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Officer:	Peter Varelis, Director Development Services

Memorandum

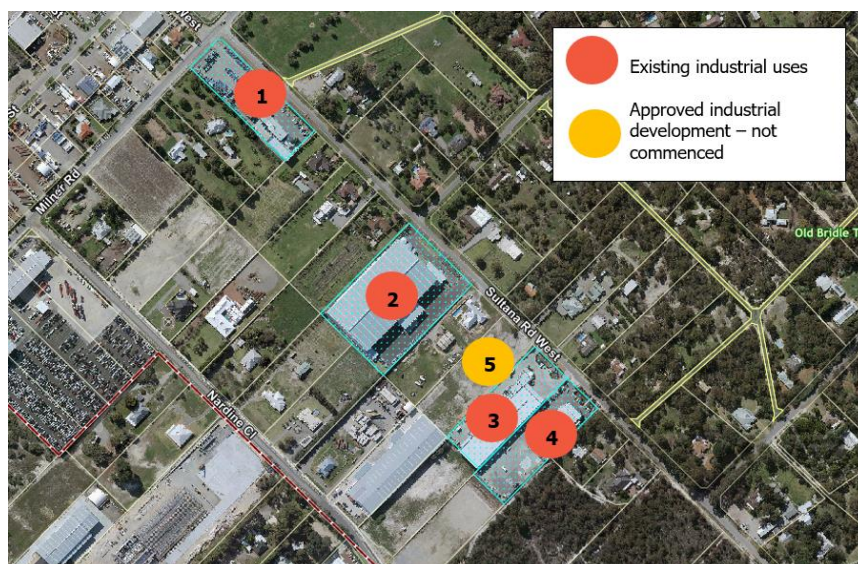
To: All Councillors
 CC: Rhonda Hardy, Chief Executive Officer
 From: Peter Varelis, Director Development Services
 Subject: 28 July 2020 Ordinary Council Meeting – Forrestfield / High Wycombe Stage 1 Industrial Area – Development Contribution Plan Report: Annual Review – Consideration of Submissions and Final Approval – Additional Information

Councillors,

Since the Public Agenda Briefing Forum (PABF) on 14 July 2020, the City has collated additional information and has further considered the details and analysis outlined in, report item 10.1.2 - Forrestfield / High Wycombe Stage 1 Industrial Area (FF/HW Industrial Area) – Development Contribution Plan (DCP) Report: Annual Review of the July PABF (the Report).

1) Milner Road and Sultana Road West Designs

1. The Council report outlines that the City has prepared designs for Milner Road and Sultana Road West to 85% design level, and estimated the cost of construction accordingly. Reference is made regarding the section of Milner Road between Nardine Close and Sultana Road West and the whole of Sultana Road West being designed for 'As of Right' (19m semi-trailer) vehicles with a 9m wide pavement on Sultana Road West. This is in lieu of design to accommodate Restricted Access Vehicle 4 (RAV 4 – 27.5m 'B-Double') category of vehicles.
2. To clarify a key reason behind this recommendation, Sultana Road West will divide the FF/HW Industrial Area from the future Forrestfield North (High Wycombe South) residential area. The introduction of roads designed to accommodate RAV 4 vehicles (B-Doubles) would, in the opinion of the City, not be consistent with the intent of the Forrestfield North Residential Precinct LSP, to manage the interface between the residential and industrial land uses,. By designing the Milner Road and Sultana Road West intersection, and Sultana Road West to accommodate 'As of Right' vehicles, this would ensure that access will be limited to vehicles that are ordinarily allowed on residential roads.
3. The Council report explains that the City undertook a survey to ascertain the current and future access needs for developed and approved industrial operations. The following summarises this process.
4. In April 2020, the City contacted existing industrial operators at Lot 200 (103) Milner Road, and Lots 432, 220 and 219 (88, 116 and 122) Sultana Road West. The City also reviewed the existing Development Approval for Lot 213 (110) Sultana Road West that at the time of the survey had not been constructed. The below map illustrates the sites considered through this process.



