18%

TABLE 6: FINANCIAL CONTRIBUTIONS SCHEDULE – WASTEWATER – OPTION (TE PUKE WWTP)						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
5.4	SS Pump Station 1	LS	1	527,450.00	527,450.00	100%	0%	0%	0%
5.5	SS Pump Station 2	LS	1	315,100.00	315,100.00	0%	100%	0%	0%
5.6	Major SS Pump Station 3	LS	1	1,205,600.00	1,205,600.00	90%	0%	10%	0%
5.7	Emergency Generator	LS	1	301,400.00	301,400.00	100%	0%	0%	0%
5.8	Emergency Storage , major Pump Station	m^3	420	1,130.25	474,705.00	17%	17%	17%	50%
5.9	Emergency Storage , minor Pump Station	m^3	750	1,130.25	847,687.50	32%	37%	31%	0%
5.10	SS Rising Main to WWTP 350 mm (400 OD) PE	m	4,900	616.50	3,020,850.00	100%	0%	0%	0%
5.11	Onsite Rising Main 220 mm ID (250 OD) PE	m	1,550	239.75	371,612.50	100%	0%	0%	0%
5.12	Onsite Rising Main 140 mm ID (160 OD) PE	m	260.00	109.60	28,496.00	0%	100%	0%	0%
5.13	Sewer Pump Station and Rising Main Land Purchase	Ha	0.30	107,500.00	32,250.00	67%	33%	0%	0%
5.14	Easement for Rising Main (6m wide)	Ha	0.75	85,140.00	63,855.00	100%	0%	0%	0%
5.15	New Resource Consent for WWTP	LS	1	1,250,000.00	1,250,000.00	100%	0%	0%	0%
5.16	Te Puke WWTP capacity Upgrade - Stage 1	LS	1	10,230,654.76	10,230,654.76	100%	0%	0%	0%
5.17	Te Puke WWTP capacity Upgrade - Stage 2	LS	1	8,370,535.71	8,370.535.71	0%	0%	100%	0%
Total Cost of Wastewater					28,743,654.48				
Total area		148.60ha							
Per square metre rate		$ per m^2			19.34				

Financial Contributions Schedule - Stormwater

TABLE 7: FINANCIAL CONTRIBUTIONS SCHEDULE - STORMWATER						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
6.1	Stormwater Pond 2 (Carrs) including landscaping/fencing	LS	1	5,335,465.00	5,335,465.00	49%	29%	22%	0%
6.2	Stormwater Pond 2 (Carrs) Land Purchase and Legal	Ha.	36.80	53,750.00	1,978,000.00	100%	0%	0%	0%
6.3	Stormwater Pond 1 (Diagonal) including landscaping/fencing	LS	1	1,174,946.25	1,174,946.25	0%	0%	0%	100%
6.4	Stormwater Pond 1 (Diagonal) Land Purchase and Legal	Ha.	5.40	107,500.00	575,125.00	0%	0%	0%	100%
6.5	Walkways/ Boardwalks	m	1,500	137.00	205,500.00	33%	33%	17%	17%
6.6	Stormwater Reticulation 825 dia RCRRJ	m	130	739.80	96,174.00	0%	100%	0%	0%
6.7	Stormwater Reticulation 900 dia RCRRJ	m	270	835.70	225,639.00	100%	0%	0%	0%
6.8	Stormwater Reticulation 1050 dia RCRRJ	m	330	1,175.46	387,901.80	0%	56%	0%	44%
6.9	Stormwater Reticulation 1200 dia RCRRJ	m	100	1,438.50	143,850.00	100%	0%	0%	0%
6.10	Stormwater Reticulation 1350 dia RCRRJ	m	180	1,709.76	307,756.80	0%	100%	0%	0%
6.11	Stormwater Reticulation 1500 dia RCRRJ	m	530	1,986.50	1,052,845.00	0%	0%	65%	35%
6.12	Stormwater Reticulation 1650 dia RCRRJ	m	380	2,253.65	856,387.00	0%	47%	0%	53%
6.13	Stormwater Reticulation 1800 dia RCRRJ	m	270	3,425.00	924,750.00	0%	100%	0%	0%
6.14	Stormwater Reticulation 2100 dia RCRRJ	m	120	4,589.50	550,740.00	0%	0%	0%	100%
6.15	Stormwater Reticulation manholes/structures	No.	16	13,700.00	219,200.00	25%	38%	65	31%
6.16	Stormwater Reticulation Land Purchase and Legal	Ha.	1.3	107,500.00	144,050.00	27%	58%	0%	15%

