2023 Development Contribution Plan Report

Forrestfield / High Wycombe Industrial Area

May 2024

City of Kalamunda

Table of Contents

1. Introduction

This Development Contribution Plan Report (DCPR) has been prepared to provide detail and guidance regarding the infrastructure and administration costs identified for inclusion in the Development Contribution Area 1 (DCA1) under Schedule 12 of the Local Planning Scheme No. 3 (LPS3). The DCPR details the key operational aspects of the Development Contribution Plan (DCP) associated with the Forrestfield High Wycombe Stage 1 Industrial Area (FFHWS1).

1.1. Development Contribution Area

The FFHWS1 area is located within the City of Kalamunda (City) and is generally bounded by Milner Road to the north-west, Sultana Road West to the north-east, Roe Highway to the south-east, and Berkshire Road to the south-west. The FFHWS1 area is shown on the LPS3 Map as DCA1.

The location and boundaries of DCA1 are illustrated in Figure 1.

Figure 1 - Development Contribution Area 1 – Forrestfield Light Industrial Area – Stage 1

1.2 Background

The Forrestfield / High Wycombe Local Structure Plan (the LSP) has been prepared to facilitate industrial subdivision and development within the area. Due to the nature of fragmented landownership, a Development Contribution Plan (DCP) has been prepared to coordinate the provision of common infrastructure required to cater for development.

1.3 Purpose of Development Contribution Plan

The DCA1, which was historically used for rural-residential land uses, requires the provision of new infrastructure and upgrades to existing infrastructure to facilitate the industrial development envisaged by the LSP. Due to the fragmented nature of landownership, and the need to achieve the coordinated delivery of infrastructure, the DCP was prepared to facilitate infrastructure provision in an equitable and coordinated manner.

The purpose of the DCP is to:

a) Establish the scope of infrastructure, land and other items for which development contributions are to be collected;
b) Outline how land values are calculated, and the valuation methodology applied;
c) Review of cost estimates of infrastructure and administrative items;
d) Calculate the cost contribution rate applicable;
e) Outline the principles for the priority and timing of infrastructure provision and land acquisition;
f) Provide an overview of progress of the delivery of infrastructure specified in the DCP;
g) Provide a status report to satisfy the monitoring and reporting requirements under State Planning Policy 3.6 – Infrastructure Contributions; and
h) Various other operational matters.

1.4 Status

This DCP Report has been prepared pursuant to Clause 6.5.3 of the City's LPS3. The DCP Report should be read in conjunction with Clause 6.5 and Schedule 12 of LPS3 and the LSP.

This DCP Report does not form part of LPS3 but has been prepared generally in accordance with Schedule 12 of LPS3.

1.5 Application Requirements

Where an application for subdivision, strata subdivision, development or an extension of land use is applied for within the DCA1, the City shall take the provisions of the DCP into account in making a recommendation on or determining the application.

1.6 Strategic Basis

The LSP was prepared to facilitate the subdivision and development of the FFHWS1 area. Infrastructure and land are required for the industrial development of the area, necessitating the provision of new and upgraded infrastructure of land. In this context, the LSP forms the strategic basis for the DCP and DCA for the FFHWS1 area.

1.7 Period of Operation and Review

The DCP has an operational period of 15 years, initially adopted 10 May 2013 with an operational period of 10 years, and extended by a further five (5) years through Amendment 110 to LPS3, gazetted 11 July 2023.

The DCP Scheme will be reviewed at least every five years from the date of gazettal or earlier when considered appropriate, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.

The DCP Report, incorporating cost estimates, will be reviewed at least annually, allowing for more frequent reviews to be completed on an as-required basis having regard to cost volatility and development priorities.

1.8 Contribution Summary

The DCP provides for the total cost of infrastructure and administration of $15,393,532.07 summarised in the following categories and detailed further in this Report:

Summary of DCP Costs:	
ITEM	DCP $
Infrastructure	$7,325,853.87
Land	$6,664,976.80
Administration	$1,402,701.40
TOTAL	$15,393,532.07

The adopted contribution rates applicable to the Net Contribution Area (NCA) are outlined in the table below.

Adoption Date	Development Contribution Rate ($/m^2)
May 2024	$23.16
September 2023	$23.70 for immediate application and for the purpose of public advertising
June 2022	$21.57
December 2021	$21.66 for immediate application and for the purpose of public advertising
June 2020	$20.97
December 2018	$17.01
December 2016	$29.79
June 2015	$31.23
December 2013	$28.49
December 2012	$23.03

1.9 Amendments to LPS3 provisions relating to Development Contribution Area 1:

Amendment No.	Date gazetted	Nature of amendment
Amendment 88	1 May 2018	Amendments to infrastructure items to align with Road / Movement Network review, amendment to land valuation methodology, and calculation method.
Amendment 105	14 May 2021	Amendment to the 'Method for Calculating Contributions' (Method) under Schedule 12 of to remove the notes listed below the equation used for calculating the Cost Contribution Rate.
Amendment 110	11 July 2023	Amendment to the 'Period of Operation' under Schedule 12 of form 10 to 15 years.

1.10 Infrastructure Changes in Forrestfield / High Wycombe Industrial Area Stage 1

Infrastructure included within the DCP is guided by Schedule 12 of the LPS3 and the LSP. In previous reviews of the DCP there has been modifications made by the City to these instruments to respond to changes in the planning framework in the area, which has resulted in the modifications to relevant infrastructure items included in the DCP being adjusted at the annual DCP review. The modifications that have occurred over the life of the DCP include:

a) Modification of Berkshire / Milner / Dundas Road to a full movement intersection.
b) Removal of upgrades to Dundas Road.
c) Inclusion of the extension of Nardine Close (previously referred to as Road 2A) through to Lot 50 and 51 Sultana Road West. This was divided into two stages (see section 2.2.6 of this report). The first stage was completed in 2019 and the second stage was subsequently removed in July 2020 given the additional road extension was no longer required to service developments on the eastern side of the precinct.
d) Relocation of proposed Bonser Road to the southern boundary of Lot 301 (formerly Lot 547) Berkshire Road, Forrestfield.
e) Removal of an entry statement on Berkshire Road.
f) Removal of carriageway widening to Berkshire Road.
g) Removal of Bush Forever fencing.
h) Updated administration costs to reflect the needs to the DCP at each review.
i) Revised utility relocation estimates (now within each relevant road cost estimate).

2. Infrastructure, Land and Other Items

This section of the DCP Report identifies the infrastructure, land and other items for which development contributions will be collected in the FFHWS1 DCP. These items include:

a) Land for roads and intersections;
b) Roads and intersection construction requirements;
c) Landscaping; and
d) Administration costs.

There are additional costs associated with the development of land within DCA1 (e.g. localised drainage, etc.) however unless specified in this DCPR these are excluded from the DCP, and are considered to be the responsibility of individual developers to be delivered through subdivision and development.

2.1 Land Value

Land is required to deliver the infrastructure outlined within the DCP. To determine the total cost of items, an estimate of land value needs to be identified. For the purposes of land acquisitions, the net land value is to be determined in accordance with the definition of "value" in Clause 6.5.12 of LPS3.

Amendment 88 to LPS3 introduced text into Clause 6.5.12 to read: "Valuation methodology will be defined for each particular arrangement by the applicable Development Contribution Plan Report." In this case, the City has received advice that in the context of the nature of highly fragmented land ownership, static feasibility valuations will be undertaken for all land parcels, however for the purposes of implementing a single land value for the DCP a combination of the comparative sales approach, piecemeal approach and an average rate approach will be utilised.

This approach is consistent with previous versions of the DCP and is the most appropriate methodology for the purposes of the ongoing administration of the DCP.

A Valuation report completed in June 2023 indicated a variable land value rate of $310 to 370/m². A copy of this valuation is provided in Appendix J.

2.2 Roads / Intersections

Note: All service and utility relocation cost estimates and street lighting have been included as part of road or intersection upgrade estimates.

2.2.1 Berkshire Road

Berkshire Road is an existing road and borders a significant portion of the LSP area. Berkshire Road is required to be upgraded to service the future development envisaged by the LSP.

The following items are included in the DCP for Berkshire Road:

a) Completion, upgrade, and repair of the 2.0m wide footpath along the northern side of Berkshire Road to provide a continuous path between Milner Road and Roe Highway.
b) Adjusting consumer lines crossing the road to provide unrestricted clearance for RAV7 vehicles.