5. The sites surveyed include 4 of the 10 lots fronting Sultana Road west, however if measured in land area, over 50% of land fronting on to Sultana Road West was considered.
6. The City was also advised by its consulting engineers in April 2020 that, following a preliminary review of the cost to construct the Milner and Sultana Road West intersection and Sultana Road West to an 'As of Right' standard as opposed to a RAV 4 standard, the savings are estimated to be approximately \$38,000.
7. On the basis of the likely infrastructure cost savings, the responses received, through the engagement above, indicating no existing need for access for vehicles beyond the 'As of Right' standard 19m semi-trailer and future residential development of High Wycombe South, the City's officers decided to proceed with 85% designs for the Milner Road and Sultana Road West intersection and Sultana Road West width of 9m.
8. The City has also contacted Main Roads WA Heavy Vehicle Services, who have advised that landowners with frontage to Milner Road between Nardine Close and Sultana Road West (103 – 121 Milner Road) may still apply for a permit for RAV access, if it can be demonstrated that a RAV vehicle can safely access and egress the site from a south-west direction on Milner Road, and manoeuvre within the site, notwithstanding this section of Milner Road being designed for 'As of Right' vehicles.
9. Since the PABF on 14 July 2020, the City has been advised by a landowner in the area that the infrastructure cost estimates erroneously include estimated costs for the following items:
 - a) Constructing a 1.8m footpath on the south side of Milner Road in addition to a 2.5m shared path on the north side of Milner Road. This item should only include a 2.5m shared path in accordance with the Forrestfield / High Wycombe Stage 1 Industrial Area LSP.
 - b) Removal of redundant road pavement between the future Sultana Road West cul-de-sac and Brand Road. This section of pavement is being removed to facilitate the Forrestfield North Residential Precinct LSP and is therefore not a specific item that should be funded by the DCP.
10. The DCP Report has been amended to remove the cost estimates associated with the 1.8m footpath on Milner Road and the removal of redundant pavement on Sultana Road West accordingly.

2) Berkshire Road

1. The Council report explains that the DCP estimates have been amended to include the completion and necessary upgrades to the existing 2m wide footpath on the northern side of Berkshire Road, until the WA Bicycle Network funding (WABN) will become available.
2. To clarify this, the City has no certainty at this time that an application for WABN grant funding for construction of the footpath will be successful and even if it is, requires a subsequent decision by Council to

provide at least 50% of the construction costs as a condition of the grant. Neither outcome has eventuated, as yet, and thus if WABN funding becomes available (anticipated 2021/22) and Council decide to provide additional funding for it, a subsequent review of the DCP will address the matter. Retaining the costs for the footpath on the northern side of Berkshire within the DCP ensures there is funding certainty for a footpath on Berkshire Road.

3. The report states that there are currently five overhead consumer lines on Berkshire Road that are required to be undergrounded for unrestricted vehicle height access. Since the PABF on 14 July 2020, the City has confirmed that there are now only four consumer lines that are required to be converted to underground supply. This discrepancy is due to the undergrounding of one of the consumer lines as part of a recent development at Lot 547 (291) Berkshire Road, Forrestfield, occurring after the initial consumer line clearance assessment undertaken by the City's consulting engineers.
4. The DCP Report and estimated costs have been amended to reduced number of consumer lines requiring undergrounding from five to four.

3) Amendments to Infrastructure Cost Estimates and the Cost Contribution

1. As a result of the additional information outlined above, the following changes to the cost estimates and cost contribution rate in the DCP report, with the Council report and attachments being amended accordingly:

	Infrastructure Cost Estimate presented to PABF on 14 July 2020	Amendment	Revised Total Infrastructure Cost Estimate
Berkshire Road	\$174,333	-\$15,000* Reduced number of consumer lines requiring undergrounding from five to four.	\$154,070
Milner Road	\$915,403	-\$45,163* For removal of supply and installation of new 1.8m wide concrete footpaths on south side of Milner.	\$856,900
Sultana Road West	Total: \$1,613,454 50% contribution from DCA1: \$806,727	-\$11,827* For removal of redundant pavement between cul-de-sac and Brand Road.	Total: \$1,598,068 50% contribution from DCA1: \$799,034
Impact on Cost Contribution Rate	\$22.43/m²		\$22.30/m²

*Amendment figure does not include percentage allowances and charges for traffic management, BCITF Levy, Council Supervision, Design and Superintendence and contingency. This is however reflected in the Revised Total Infrastructure Cost Estimates.

Regards,



Peter Varelis

Director Development Services