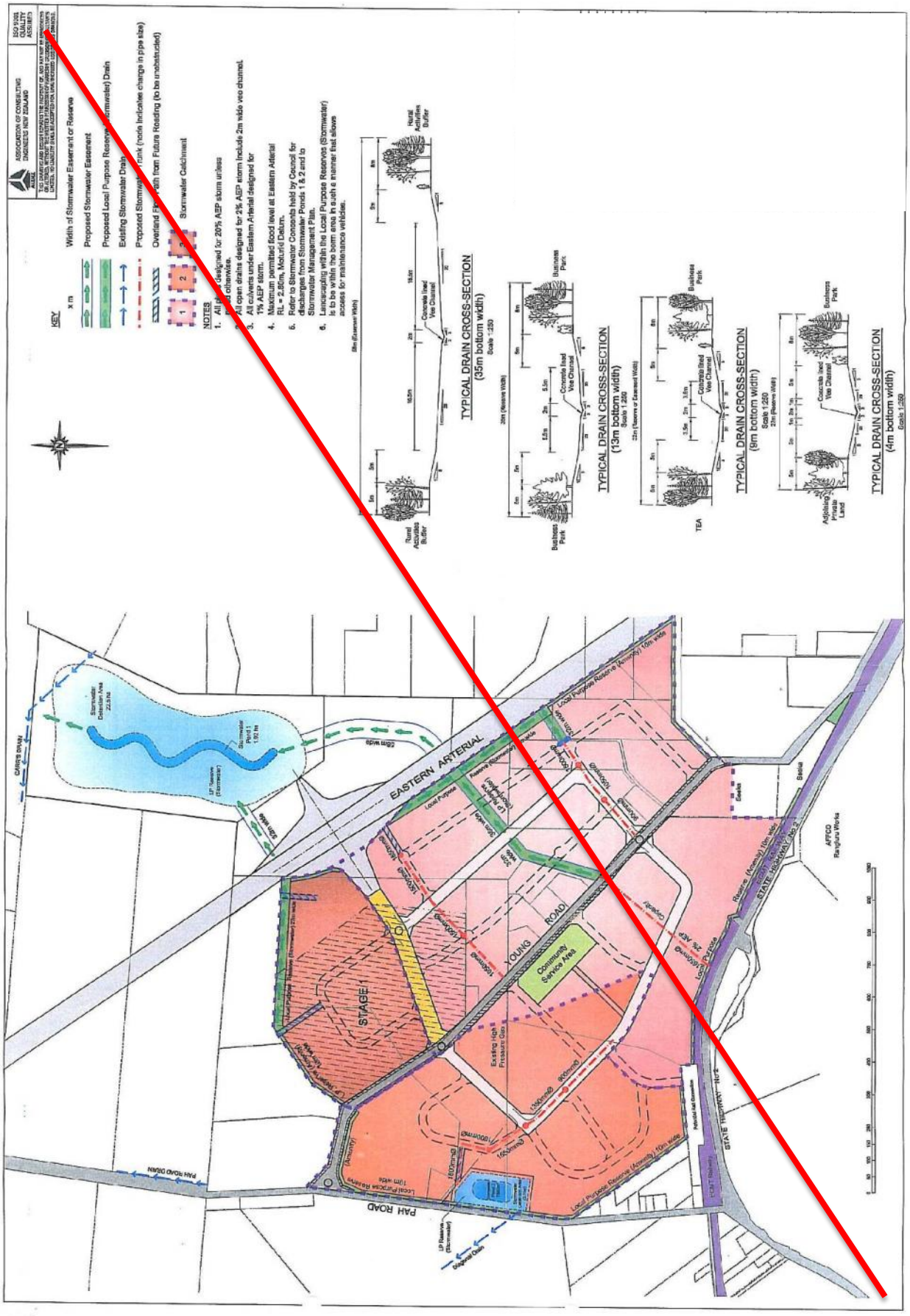
TABLE 7: FINANCIAL CONTRIBUTIONS SCHEDULE - STORMWATER						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
6.17	Stormwater Swale - Type A (18m Reserve)	m	980	372.64	365,187.20	0%	66%	34%	0%
6.18	Stormwater Swale - Type B (21m Reserve)	m	800	431.55	345,240.00	100%	0%	0%	0%
6.19	Stormwater Swale - Type C (23m Reserve)	m	1,135	489.09	555,117.15	100%	0%	0%	0%
6.20	Stormwater Swale Land Purchase and Legal	Ha.	7.70	107,500.00	823,450.00	72%	20%	8%	0%
6.21	TEL Box Culverts	LS	1	3,140,000.00	3,047,838.00	100%	0%	0%	0%
6.22	Box Culverts (4m wide x 0.9m high)	m	180	6,850.00	1,233,000.00	67%	0%	33%	0%
6.2	Box Culverts (4m wide x 1.2m high)	m	70	8,905.00	623,350.00	100%	0%	0%	0%
6.24	Headwalls/ Embankment protection	No.	18	13,700.00	246,600.00	56%	11%	22%	11%
Total Cost of Stormwater					$21,418,112.00				
Total area		148.60ha							
Per square metre rate		$ per m²			14.41				

Financial Contributions Schedule – Reserves

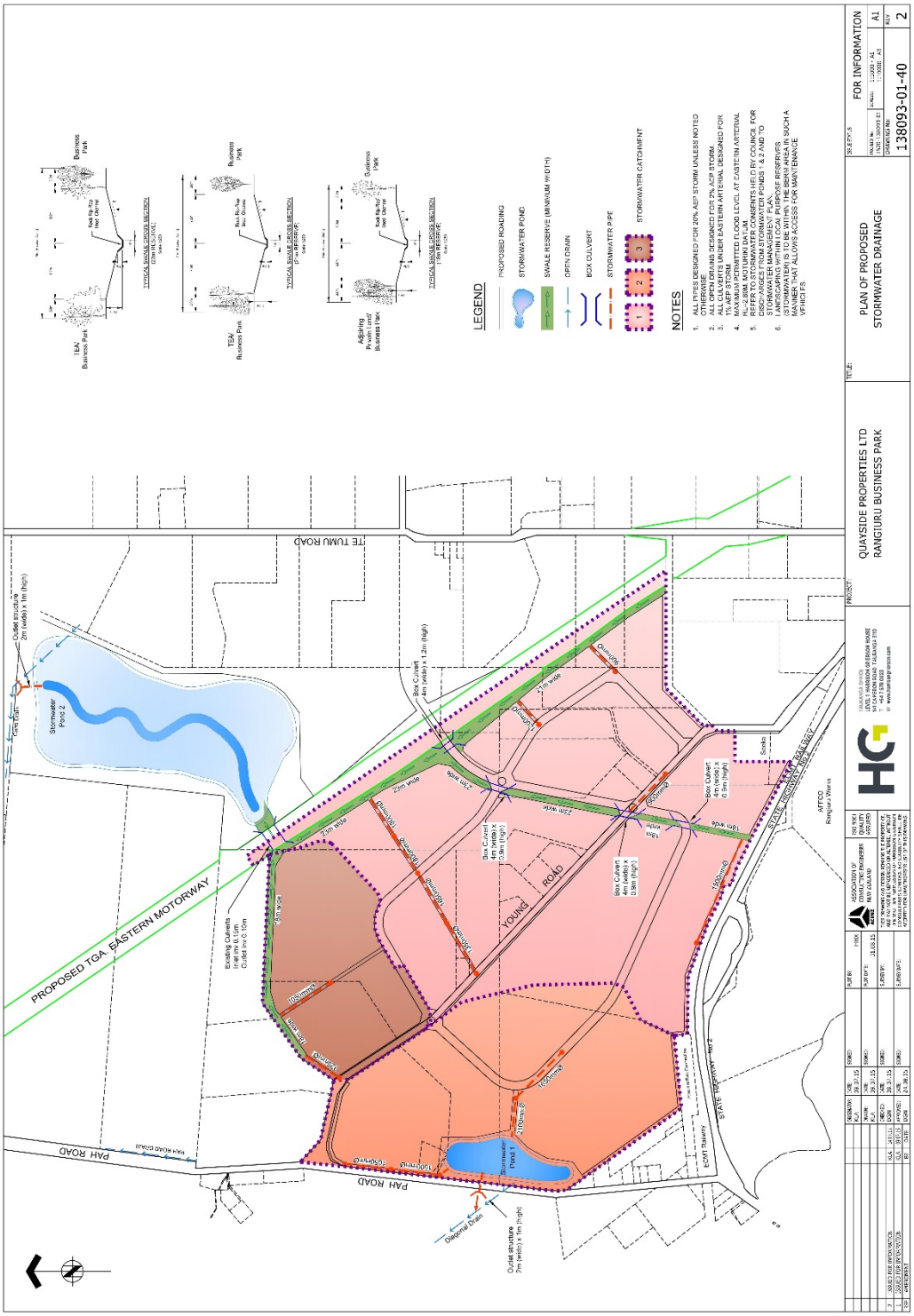
TABLE 8: FINANCIAL CONTRIBUTIONS SCHEDULE – RESERVES						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4