The City has received State Government funding through the WA Bicycle Network (WABN) scheme to design and construct 3.0m wide shared paths on Berkshire Road and Dundas Road. The approved alignment for the shared paths is on the southern side of Berkshire Road (from east of Harrison Road to Dundas Road), and the eastern side of Dundas Road (Berkshire Road to the new train station). The construction is pending the Water Corporations sewer works. As a result, the DCP will include the completion of, and necessary upgrades to, the existing 2.0m wide footpath on the northern side of Berkshire Road to facilitate pedestrian movements from the industrial developments within the Forrestfield / High Wycombe Industrial Area.

The future development cost for Berkshire Road is estimated at $150,569.47. A detailed breakdown of the cost is provided in Appendix A.

2.2.2 Milner Road

Milner Road is an existing road and borders the northern-western boundary of the LSP area. Milner Road is required to be upgraded to service the future development envisaged by the LSP.

The following items are included in the DCP for Milner Road:

a) Widen the carriageway from 7.4m to achieve a 10.0m wide carriageway.
b) Remove existing pedestrian paths and reinstate the verge area.
c) Construction of a 2.5m shared path, to provide a pedestrian connection between Berkshire Road and Sultana Road West.
d) Install street lighting between Berkshire Road and Sultana Road West to comply with lighting standards.
e) Road upgrades to accommodate category RAV7 vehicles between Berkshire Road and Sultana Road West.

This segment of Milner Road between Nardine Close and Sultana Road West has been identified as RAV4 since the review of movement network requirements in the FF/HW Industrial Area in 2017. As a result of submissions received during advertising of the DCP Report in 2022, the City has reconsidered the implications, in terms of design and cost impacts, to change from RAV4 to RAV7.

On the advice of the City's consulting engineers, it was concluded that there will be no additional cost or design changes associated with this change, providing the RAV7 classification does not extend beyond the Milner Road / Sultana Road West intersection. Notwithstanding the standard of construction identified for Milner Road, should an owner/operator wish to seek approval for RAV7 access, the application will need to be made to Heavy Vehicles Services of Main Roads Western Australia.

The future development cost for Milner Road is estimated at $1,362,074.17. A detailed breakdown of the cost is provided in Appendix B.

2.2.4 Nardine Close / Ashby Close

Nardine Close and Ashby Close are existing roads providing the primary connection through the industrial area from Berkshire Road to Milner Road. The following Nardine / Ashby Close upgrades were completed in July 2019:

a) Creation of new road reserve section between existing cul-de-sac and Ashby Close alignment.
b) Construction of a new 10.0metre wide road section from the existing cul-de-sac south to provide connection to Ashby Close.
c) Widen existing carriageway to provide a 10.0 metre-wide carriageway. Road and intersection upgrades to accommodate category RAV7 vehicles.
d) Construction of drainage swales along the road verge sections in accordance with the LSP.
e) Construction of a shared path to provide connection between Milner Road and Ashby Close.

The following road modification is proposed to be completed on an as-needs basis, on the advice of the City's Asset Services and endorsement by Council:

a) Modifications to the Ashby Close and Berkshire Road intersection to restrict access to left in, left out only.

The development cost for Nardine / Ashby Close is $1,613,941.60

A summary of actual costs for completed works is provided in Appendix C.

2.2.5 Bonser Road (Previously known as Road 1)

Bonser Road is a new road providing a connection between Nardine Close and Berkshire Road. This road is required to be created to service the future development envisaged by the LSP.

The following items are included in the DCP for Bonser Road:

a) Creation of new road reserve section between Berkshire Road and Nardine Close.
b) Construction of a new 10.0 metre wide road Berkshire Road to Nardine Close.
c) Construction of drainage swales along the road verge sections in accordance with the LSP.
d) Construction of a footpath along the northern side to provide a connection between Nardine Close and Berkshire Road.
e) Road and intersection upgrades to accommodate category RAV7 vehicles.
f) Supply and installation of street trees.

Bonser Road construction is divided into two stages:

1. Stage 1: The construction of Bonser Road, with the exception of road works (truncations) impacting Lots 16 and 17 Berkshire Road. This first stage would result in a road that is not to a standard suitable for category RAV7 vehicles. The acquisition of truncations for Lots 16 and 17 Berkshire Road is required to facilitate the full construction of an intersection for RAV 7 vehicles. Stage 1 was completed in June 2020.
2. Stage 2: Following the acquisition of truncations from Lots 16 and 17 Berkshire Road, upgrades to bring the intersections up to a standard suitable for category RAV7 vehicles.

The total development cost for Bonser Road is $601,180
Stage 1: $510,966
Stage 2: $90,213.92

A breakdown of expenses is provided in Appendix D.

2.2.6 Nardine Close Extension (Road 2A)

Nardine Close extension is a new road providing access to lots previously serviced by battleaxe legs. The Nardine Close extension is required to service the future development envisaged by the LSP.

The following items are included in the DCP for the Nardine Close extension:

a) Construction of a new 10.0 -metre-wide section to service current battleaxe configured lots.
b) The creation of a 6.0 metre-wide Emergency Access Way, connecting Nardine Close with Sultana Road West.
c) Construction of drainage swales along the road verge sections in accordance with the Drainage Strategy.
d) Roads will only be constructed to service current battleaxe configured lots if land assembly and consolidation processes do not provide the affected lands with access from gazetted and constructed public roads.
e) Creation of a new 20.0metre-wide road reserve section as required.
f) Associated service installation and relocation.

Nardine Close Extension is divided into two stages:

1. Stage 1: The creation of a road reserve and road construction including a temporary cul-de-sac up to the south-west boundary of Lot 51 (168) Sultana Road West. This stage was completed in July 2019.
2. Stage 2: Land and minor works (extension of footpath and services) to formalise the cul-de-sac to a permanent standard, and construction of an emergency access way connecting Nardine Close with Sultana Road West.

The development cost for the Nardine Close extension is:

- Stage 1: $562,691 (Completed July 2019)
- Works to bring the existing temporary cul-de-sac to a permanent standard: $232,105 (estimated based on 50% detailed designs).

Total: $794,796

A detailed breakdown of the cost is provided in Appendix E.

2.2.7 Sultana Road West (50% contribution)

Sultana Road West is an existing road and borders a significant portion of the High Wycombe South Residential Precinct LSP area to the north-east. Sultana Road West is required to be upgraded to service the future development envisaged by the LSP. The DCP will fund 50% of any required modifications to Sultana Road West.

The following items are included in the DCP for Sultana Road West:

a) Carriageway widening between Milner Road and Lot 222 (128) Sultana Road West from 6.0m to achieve a 9.0metre-wide carriageway.
b) Construction of drainage swales along the road verge sections for stormwater disposal.
c) Construction of a footpath along the western side to provide a connection between Milner Road and Lot 222 (128) Sultana Road West.
d) Milner Road / Sultana Road West intersection upgrades to accommodate RAV 4 access.
e) Install street lighting to comply with lighting standards.

The original estimates had provision for a 2.5m wide path however the path does not form part of the City's overarching Bicycle Plan and therefore does not require a path wider than 1.8m. Therefore, allowance has now been made for a 1.8m wide footpath.

The future development cost for Sultana Road West is estimated at: Total: $2,526,274.26
50% contribution from DCA1: $1,263,137.13

A detailed breakdown of the estimated costs is provided in Appendix F.

2.2.8 Milner Road / Nardine Close Intersection

The Milner Road and Nardine Close intersection is required to be upgraded to service the future development envisaged by the LSP. This intersection construction works were completed in November 2019.

The development cost for Nardine Close / Milner Road intersection is $319,035.89.

A summary of expenses for this project is provided in Appendix G.

2.2.9 Berkshire Road / Ashby Close Intersection

The Ashby Close / Berkshire Road intersection is required to be upgraded to service the future development envisaged by the LSP. The intersection construction works were completed in October 2019.

The following future road modifications are proposed to be completed on an as needed basis, on the advice of the City's Asset Services and endorsement by Council:

a) Modifications to the Ashby Close and Berkshire Road intersection to restrict access to left in, left out only.
b) The construction of the seagull island will be a continuation of this item as a further phase of the upgrade works to the intersection.