TABLE 8: FINANCIAL CONTRIBUTIONS SCHEDULE – RESERVES						ESTIMATED PERCENTAGE OF WORKS TO BE COMPLETED IN STAGE			
ITEM	DESCRIPTION	UNIT	QUANTITY	RATE ($)	COST ($)	1	2	3	4
7.1	Landscaping	m²	29,700	27.40	813,780.00	15%	0%	46%	39%
7.2	Walkways/cycleways	m	820	123.30	101,106.00	10%	0%	50%	40%
7.3	Fencing Timber Board and Batton)	m	860	308.25	265,095.00	0%	14%	0%	86%
7.4	Fencing (post and wire)	m	6,900	20.55	141,795.00	48%	29%	17%	7%
7.5	1.2m high noise bund	m	860	109.60	94,256.00	0%	14%	0%	86%
7.6	Land purchase and Legal	Ha	2.97	107,500.00	319,275.00	15%	0%	46%	39%
Total Cost of Reserves					1,735,307				
Total area			148.60ha		$1.17				
Per square metre rate			$ per m²		1.10				

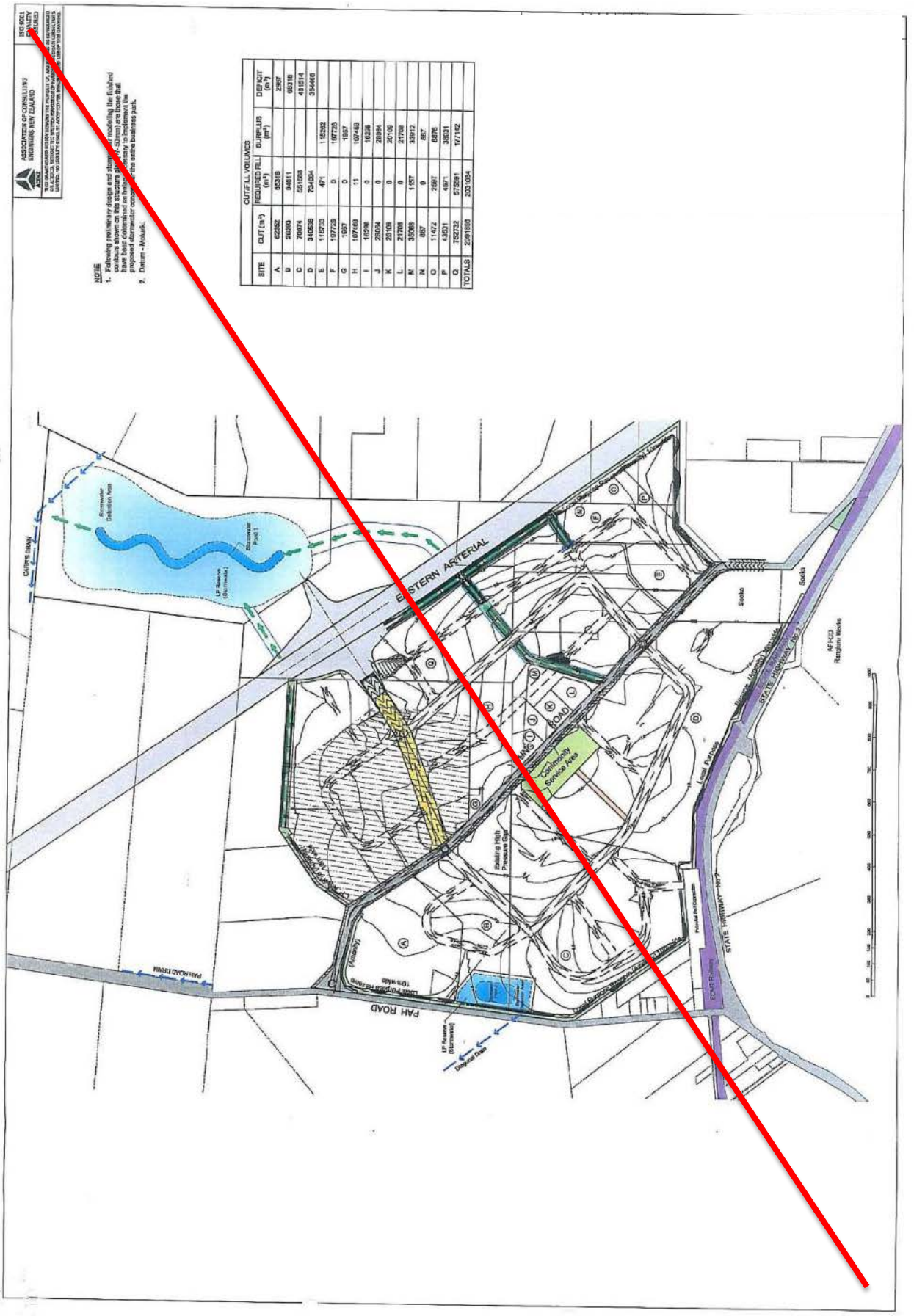
11.1 Proposed Stormwater Catchments and Amenity Reserves - Delete drawing and replace