The development cost for this project is:

- Berkshire Road / Ashby Close intersection: $293,229.60 (Completed October 2019)
- The cost to construct the seagull island: $33,712.80 (estimate)

A summary of expenses for this project is provided in Appendix H.

2.2.10 Milner Road / Berkshire Road Intersection

The Milner Road / Berkshire Road intersection is required to be upgraded to service the future development envisaged by the LSP. The intersection construction works were completed in December 2019.

An $80,000 contribution from the State Government to the upgrade of this intersection has been received, this has been accounted for in the costs included in the DCP.

The development cost for Milner Road / Berkshire Road intersection is $974,177.29

A summary of expenses for this project is provided in Appendix I.

2.2.11 Bush Forever Fencing

The 'Bush Forever' land is located at the south-eastern portion of the LSP area between Nardine Close and Sultana Road West. The Department of Planning, Lands and Heritage has previously outlined their expectation that the DCP cover the cost of the fencing. This infrastructure item is also included in Schedule 12 (k) of the Local Planning Scheme No. 3.

From 28 July 2020 the estimated costs associated with the Bush Forever fencing has been removed from the DCPR.

2.3 Land for Road Reserve

The DCP takes responsibility for acquiring DCP road reserve land where the existing reserve is widened or where the road is a new road. See Section 2.1 for information on land valuation methodology.

The following table summarises land acquisitions that 20ave occurred since the commencement of the DCP.

Property Address	Acquisition Area	Purpose
Lot 303 (16) Ashby Close	2,022m^2	Nardine/Ashby
Lot 305 (21) Ashby Close	3,291.5m^2	Nardine/Ashby
Lot 306 (19) Ashby Close	1,311m^2	Nardine/Ashby
Lot 307 (17) Ashby Close	799m^2	Nardine/Ashby
Lot 304 (10) Ashby Close	302m^2	Nardine/Ashby
Lot 1100 (7) Ashby Close	56m^2	Berkshire / Ashby Intersection
Lot 302 (249) Berkshire Road	1,097m^2	Nardine/Ashby
Lot 1015 (283) Berkshire Road	7m^2	Nardine/Ashby
Lot 99 (271) Berkshire Road	2,443m^2	Nardine/Ashby
Lot 301 (251) Berkshire Road	2,194m^2	Nardine/Ashby
Lot 810 (137-151) Milner Road	95m^2	Milner / Nardine Intersection
Lot 1218 (67) Nardine Close	180m^2	Nardine/Ashby
Lot 308 (166) Sultana Road West	2,370m^2	Nardine Close extension
Lot 547 (291) Berkshire Road	7,283m^2	Bonser Road
Lot 51 (168) Sultana Road West	214m^2	Nardine Close & EAW
Lot 308 (166) Sultana Road West	1,813m^2	Nardine Close & EAW
Total	25,477.50m^2	Cost of land purchased $6,579,485

The following table summarises the remaining land requirements for infrastructure identified in the DCP.

Property Address	Remaining land Area (m^2)	Remaining Acquisition Cost (rounded)
Lot 16 (285) Berkshire Road	132	$49,000
Lot 17 (287) Berkshire Road	76	$28,000
Lot 7 (90) Milner Road	18.06/9.03*	$6,000* DCP contribution: $3,000*
Lot 200 (103) Milner Road	19.5/9.8*	Total: $7,000* DCP contribution: $3,500*
Lot 1563 (85) Milner Road	12.5/6.25*	Total: $4,000* DCP contribution: $2,000*
Total	233	$85,500

^Subject to agreement with land value established at $250/m²

^^ Subject to legal agreement.

* Includes both the 100% land area required and accounts for the 50% As this land is required to be purchased for Sultana Road West infrastructure, 50% of the costs for required land area is included in the Remaining Acquisition Cost column.

2.4 Administrative Items

Administrative items include all expended and estimated future costs associated with administration, planning and development of the LSP, the DCP and any technical documents necessary for the implementation of the above, including:

a) Planning studies:
b) Road design costs;
c) Legal costs;
d) Land Valuation costs;
e) Other related technical and professional studies; and
f) Scheme Management Costs (including administration and management of the DCP).

The cost for administrative items is:
Administrative Costs to 30 June 2023: $852,701.40
Future Administrative Costs: $550,000
Total: $1,402,701.40

A detailed breakdown of the costs is provided in Appendix J.

2.5 Estimated Cost

The following table provides a summary of the estimated cost for all infrastructure, land, and other items within the DCP.

Item	Actual as at 30/06/2023	Remaining	Total
Berkshire Road	$0	$150,569	$150,569
Milner Road	$0	$1,362,074	$1,362,074
Nardine/Ashby Close	$1,613,942	$0	$1,613,942
Bonser Road	$510,966	$90,214	$601,180
Nardine Close Extension (Road 2A)	$562,691	$232,105	$794,796
Sultana Road West	$0	$1,263,137	$1,263,137
Milner Road / Nardine Close Intersection	$319,036	$0	$319,036
Berkshire Road / Ashby Close Intersection	$293,223	$0	$293,230
Berkshire Road / Ashby Close Seagull adjustment	$0	$33,713	$33,713
Berkshire/Milner Road Intersection	$974,177	$0	$974,177
Land for Roads	$6,579,485	$85,492	$6,664,977
State Government Contribution towards Berkshire/Milner Intersection – Forrestfield Airport Link	$0	-$80,000	-$80,000
Subtotal – Infrastructure	$10,853,526	$3,217,304	$13,990,831
Administration Items	$852,701	$550,000	$1,402,701
Total			$15,393,532
Gross / Net Variation**	$0	-$195,463.00	-$195,463.00

**Initial versions of the DCP calculated contributions based on a gross area (calculated based on total land area) and collected on a net area (deducting areas for road reservations). This resulted in a short fall of contributions of approximately $195,463. This shortfall is proposed to be reconciled by the City at the end of the DCP operational life. In this context, the deduction is not included in the calculation of the DCP rate.

A copy of the General Ledger account is contained in Appendix K.

A copy of the Financial Report for the Forrestfield Industrial Area Stage 1 Statement of Financial Position as at 30 June 2023 is contained in Appendix L.

3. Development Contribution Methodology

This section of the DCP Report sets out the methodology for determining the development contributions applicable for the purposes of cl. 6.5 and Schedule 12 of LPS 3. The development area is characterised by a single precinct and development contributions are made on a per square metre basis.

3.1 Cost Inputs

Cost Input	Total
Cost of infrastructure items	$13,990,831
Cost of administrative items	$1,402,701

3.2 Area Inputs

Area Input	Area
Development Contribution Area	690,411m^2
Area of Road Reserve in the DCA	25,695.25m^2
Net lot area	664,715.75m^2

3.3 Calculation

Schedule 12 of LPS3 sets out the method for calculating contributions as follows:

Cost of infrastructure items		Cost of administrative items ($)
$13,990,831.67	+	$1,402,701

Net lot area of DCA 664,715.75m^2

=

Contribution rate $23.16/m^2

4. Priority and Timing of Provision

The following key principles are utilised to guide the identification of priorities for the provision of infrastructure and land acquisition, including:

a) Ensuring a constant turnover of funds – By managing the cash flow of the DCP, the City can optimise the use of funds between land acquisition and civil works and recoupment of developer pre-funding.
b) Prioritising the purchase of land identified for public purposes that encompasses all, or a substantial portion of, one landholding – such landholdings are essentially "quarantined" from subdivision and/or development and would be difficult to sell to a private buyer.
c) Constructing infrastructure on an "as-needed" basis to facilitate development - this is especially apparent in the context of road upgrades.
d) Undertaking works and land acquisition in areas of fragmented ownership – assists in the successful and coordinated development of these areas. In areas of consolidated ownership, most infrastructure and land are provided by the developer as offsets to cost contributions.
e) Grant funding opportunities – the City will actively seek grant funding to assist in the provision of DCP infrastructure. In most instances, the use of grant funding is reliant on the City providing a matching or partial contribution. The City may utilise DCP funds and elevate the priority and timing of an infrastructure item to capitalise on grant funding opportunities. This approach is beneficial to the long-term financial viability of the DCP.

Subject to the availability of funding, the following items have been determined by the City as current priority items:

Completed items (or under construction):

- Nardine / Ashby Close design, land acquisition and construction;
- Nardine Close / Milner Road intersection design and construction;
- Ashby Close / Berkshire Road intersection design and construction;
- Berkshire / Milner Road intersection design and construction;
- Bonser Road (Stage 1) design and construction of truncations; and
- Nardine Close Extension (Road 2A: Stage 1) design and construction.