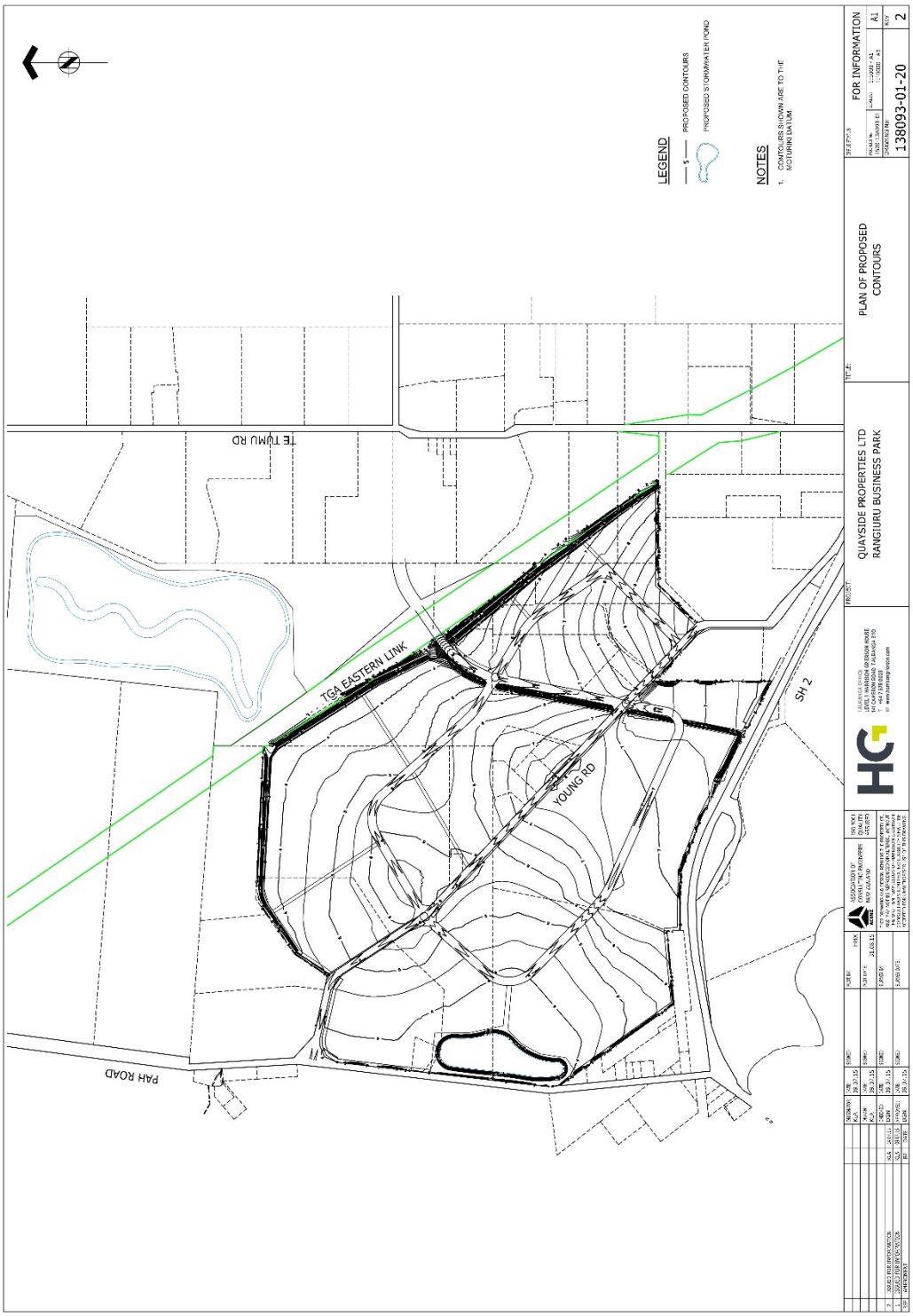
11.1 Proposed Stormwater Catchments and Amenity Reserves



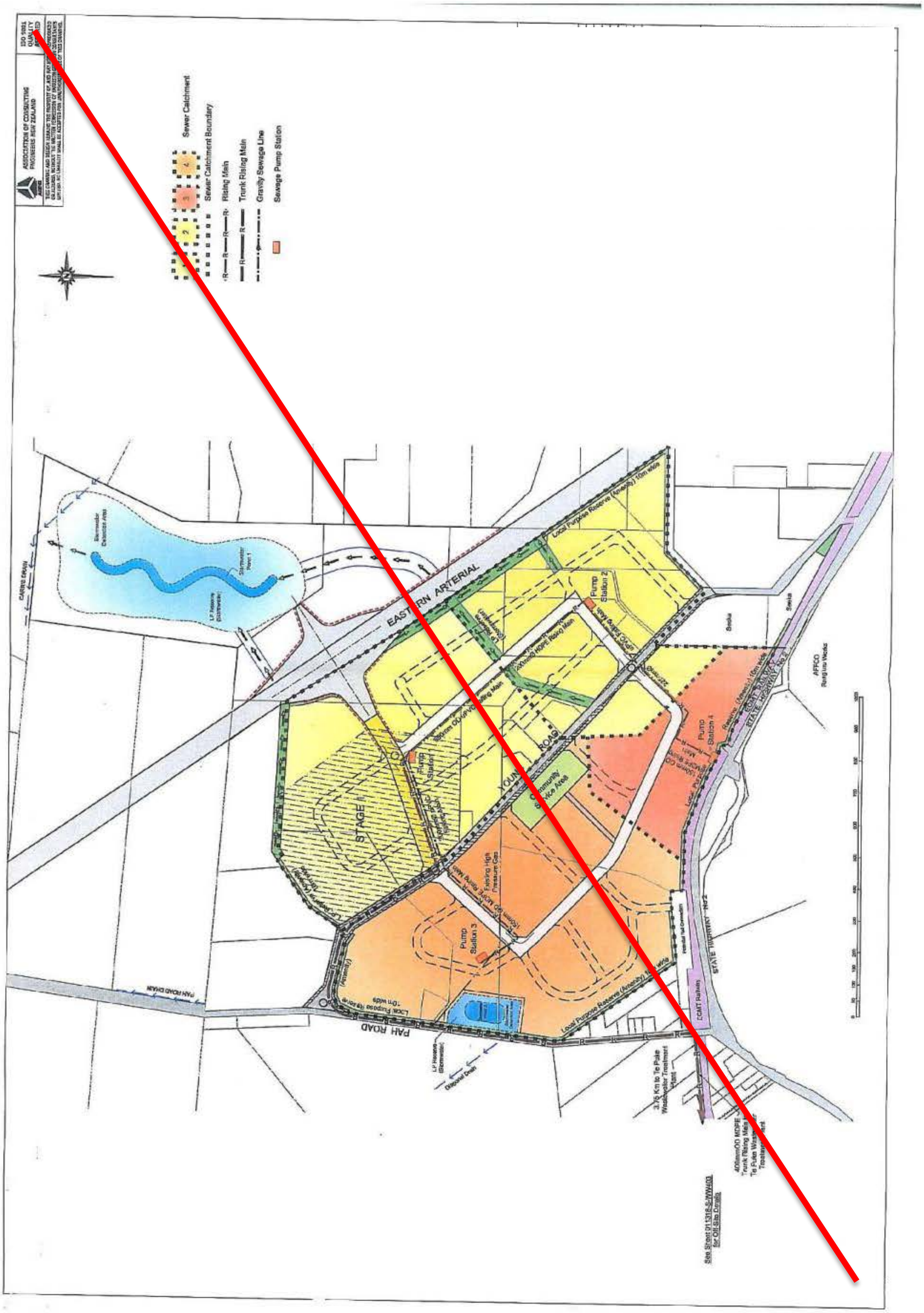
11.2 Proposed Contours ~~with Proposed Layout Details~~ – Delete drawing and replace