Scheduled Priorities:

a) Ongoing administrative costs, including legal, accounting, planning, engineering, and other professional advice required to prepare and implement the DCP.
b) Stage 2 of Road 2A which involves constructing the Nardine Close cul-de-sac to a permanent standard and the construction of an Emergency Access Way (EAW) between Nardine Close and Sultana Road West.
c) Stage 2 of Bonser Road which involves constructing the truncations of Bonser Road to a permanent standard. The timing of outstanding works for Bonser Road is contingent upon the subdivision and/or development of adjoining Lots 16 and 17 Bonser Road; therefore

subsequent priorities, as stated below, may also be progressed in advance of completing Stage 2 of Bonser Road.

d) Milner Road.
e) Sultana Road West.
f) Berkshire Road footpath and associated adjustment to services.
g) Berkshire Road / Ashby Close Intersection treatment (seagull island).

The above scheduled works are listed in order of priority. The identification of priorities will be undertaken as part of the annual cost estimate review and associated DCP Report update.

5. Operational Matters

This section of the DCP Report addresses various operational matters associated with the DCP.

5.1 Principles

Refer Clause 6.5.6 of LPS3.

6. Figures

6.1 Forrestfield / High Wycombe Local Structure Plan (As Amended)

Structure Plan Notes
Subdivision and Strata Titling Requirements

General
1. Berkshire Road / Milner Road / Dundas Road is a full movement intersection.

Lot Size
2. Industrial subdivision is to meet the requirements of the Scheme and WAPC Policy DC4.1 – Industrial Subdivision unless otherwise specified.
3. The following minimum lot sizes apply to any subdivision within the Structure Plan area:
   a. Lot 50 Sultana Road West - 3,000m² subject to:
      i. The construction of Road 2A;
      ii. Minimum lot frontage of 30m; and
      iii. Compliance with all development requirements of this Structure Plan.
   b. All other lots within the Structure Plan area - approximately one (1) hectare.

Battleaxe Development
4. No battleaxe subdivision will be supported unless otherwise depicted on the Structure Plan Map.
5. Single or shared battleaxe legs are not permitted to service industrial development on existing Lots 50, 51 and 308 Sultana Road West and Lots 305, 306 and 307 Ashby Close. Approval to non-residential development is contingent on securing direct access to a constructed public road.
6. No further subdivision will be permitted on Lots 50, 51 and 308 Sultana Road West and Lots 305, 306 and 307 Ashby Close based on a shared battleaxe leg access arrangement.

Industrial Strata Titling
7. Industrial unit strata titling will only be supported in circumstances where a management statement is imposed as a condition of strata approval to the satisfaction of the City that ensures appropriate management arrangements and ongoing compliance with all development criteria as contained with the Scheme, this Structure Plan, any supporting planning policy or design guidelines, or any other requirements specified by the City.

Development Criteria and Requirements

Land Use Permissibility
8. Although the permissibility of uses is as set out in Table 1 in the Scheme, the Structure Plan intent is to facilitate land uses that take advantage of the lands strategic location in respect to major transport infrastructure, including Perth Airport, Roe Highway and Tonkin Highway. On this basis, logistics and other transport based industries are preferred land uses to take advantage of the lands locational attributes.
9. When considering development applications for 'D' and 'A' uses under the Scheme, due regard will be given to the extent that the proposed use supports the Structure Plan intent in accordance with 8 above and the requirements relating to Lot 50 Sultana Road West as specified below.

Built Form
10. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, any wall or building facing any street is to be painted or otherwise treated to ensure an appropriate standard of visual amenity to the satisfaction of the City.
11. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, service areas, bin and storage areas and services such as air conditioners and other machinery are to be screened such that they are not visible from the street.

Vehicle Access and Movement
12. Vehicular access for non-residential development is not permitted via existing battleaxe legs.
13. Vehicular access for all non-residential development is to be taken directly from a gazetted and constructed public road.
14. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, internal driveways and car parks are to be designed to ensure slow speeds. Lengths of driveway or car parks exceeding 50 metres are to incorporate speed control devices including minor level changes.
15. In regard to Lot 50 Sultana Road West, vehicle access from Sultana Road West shall be permitted for residential purposes only. All other vehicle access shall be from Road 2A (Nardine Close Extension).
16. Vehicle access at the intersection of Ashby Close and Berkshire Road will be restricted to left in, left out only.

Pedestrian Movement and Amenity
17. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, footpaths are to be provided connecting car parking areas to buildings to the satisfaction of the City.

Landscaping
18. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, landscaping is to be provided within any development site of a sufficient quality to ensure an attractive well-landscaped environment.
19. Landscaping within car parks throughout the Structure Plan area is to be in accordance with the requirements of the Scheme, any applicable planning policy and design guidelines.
20. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, the tree species implemented, when not used for screening purposes, shall be of a type having high branch free stems to facilitate surveillance and visibility of building fronts and with a large canopy to achieve adequate shading of car parking areas.

Signage
21. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, signage is to relate directly to the building containing the use or service and any associated products for advertising purposes, and is not to be excessive or unnecessary. Third party signage is not permitted.

Energy Efficiency
22. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, building openings should be orientated to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.
23. In addition to the requirements of the Scheme, any applicable planning policy and design guidelines, all new buildings should incorporate energy saving design and technology where practical to do so.

Design Guidelines
24. For additional development criteria and requirements applicable in the Structure Plan area, refer to the Forrestfield/High Wycombe Industrial Area Design Guidelines.

Development Requirements for Lot 50 Sultana Road West, High Wycombe
25. Any development on lots created under the provisions of 3 above is required to demonstrate compliance with the following composite Residential / Light Industry provisions:
   a. The land within 30 metres of the front lot boundary, taken from Sultana Road West, shall be used for residential purposes only.
   b. Notwithstanding the provisions contained within the Structure Plan, any development for residential purposes, shall be subject to those provisions of the Scheme relating to the Residential Zone and State Planning Policy 3.1 – Residential Design Codes (R5).
   c. Any development for the light industrial component of the composite land uses shall be subject to those provisions of the Scheme relating to the Light Industry Zone.
   d. Any development for light industrial purposes shall be subject to the provisions of the Forrestfield / High Wycombe Industrial Area Design Guidelines Local Planning Policy.
   e. The lot shall not be developed or used for light industry purposes unless a dwelling is built to plate height first.
   f. Vehicle access from Sultana Road West shall be permitted for residential purposes only. All other vehicle access shall be from Road 2A (Nardine Close Extension).

26. Any light industrial development which does not form part of a composite residential/light Industrial subdivision and development in 3(a)(i) and 25 above, shall be subject to those provisions of the Scheme relating to the Light Industry Zone and the Forrestfield / High Wycombe Industrial Area Design Guidelines Local Planning Policy.

Bushfire
27. Any development requires assessment in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, which may take the form of a bushfire management plan.

Noise Attenuation for Residential Land Uses
28. Any residential land uses are required to noise attenuation in accordance with State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

Developer Contributions
29. Developer contributions within this Structure Plan are as set out in Schedule 12 – Development Contribution Areas of the City of Kalamunda Local Planning Scheme No. 3.

Structure Plan
Forrestfield/High Wycombe Industrial Area

LEGEND

- Structure Plan Boundary
- Metropolitan Region Scheme Reserve - Parks and Recreation
- Local Planning Scheme No. 3 - Industrial Development Zone
- Local Planning Scheme No. 3 - Special Use Zone - Composite
- Existing Road
- New Road
- Potential New Road
- New road connection/intersection
- Emergency Access
- Roe Highway
- Pedestrian Path
- Shared Path
- 20 metre setback line (main street)
- Potential Road Subject to Subdivision of Lot 50 Sultana Road West
- 10 metre Setback Line (minor street)
- 8 metre Landscaped Buffer to Sultana West Road
- 6 metre Landscaping Strip
- Bush Forever Interface Treatment

File: 19-521 STH1A Staff: LR Checked: MC
Date: 26 November 2019 Scale: 1:5000 @ A3

City of Kalamunda

7. Appendices

Appendix A: Berkshire Road

Item	Description	Units	Quantity	Rate	Amount	Subtotal
1	Preliminaries					
1.1	All Preliminaries (Mobilisation, Supervision, Insurances, Safety etc.)					15%
	Subtotal - Preliminaries					$15,536
2	Survey Control and Testing					
2.1	All Survey (Setout, As-Cons, Compaction Testing etc.)			5%	$5,178.70	
	Subtotal - Survey Control and Testing					$5,179
3	Clearing and Demolition					
3.1	Clear Large Trees inc Grubbing	ea		$0.00	$ -	
3.2	Clear Small Trees inc Grubbing	ea		$0.00	$ -	
3.3	Clear shrubs/grass	m^2		$0.00	$ -	
3.4	Demolish and Dispose redundant footpaths	m^2	83	$30.00	$2,490.00	
	Subtotal - Clearing and Demolition					$2,490
4	Earthworks					
4.1	Remove 100mm Topsoil to spoil for footpath widening	m^2	396	$4.00	$1,584.00	
4.2	Cut to spoil for footpath widening	m^3	40	$38.00	$1,520.00	
	Subtotal - Earthworks					$3,104
5	Roadworks					
5.1	Widen existing concrete footpaths (from 1.8m wide to 2.5m wide)	m^2		$0.00	$-	
5.2	Install new 100mm thick concrete footpath, 2m wide	m^2	425	$70.00	$29,750.00	
5.3	Supply and Install Pram Ramps	ea	6	$650.00	$3,900.00	
5.4	Install diagonal pavement line markings to crossovers	m	222	$15.00	$3,330.00	
	Subtotal - Roadworks					$36,980
6	Miscellaneous					
6.1	Clean up	Item	1	$4,000.00	$4,000.00	
6.2	Adjust Telstra Pit	Item		$3,000.00	$0	
6.3	Adjust stay poles	Item		$5,000.00	$0	
6.4	Adjust hydrant	Item		$3,000.00	$0	
6.5	Provision for misc./unidentified service relocations	Item	1	$4,000.00	$4,000.00	
6.6	Crossover adjustments and reinstatements - allow $1500 per crossover.	Item	4	$1,750.00	$7,000.00	
6.7	Supply and Install street lighting					
	Subtotal - Miscellaneous					$15,000
7	Conversion of overhead consumer lines to underground lines to provide RAV clearance requirements.					

Item	Description	Units	Quantity	Rate	Amount	Subtotal
7.1	Convert overhead electrical lines (2 consumer lines) that conflict with RAV clearance requirements to underground lines	ea	2	$20,000.00	$40,000.00	
7.2	Ancillary works in relation to conversion to overhead to underground within the private property	ea	2	$3,000.00	$6,000.00	
	Subtotal - Convert overhead consumer lines					$46,000.00
8.1	Construction Subtotal ex Prelims, Survey				$103,574.00	
8.2	Construction Subtotal				$124,288.80	
9	Allowances and Charges					
9.1	Traffic Management		5%		$6,214.44	
9.2	BCITF Levy		0.2%		$248.58	
9.3	Council Supervision		1.5%		$1,174.33	
9.4	Design and Superintendence		10%		$12,428.88	
9.5	Contingency		5%		$6,214.44	
	Subtotal - Allowances and Charges					$26,280.67
10	TOTAL				$150,569.47	

Appendix B: Milner Road

Item	Description	Units	Quantity	Rate	Amount	Subtotal
1	**Preliminaries**					
1.1	All Preliminaries (Mobilisation, Supervision, Insurances, Safety etc.)			15%	$ 140,059.04	
	Subtotal - Preliminaries					**$140,059**
2	**Survey Control and Testing**					
2.1	All Survey (Setout, As-Cons, Compaction Testing etc.)			10%	$ 93,372.69	
	Subtotal - Survey Control and Testing					**$93,373**
3	**Clearing and Demolition**					
3.1	Clear Large Trees inc Grubbing	ea		$900.00	$ -	
3.2	Clear Small Trees inc Grubbing	ea	3	$700.00	$ 2,100.00	
3.3	Clear shrubs	m^2	111	$5.00	$ 555.00	
3.4	Demolish and Dispose redundant footpaths (assumed width 2m)	m^2	1,511	$30.00	$ 45,324.00	
3.5	Demolish and Dispose redundant kerbing	m	1,148	$25.00	$ 28,692.50	
3.6	Remove and Dispose redundant drainage pits	ea	-	$650.00	$ -	
3.7	Remove and Dispose redundant pavements	m^2	-	$20.00	$ -	
3.8	Remove and Dispose existing asphalt offsite. Excavate existing base and subbase for possible reuse as part of pavement reconstruction, basecourse as documented.	m^2	4,213	$10.00	$ 42,131.00	
	Subtotal - Clearing and Demolition					**$118,803**
4	**Earthworks**					
4.1	Remove 100mm Topsoil to spoil	m^2	2,254	$4.00	$ 9,015.60	
4.2	Form, Shape, Compact Subgrade	m^2	2,416	$7.00	$ 16,914.80	
4.4	Import Fill, Shape, Compact	m^3	60	$38.00	$ 2,280.00	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
4.5	Cut to spoil	m^3		$38.00	$ -	
4.6	Cut to spoil for boxout formation of widening.	m^3	1,087	$38.00	$ 41,320.44	
4.7	Dust Control	Item	1	$4,000.00	$ 4,000.00	
	Subtotal - Earthworks					$73,531
5	Roadworks					
5.1	Rip and rework the existing base course to minimum 150mm	m^2	3,276	$6.00	$ 19,656.00	
5.2	Supply and Install 220mm limestone sub-base	m^3	-	$50.00	$ -	
5.3	Supply and Install 200mm limestone sub-base	m^2	3,357	$16.00	$ 53,708.80	
5.4	Supply and Install 100mm road base	m^3	-	$12.00	$ -	
5.5	Supply and Install 150mm road base	m^3	3,357	$20.00	$ 67,136.00	
5.7	Supply and Install 7mm Primer Seal	m^2	5,758	$8.00	$ 46,062.40	
5.8	Supply and Install 30mm AC10 (black)	m^2	4,651	$20.00	$ 93,020.00	
5.9	Supply and Install 40mm AC10 (intersection mix)	m^2	1,114	$25.00	$ 27,850.00	
5.10	Supply and Install FK	m			$ -	
5.11	Supply and Install MK (refer note 8)	m			$ -	
5.12	Supply and Install Reinforced Mountable Kerb	m	244	$65.00	$ 15,853.50	
5.13	Supply and Install SMK (refer note 8)	m	1,131	$25.00	$ 28,267.50	
5.14	Key kerbs	m	137	$10.00	$ 1,370.00	
5.15	Remove existing crossover	m^2	990	$25.00	$ 24,745.00	
5.16	Reinstate existing Crossovers	m^2		$90.00	$ -	
5.17	Reinstated Concrete Crossovers for commercial/industrial properties to be: 150mm thick N32MPa concrete with SL62	m^2	566	$120.00	$ 67,944.00	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
	mesh centrally located with a 100mm limestone basecourse.					
5.18	Reinstate Asphalt crossovers for commercial/industrial properties to be: 150mm thick rock roadbase, 7mm primer seal with 30mm asphalt wearing course.	m^2	169	$55.00	$ 9,278.50	
5.19	Reinstate concrete crossovers to residential properties to be: 100mm thick N32MPa with 150mm limestone base.	m^2	115	$60.00	$ 6,870.00	
5.20	Reinstate Asphalt crossovers to residential properties to be: 100mm thick rock roadbase, primer seal with 30mm asphalt wearing course.	m^2	109	$47.00	$ 5,108.90	
5.21	Reinstate Existing block paving crossovers is to have the existing bricks retained for reuse towards reinstating the crossover on a 150mm limestone base.	m^2	32	$75.00	$ 2,400.00	
5.22	Reinstate industrial and commerciallaterite gravel crossover 150mm thick	m^2	93	$20.00	$ 1,868.00	
5.23	Supply and Install new concrete shared path(2.5m wide)	m^2	1,582	$70.00	$ 110,705.00	
5.24	Supply and Install new concrete footpaths (1.8m wide) **This path is not included in the Roadworks subtotal, but listed in this BOQ as the path is documented within the 85% design drawings.*	m^2	1,005	$50.00	$ 50,274.00	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
5.25	Supply and Install Pram Ramps	ea	7	$700.00	$ 4,900.00	
	Subtotal - Roadworks					$586,744
6	Drainage					
6.1	Supply and Install new 300dia culverts	ea	-	$110.00	$ -	
6.2	Remove and Replace existing culverts	ea	-	$500.00	$ -	
6.3	Convert Existing SEP's to Gully's	ea	12	$2,500.00	$ 30,000.00	
6.4	Convert Existing SEP's to Manholes	ea	-	$2,000.00	$ -	
6.5	Remove existing drainage pit	ea	-	$650.00	$ -	
6.6	Supply and Install new SEP or Gully pit.	ea	2	$3,000.00	$ 6,000.00	
6.7	Supply and Install 300 dia. RCP	ea	-		$ -	
6.8	Supply and Install 375 dia. RCP	m	15	$110.00	$ 1,650.00	
	Subtotal - Drainage					$37,650
7	Miscellaneous					
7.1	Supply and Install misc linemarking and Signage	Item	1	$12,000.00	$ 12,000.00	
7.2	Supply and Install street lighting	m		$110.00	$ -	
7.3	Supply and install street lightng including cabling	ea pole	5	$3,500.00	$ 17,500.00	
7.4	Remove light poles	ea pole	2	$2,750.00	$ 5,500.00	
7.5	Relocate gas marker post	ea	4	$750.00	$ 3,000.00	
7.6	Supply and Install trees	ea	-	$450.00	$ -	
7.7	Maintenance of trees and verges for a 2 year period	Year	-	$11,353.75	$ -	
7.8	Supply and Install select fill for swales	m^3	-	$30.00	$ -	
7.9	Supply and Install gravel for swales	m^2	-	$33.00	$ -	
7.10	Clean up	Item	1	$3,250.00	$ 3,250.00	
7.11	Adjust access chamber (sewer manhole) in road	ea	1	$3,500.00	$ 3,500.00	
7.12	Adjust hydrant lids	ea	1	$750.00	$ 750.00	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
7.13	Provision for misc./unidentified service relocations	Item	1	$10,000.00	$ 10,000.00	
7.14	Provisional: High Pressure gas spotter	item	1	$50,000.00	$ 50,000.00	
7.15	DCVG coating survey on HP gas main (Provisional)	item	1	$5,500.00	$ 5,500.00	
7.16	Western Power quote for interfacing works (Provisional)		1	$6,000.00	$ 6,000.00	
	Subtotal - Miscellaneous					$117,000
8	Subtotal					
8.1	Construction Subtotal ex Prelims, Survey				$ 933,727	
	Construction Subtotal				$ 1,167,159	
9	Allowances and Charges					
9.1	Traffic Management		5%		$ 58,358	
9.2	BCITF Levy		0.2%		$ 2,334	
9.3	Council Supervision		1.5%		$ 17,507	
9.4	Design and Superintendence		5.0%		$ 58,358	
9.5	Contingency		5.0%		$ 58,358	
	Subtotal - Allowances and Charges					$194,915.50
10	TOTAL				$1,362,074.17	