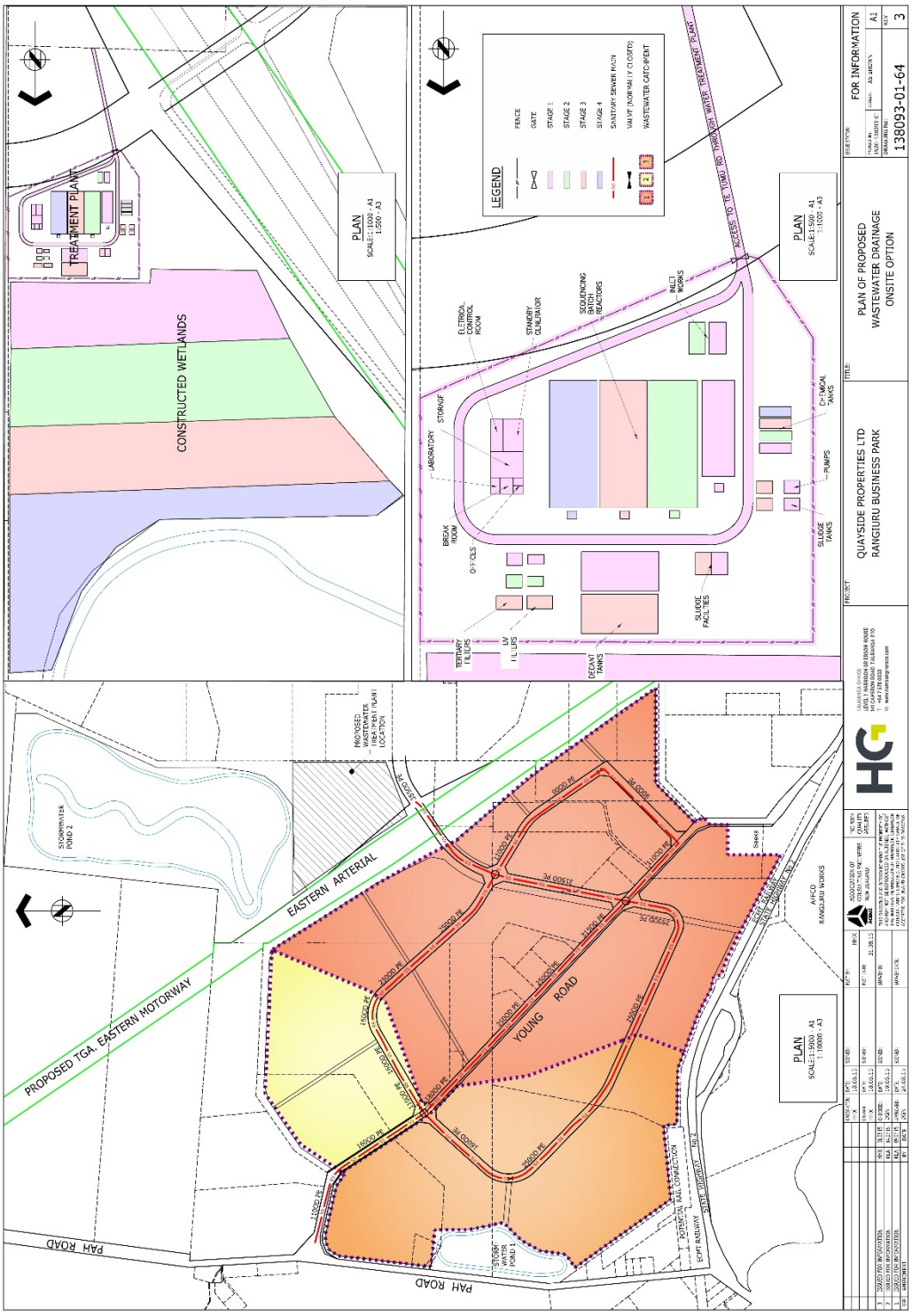
11.2 Proposed Contours



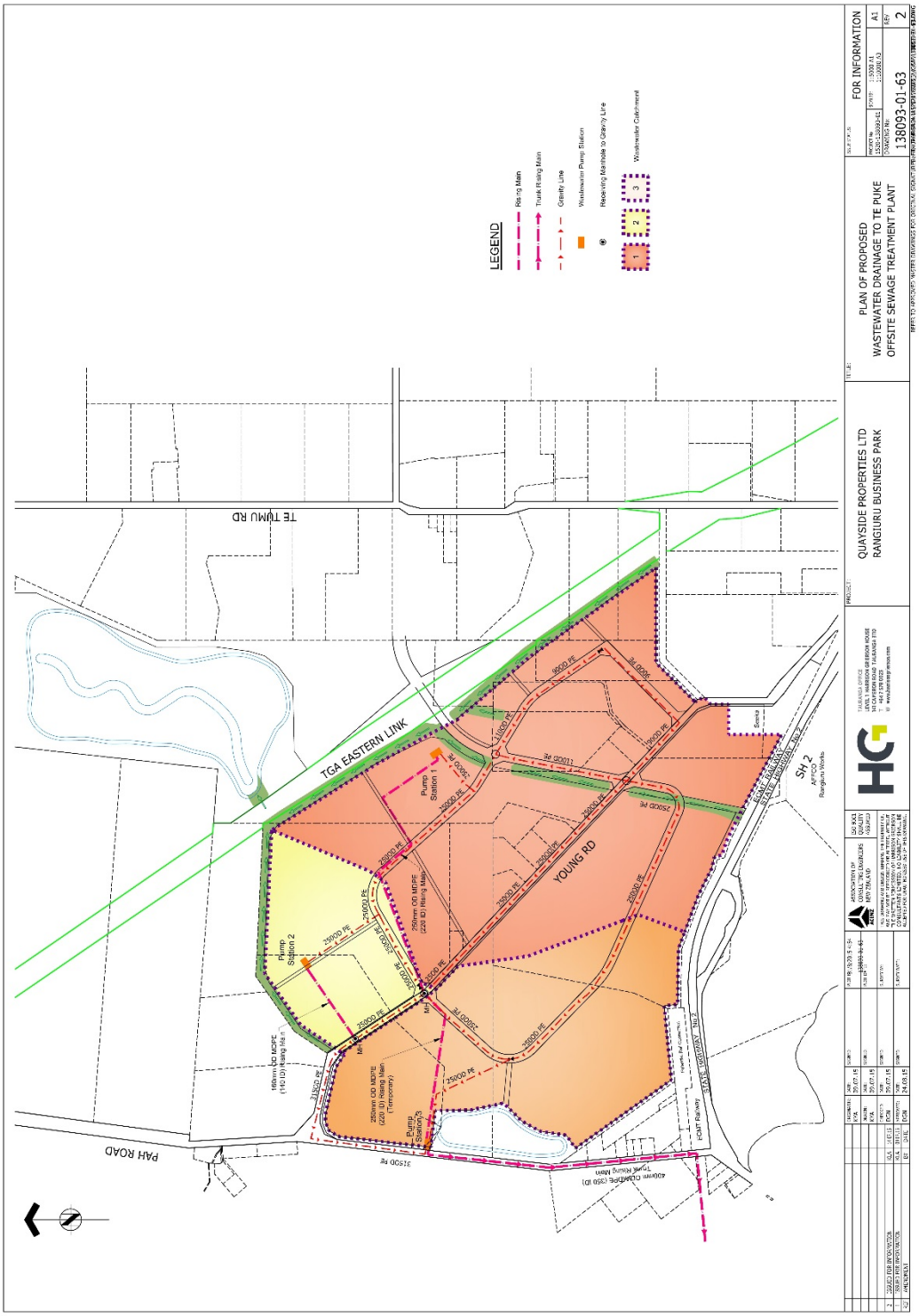
11.3 Sewer Reticulation Layout – Delete and replace