Appendix C: Nardine / Ashby Close

Year	2016/2017	2017/2018	2018/2019	2019/2020
Consulting	$41,498	$53,018	$7,941	
Contract	$430,803	$548,240	$436,142	$91,420
Other			$4,880	
TOTAL	$472,301	$601,258	$448,963	$91,420

Appendix D: Bonser Road (Stage 2)

Item	Description	Estimated Cost ($)
6.1	Preliminaries	$12,824.54
6.2	Clearing and Earthworks	$1,736.55
6.3	Roadworks	$28,839.80
6.4	Kerbing and Footpath	$6,669.72
6.5	Concrete Pits	$3,730.11
6.6	Power Reticulation	$9,688.49
6.7	Miscellaneous	$5,048.62
6.8	Additional Electrical Design Costs due to Staging	$1,500.00
Subtotal 1	Excluding Allowances and Charges	$70,037.83
7	**Allowances and Charges**	
7.1	**Council Supervision**	$1,050.57
7.3	**Superintendence**	$2,101.13
7.4	**Contingency**	$3,501.89
Subtotal	**Including Allowances and Charges**	**$76,691**
Escalation	**20% Increase**	**$90,213.92**

Appendix E: Nardine Road

Item	Description	Unit	Quantity	Rate ($)	Amount ($)
1	Establishment & Survey				
1.01	Supervision and Survey	Week	4	$1,000.00	$4,000.00
1.02	Mob/Demob	ea	2	$1,000.00	$2,000.00
1.03	Overheads (Site Facilities, Insurances etc)	Week	4	$1,000.00	$4,000.00
1.04	Site and Safety Management Plan	ea	1	$1,500.00	$1,500.00
1.05	Environmental & Dust Management Plan	ea	1	$1,500.00	$1,500.00
1.06	Contractors Insurances	item	1	$1,200.00	$1,200.00
1.07	Traffic Management Plan	ea	1	$1,500.00	$1,500.00
1.08	Protection and Location of Existing Services	ea	1	$6,000.00	$6,000.00
1.09	Dilapidation Surveys	ea	2	$500.00	$1,000.00
1.09	CTF Levy (0.2% of Construction)	%	0.20%	$151,600.00	$303.00
	Sub-Total Establishment & Survey				$23,100.00
2	Clearing & Disposal				
2.01	Clearing of trees	ea	7	$1,000.00	$7,000.00
2.02	Mulching to be carted & tipped at the Waste transfer station 155 Lawnbrook Rd W, Walliston WA 6076	item	1	$2,000.00	$2,000.00
2.03	Remove existing mail box	item	1	$250.00	$250.00
2.04	Check electrical/comms assets for removal have been deenergised	item	1	$500.00	$500.00
2.05	Remove redundant electrical/comms pits & bollards	ea	4	$250.00	$1,000.00
2.06	Clearing of fences/gates	m	232.8	$10.00	$2,328.00
2.07	Removal of redundant seal	m²	648	$6.50	$4,212.00
	Sub-Total Clearing & Disposal				$17,300.00
6	Fencing				
6.01	1.8m high colourbond fencing with fencing plinth as necessary	m	108.8	$120.00	$13,056.00
6.02	1.2m high agricultural style fencing with timber posts, strainer & ringlock	m	102	$20.00	$2,040.00
6.03	1.8m high chain mesh fence with 3 strand barbwire	m	131.3	$100.00	$13,130.00
	Sub-Total Fencing				$28,300.00
9	Water Reticulation				
9.01	DN150 main, supply, trench, lay & backfill	m	266	$100.00	$26,600.00
9.02	Hydrants 150mm	No.	2	$1,400.00	$2,800.00
9.03	Blank ends/bends/T connections	No.	3	$500.00	$1,500.00
9.04	Traffic Management	day	2	$750.00	$1,500.00
9.05	pressure testing/QA	Item	1	$3,000.00	$3,000.00
9.06	Water As Con documentation	Item	1	$2,000.00	$2,000.00
	Sub-Total Water Reticulation				$37,400.00
12	Roadworks (Emergency Accessway pavement)				

Item	Description	Unit	Quantity	Rate ($)	Amount ($)
12.01	Box out of existing pavement and co-mingle with new material	m3	208.35	$5.00	$1,042.00
12.02	Subgrade prepation	m²	1,389.00	$3.00	$4,167.00
12.03	150mm thick limestone base	m²	1,389.00	$10.00	$13,890.00
12.04	Traffic management	Day	2	$750.00	$1,500.00
12.05	Trim & tie into abutting areas adjacent to EAW	m	240	$5.00	$1,200.00
12.06	Reinstatement of crossover pavement and road pavement	m2	27.3	$100.00	$2,730.00
12.07	Reinstate kerbing	m	8	$100.00	$800.00
12.08	As Con Documentation	Item	1	$2,000.00	$2,000.00
12.09	Pavement Testing	Item	1	$2,500.00	$2,500.00
	Sub-Total Roadworks (Emergency Accessway pavement)				$29,900.00
13	Footpath works				
13.01	Boxout for footpath	m²	134.6	$3.00	$404.00
	Remove kerb for pram ramp	m	12.8	$15.00	$192.00
13.02	Paths	m²	134.6	$65.00	$8,749.00
13.03	Pram Ramps	No.	4	$900.00	$3,600.00
13.04	Make/adjust irrigation as necessary to facilitate path installation	item	1	$2,000.00	$2,000.00
13.05	Reinstate landscaping	item	1	$1,000.00	$1,000.00
	Sub-Total Footpath works				$16,000.00
19	Professional Fees (Civil design consultancy fee)				
	Sub-Total Professional Fees (Civil design consultancy fee)				$14,950.00
21	Water Corporation Fees (Schedule 2 charge Agreement 2429051)				
	Sub-Total Water Corporation Fees (Schedule 2 charge Agreement 2429051)				$9,391.00
22	Western Power Fees (Design and install single 6.5m light pole)				
	Sub-Total Western Power Fees (Design and install single 6.5m light pole)				$15,000.00
23	Communications Charges (raise 2 existing NBN pits to suit finished levels Ref : NBN-02452039)				
	Sub-Total Communications Charges (raise 2 existing NBN pits to suit finished levels Ref : NBN-02452039)				$1,610.00
26	Construction Contingency (5% of construction)	%	5%	$152,000.00	$8,000.00