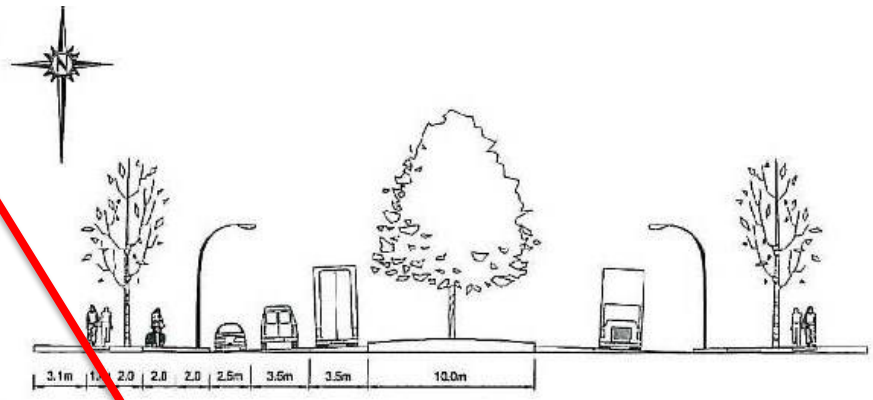
11.3a Sewer Reticulation Layout – On site Option



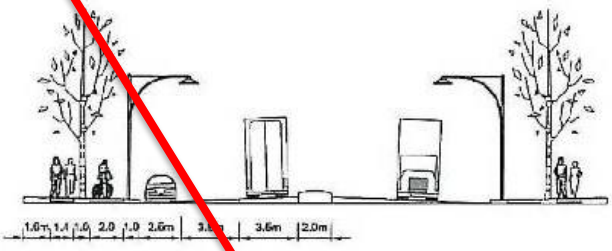
11.3b Sewer Reticulation Layout – Off Site Option



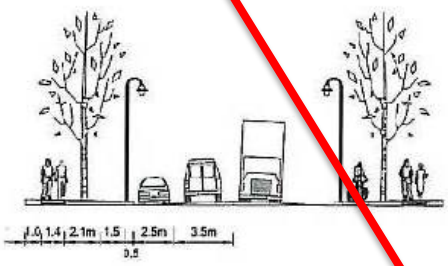
11.4 Roading Features – Delete



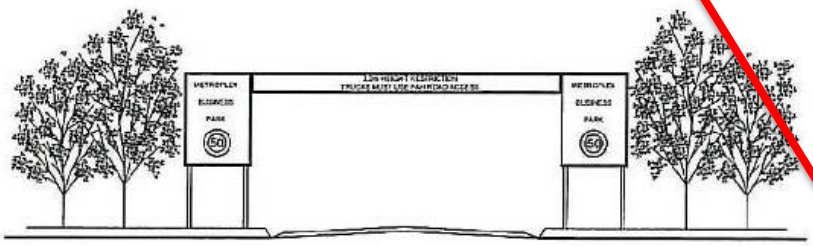
TYPE A
Entrance Road (50m wide)



TYPE B
Collector Road (35m wide)

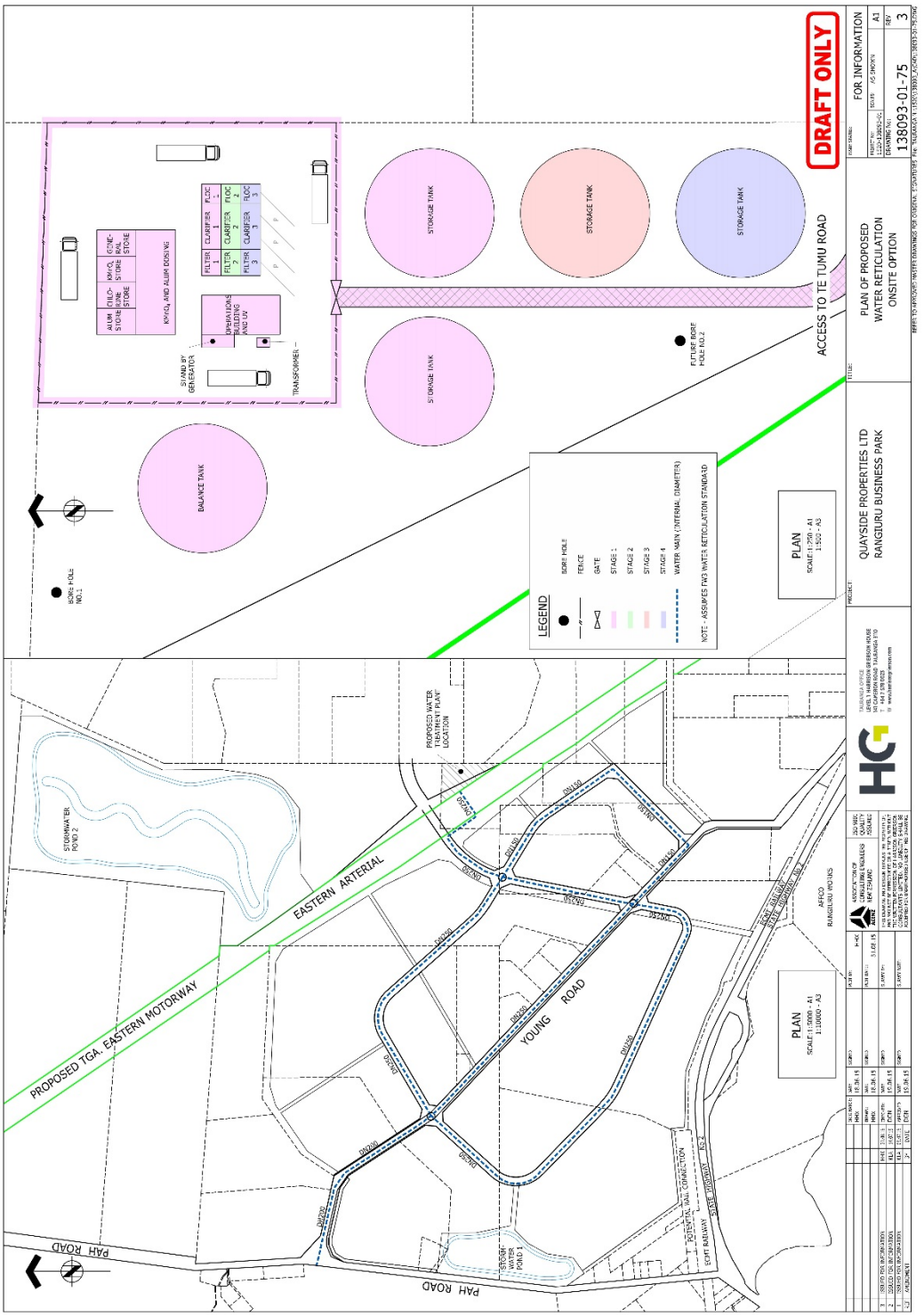


TYPE C
Local Road (25m wide)