Item	Description	Unit	Quantity	Rate ($)	Amount ($)
27	Administration Contingency (5% of fees/charges)	%	5%	$51,151.00	
28	Professional Indemnity Insurance as detailed in Deed				
	Sub-Total Professional Indemnity Insurance as detailed in Deed				$10,200.00
	SUB-TOTAL				$211,151.00
	GST				$20,954.00
	TOTAL				$232,105.00

Appendix F: Sultana Road West

Item	Description	Units	Quantity	Rate	Amount	Subtotal
1	Preliminaries					
1.1	All Preliminaries (Mobilization, Supervision, Insurances, Safety etc.)			15%	$258,662.89	
	Subtotal - Preliminaries					$258,662.89
2	Survey Control and Testing					
2.1	All Survey (Setout, As-Cons, Compaction Testing etc.)			10%	$172,441.93	
	Subtotal - Survey Control and Testing					$172,441.93
3	Clearing and Demolition					
3.1	Clear Large Trees inc Grubbing	ea	5	$900.00	$4,500	
3.2	Clear Small Trees inc Grubbing	ea	8	$700.00	$5,600	
3.3	Clear shrubs/grass	m^2	1,260	$5.00	$6,300	
3.4	Trim / lop branches to shrubs.	Item	1	$2,750.00	$2,750	
3.5	Demolish and Dispose redundant footpaths	m^2	-	$30.00	$-	
3.6	Demolish and Dispose redundant kerbing	m	1,725	$25.00	$43,125	
3.7	Remove and Dispose redundant drainage pits	ea	1	$650.00	$ 650	
3.8	Remove and Dispose existing asphalt offsite.	m^2	5,359	$10.00	$ 53,592	
3.9	Remove and Dispose redundant pavements	m^2	560	$27.00	$ -	
3.9x	Remove and Dispose redundant pavements	m^2	560	$27.00	$ -	
	Subtotal - Clearing and Demolition					$116,517.00
4	Earthworks					
4.1	Remove 100mm Topsoil to spoil	m^2	6,640	$1.00	$6,640	
4.2	Form, Shape, Compact Subgrade	m^2	8,373	$5.00	$41,866	
4.3	Import Fill, Shape, Compact	m^3	-	$38.00	$-	
4.4	Cut to spoil and disposal	m^3	664	$45.00	$29,880	
4.5	Dust Control	Item	1	$12,000.00	$12,000	
	Subtotal - Earthworks					90,385.45
5	Roadworks					
5.1	Remove existing base course for possible reuse	m^2	4,810	$7.00	$33,667	
5.2	Supply and Install 220mm limestone sub-base	m^3			$-	
	Respread existing basecourse for subbase 100mm thick	m^3	865	$4.00	$3,460	
5.3	Supply and install 125mm limestone subbase	m^2				
5.4	Supply and Install 100mm road base	m^3			$-	
5.5	Supply and install 125mm roadbase	m^2	8,373	$23.00	$192,584	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
5.6	Supply and Install 7mm Primer Seal	m^2	7,507	$7.50	$56,302	
5.7	Supply and Install 30mm AC14	m^2	6,238	$21.50	$134,117	
5.8	Supply and Install 40mm AC14	m^2	1,269	$36.00	$45,680	
5.8	Supply and Install FK	m	1,431	$70.00	$100,142	
5.10	Supply and Install MK (refer note 8)	m	-		$-	
5.11	Supply and Install SMK (refer note 8)	m	166	$44.00	$7,322	
5.12	Reinstate existing Crossovers	m^2		$90.00	$-	
5.13	Key kerbs	m	166	$12.00	$1,996.80	
5.14	Reinstated Concrete Crossovers for commercial/industrial properties to be: 150mm thick N32MPa concrete with SL62 mesh centrally located with a 100mm limestone basecourse.	m^2	261	$125.00	$32,625.00	
5.15	Reinstate Asphalt crossovers for commercial/industrial properties to be: 150mm thick rock roadbase, 7mm primer seal with 30mm asphalt wearing course.	m^2	43	$52.00	$2,236.00	
5.16	Reinstate concrete crossovers to residential properties to be: 100mm thick N32MPa with 150mm limestone base.	m^2	28	$110.00	$3,080.00	
5.17	Reinstate Asphalt crossovers to residential properties to be: 100mm thick rock roadbase, primer seal with 30mm asphalt wearing course.	m^2	158	$47.50	$7,505.00	
5.18	Reinstate Existing block paving crossovers is to have the existing bricks retained for reuse towards reinstating the crossover on a 150mm limestone base.	m^2	20	$75.00	$1,500.00	
5.19	Reinstate gravel crossover 150mm thick	m^2	177	$18.00	$3,186.00	
5.20	Supply and Install new concrete footpaths	m^2	1,453	$50.00	$72,648	
5.21	Supply and Install Pram Ramps	ea	6	$750.00	$4,500	
5.22	Supply and install tactiles	ea				
	Subtotal - Roadworks					$702,549.65
6	Drainage					
6.1	Supply and Install new 300dia(CL2) culverts	ea	462	$110.00	$50,820	
6.2	Remove and Replace existing culverts OR extend existing culvert	ea		$5,000.00	$-	
6.3	Remove existing drainage pipework	m	29	$38.00	$1,102	
6.4	Convert Existing SEP's to Gully's	ea		$2,500.00	$-	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
6.5	Convert Existing SEP's to Manholes	ea		$2,000.00	$-	
6.6	Supply and Install new SEP's	ea		$4,000.00	$-	
6.7	Supply and install bubble in/out soakwell pits	ea	40	$4,000.00	$160,000	
6.8	Supply and Install 375 dia. RCP	m		$400.00	$-	
6.9	Headwalls			$800.00	$-	
6.10	Form roadside swales	m	1,037	$20.00	$20,740	
	Subtotal - Drainage					$232,662.00
7	Miscellaneous					
7.1	Supply and Install misc line-marking and signage	Item	1	$1,700.00	$1,700	
7.2	Supply and Install street lighting	m		$110.00	$-	
7.3	Supply and install street lighting including cabling	ea	9	$3,500.00	$31,500	
7.4	Supply and Install trees	ea		$450.00	$-	
7.5	Maintenance of trees and verges for a 2 year period	Year		$16,948.86	$-	
7.6	Supply and Install select fill for swales	m^3		$30.00	$-	
7.7	Supply and Install gravel for swales	m^2		$33.00	$-	
7.8	Clean up	Item	1	$28,000.00	28,000	
7.9	Relocation of power pole at Milner Road Intersection (based on Dundas/Milner/Berkshire Quote)	Item	1	$325,105.19	$325,105	
7.10	Adjust water valve lid to suit finished pavement levels at SRW / Milner Road intersection	Item	1	$2,000.00	$2,000	
7.11	Relocate gas valve into verge at SRW/ Milner Road intersection	Item	1	$10,000.00	$10,000	
7.12	Provisional for Relocate Telstra communication pit into verge at SRW / Milner Road intersection	Item	1	$50,000.00	$50,000	
7.13	Provisional for communication cabling adjustments to suit the relocated pit.	Item	1	$75,000.00	$75,000	
7.14	Provisional for the possible future relocation of the crossover to 103 Milner Road, High Wycombe. Asphalt crossovers for commercial/industrial properties to be: 150mm thick rock roadbase, 7mm primer seal with 30mm asphalt wearing course. And adjust gates and garrison fencing	item	1	$7,000.00	$7,000	
7.15	Provision for misc./unidentified service relocations / adjustments		1	$20,000.00	$20,000	