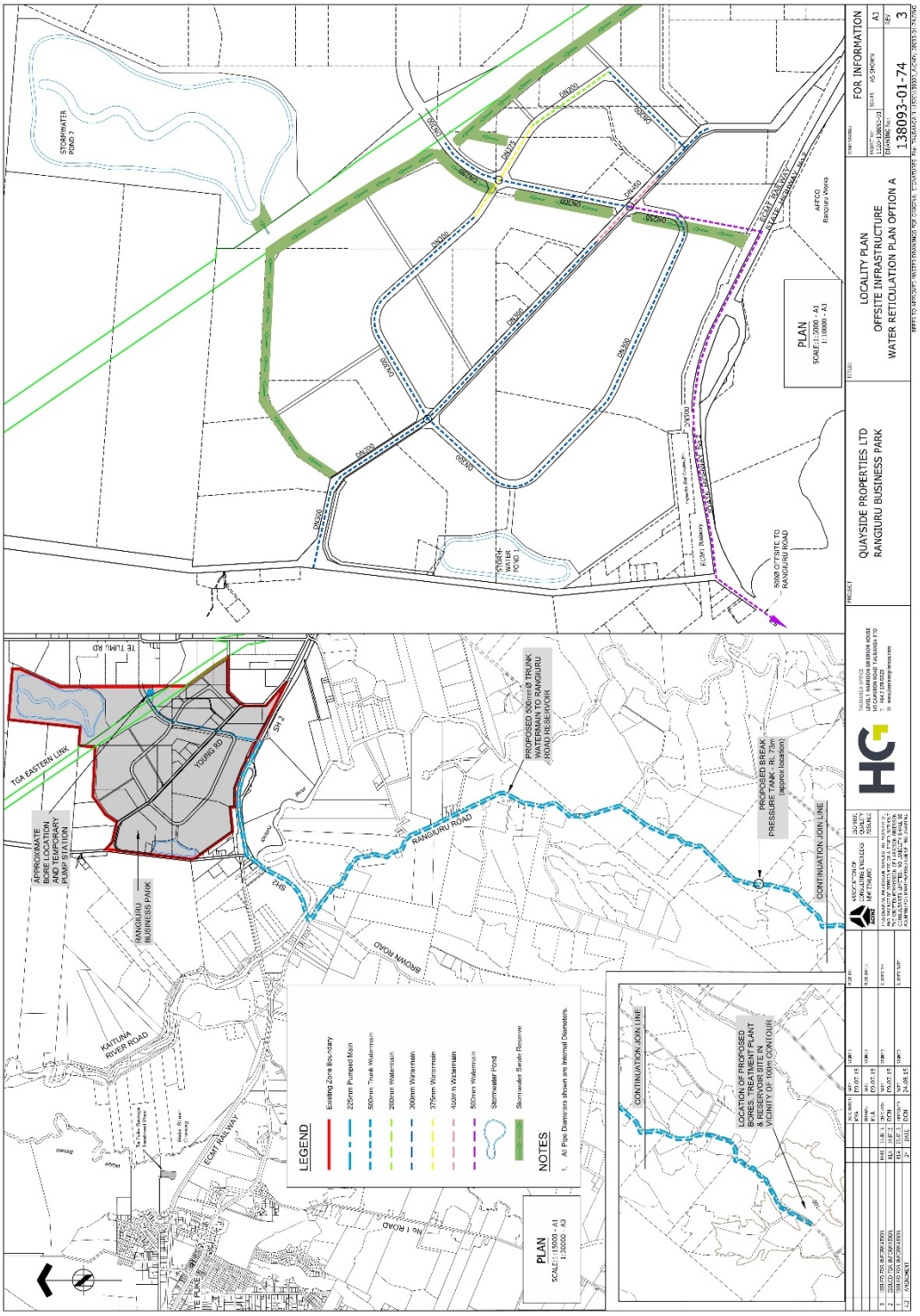


TEMPORARY
'STAGE 1' THRESHOLD FEATURE

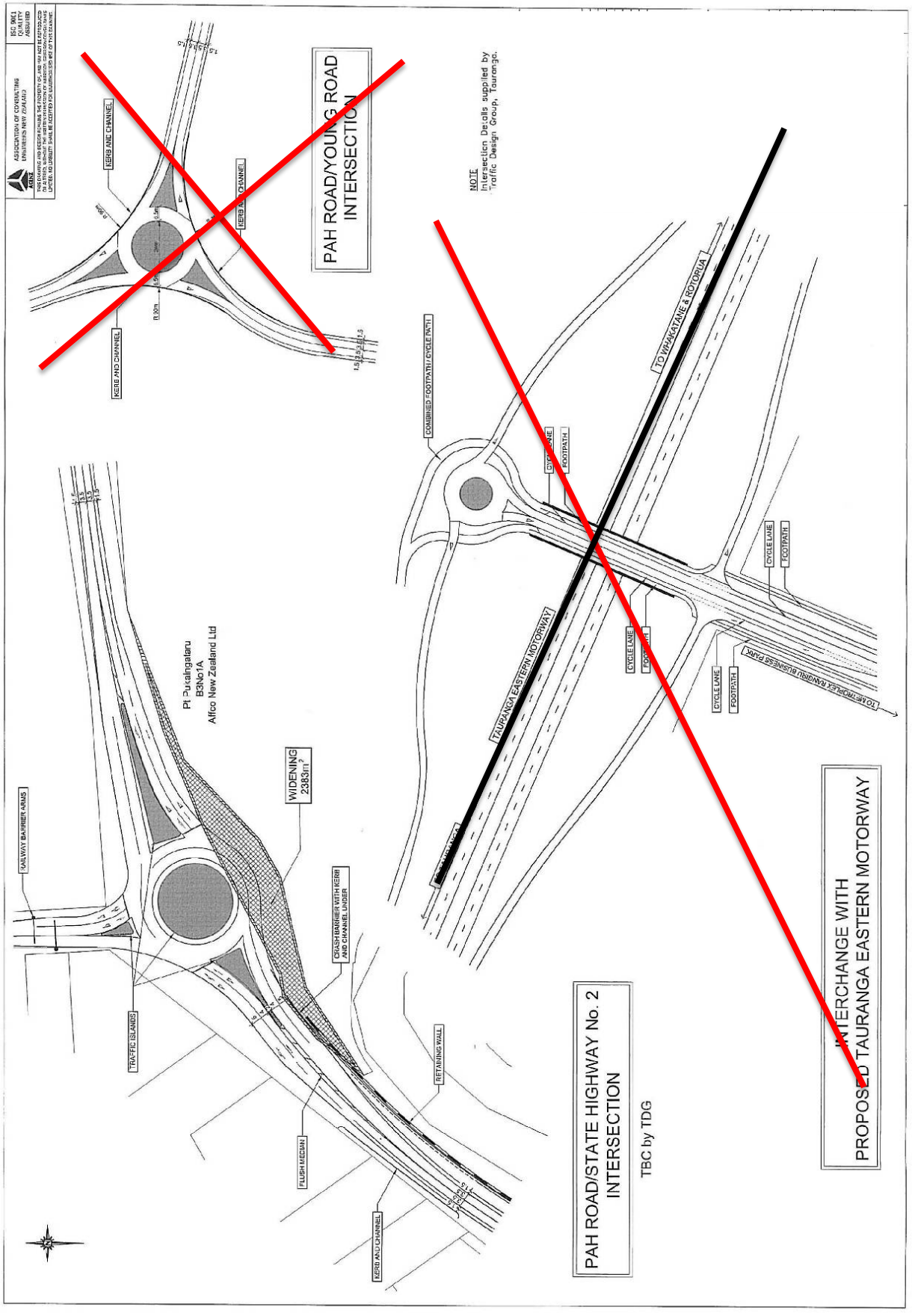
11.4a Water Supply – On Site Option



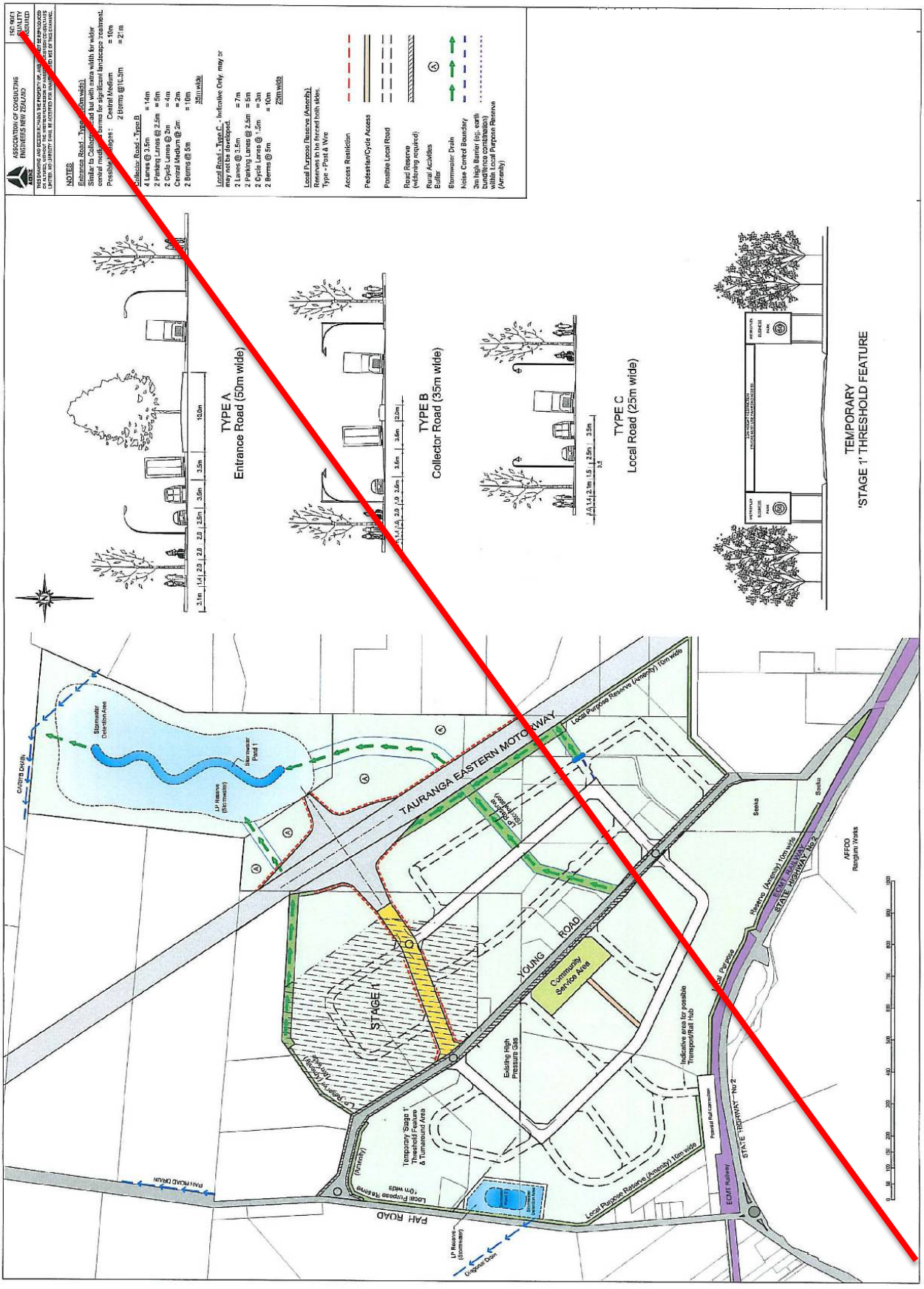
11.4a Water Supply – Off Site Option



11.5 Intersections – Delete in part



11.6 Roading Layout and Land Use – Delete and replace



11.6 Roading Layout and Land Use