Item	Description	Units	Quantity	Rate	Amount	Subtotal
7.16	Adjustment of Telstra or NBN lids to suit finished levels (Provisional)		1	$10,000.00	$10,000	
7.17	Adjustment of Water Corp lids (valves, hydrants) to suit finished levels (Provisional)		11	$2,000.00	$22,000	
	Subtotal - Miscellaneous					$582,305.19
8	Subtotal					
8.1	Construction Subtotal ex Prelims, Survey				$1,724,419	
	Construction Subtotal				$2,155,524	
9	Allowances and Charges					
9.1	Traffic Management		3%		$64,666	
9.2	BCITF Levy		0.2%		$4,311	
9.3	Council Supervision		1.5%		$32,333	
9.4	Design and Superintendence		7.5%		$161,664	
9.5	Contingency		5%		$107,776	
	Subtotal - Allowances and Charges					$370,750.15
10	Subtotal - entire width, approximately 800m length				$2,526,274.26	
13	TOTAL to Scheme (50%)				$1,263,137.13	

Appendix G: Intersections

Project	Actuals
Milner/Nardine	$319,035.89
Berkshire/Ashby	$293,229.60
Milner/Berkshire/Dundas	$974,177.29

Appendix H: Bush Forever Fencing –

From 28 July 2020 estimated costs associated with the Bush Forever fencing was from the DCP Report. Accordingly, the estimated cost of $105,875.33 is not included as a cost input for the purposes of establishing the cost contribution rate.

Appendix I: Administrative Items

Previous Administrative Costs		
Financial Year	Actuals	Cumulative Administrative Costs
13/14	$53,585.00	$53,585.00
14/15	$123,321.00	$176,906.00
15/16	$15,736.00	$192,642.00
16/17	$137,098.30	$329,740.30
17/18	$105,702.00	$435,442.30
18/19	$102,046.09	$537,488.39
19/20	$58,981.50	$596,469.89
20/21	$147,522.39	$743,992.28
21/22 March	$64,228.12	$808,220.40
22/23	$44,481.00	$852,701.40

Description	Annual ($)	Future ($) – 5 years remaining
Consultant Expenditure		
Legal / Land Admin	$30,000.00	$150,000.00
Infrastructure Cost Review	$25,000.00	$125,000.00
Land Valuation	$5,000.00	$25,000.00
Total	$60,000	$300,000
Staffing Costs		
Planning / Engineering / Project Management	$50,000.00	$250,000
Total	**$110,000.00**	**$550,000**
Admin costs to date	$852,701.40	
Future admin costs	$550,000.00	
Total Actual and Future Admin Costs:	**$1,402,701.40**	

Appendix J: Land Valuation

Appendix K: General Ledger 2022/2023

CODE	DESCRIPTION	TOTAL
Con	Developer Contributions	$1,214,991.54
Int	Interest Income	$3,587.07
MExp	Management Fees	$40,429.16
Leg	Legal Fees	$24,586.16
Consult	Consultancy Fees	$28,100.00
Land	Land Acquisition Costs	$1,397,137.60
Road	Road Construction Costs	$236,940.03
Con refund	Contribution Refund	$0.00
Audit	Audit Fees	$4,000.00
Adv	Advertising	$0.00
	Net result	$512,614.34

Code	Date	Description	Debit	Credit	Balance
Leg	27/07/2021	McLeods Barristers and Solicitors. Invoice 119460 dated 16/06/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for July 2021	$1,149.00		($1,250,217.29)
Leg	27/07/2021	McLeods Barristers and Solicitors. Invoice 119463 dated 16/06/2021 (N380) JNL to recognise the	$1,714.20		($1,248,503.09)

Code	Date	Description	Debit	Credit	Balance
		expenditure in Forrestfield Industrial Scheme Stage 1 for July 2021			
Int	31/07/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned July 2021 JNL Interest Earned July 2021		($211.96)	($1,248,715.05)
Leg	25/08/2021	McLeods Barristers and Solicitors. Invoice 120182 dated 30/07/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for August 2021	$5,480.00		($1,243,235.05)
Con	26/08/2021	Recognise payment of Invoice 31594 dated 24/08/2021 from Beadell WA Pty Ltd JNL to recognise payment of Invoice 31594 dated 24/08/2021 from Beadell WA Pty Ltd		$(200,515.14)	$(1,443,750.19)
Leg	27/08/2021	McLeods Barristers and Solicitors. Invoice 119158 dated 31/05/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for July 2021	$1,749.35		$(1,442,000.84)
Int	31/08/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned August 2021 JNL Interest Earned August 2021		($217.26)	($1,442,218.10)
Leg	30/09/2021	McLeods Barristers and Solicitors. Invoice 120363 dated 23/08/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for September 2021	$6,200.00		($1,436,018.10)
Leg	30/09/2021	McLeods Barristers and Solicitors. Invoice 120333 dated 31/08/2021 (N380) JNL to recognise the	$1,146.50		($1,434,871.60)

Code	Date	Description	Debit	Credit	Balance
		expenditure in Forrestfield Industrial Scheme Stage 1 for September 2021			
Int	30/09/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned September 2021 JNL Interest Earned September 2021		($237.04)	($1,435,108.64)
Leg	28/10/2021	McLeods Barristers & Solicitors. Invoice 120908 dated 30/09/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for October 2021	$425.57		($1,434,683.07)
Consult	28/10/2021	Porter Consulting Engineers. Invoice dated 30/09/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for October 2021	$12,000.00		$(1,422,683.07)
Land	28/10/2021	Jeanetta Pty Ltd. Invoice 00000011 dated 28/09/2021 (N381) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for October 2021	$365,000.00		($1,057,683.07)
Con	29/10/2021	Recognise payment of Invoice 32170 dated 26/10/2021 from Macna Holdings WA Pty Ltd JNL to recognise payment of Invoice 32170 dated 26/10/2021 from Macna Holdings WA Pty Ltd		($200,619.99)	($1,258,303.06)
Int	31/10/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned October 2021 JNL Interest Earned October 2021		($238.80)	($1,258,541.86)

Code	Date	Description	Debit	Credit	Balance
Con	04/11/2021	Recognise payment of Invoice 32170 dated 03/11/2021 from Gateway Property Group Pty Ltd JNL to recognise payment of Invoice 32170 dated 03/11/2021 from Gateway Property Group Pty Ltd		($117,017.19)	($1,375,559.05)
Con	04/11/2021	Recognise payment of Invoice 32170 dated 03/11/2021 from Gateway Property Group Pty Ltd (correct JNL GJL0574) JNL to JNL to recognise payment of Invoice 32170 dated 03/11/2021 from Gateway Property Group Pty Ltd (correct JNL GJL0574)		($90.00)	($1,375,649.05)
Con	10/11/2021	Recognise payment of Invoice 32296 dated 09/11/2021 from Ashby East Pty Ltd JNL to recognise payment of Invoice 32296 dated 09/11/2021 from Ashby East Pty Ltd		($283,262.76)	($1,658,911.81)
MExp	25/11/2021	Forrestfield Industrial Area Stage 1 payment for project management costs for July 2021 to September 2021 JNL Forrestfield Industrial Area Stage 1 payment for project management costs for July 2021 to September 2021	$7,759.09		($1,651,152.72)
Leg	25/11/2021	McLeods Barristers & Solicitors. Invoice 121418 dated 28/10/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for November 2021	$2,004.94		($1,649,147.78)
Consult	25/11/2021	Savills Valuations Pty Ltd. Invoice INV00085800 dated 30/10/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for November 2021	$3,500.00		($1,645,647.78)

Code	Date	Description	Debit	Credit	Balance
Consult	25/11/2021	Porter Consulting Engineers. Invoice 00021720 dated 02/11/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for November 2021	$10,000.00		$(1,635,647.78)
Int	30/11/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned November 2021 JNL Interest Earned November 2021		($254.48)	($1,635,902.26)
Con	21/12/2021	Recognise payment of Invoice 32343 dated 07/12/2021 from Tex Men Pty Ltd JNL to recognise payment of Invoice 32343 dated 07/12/2021 from Tex Men Pty Ltd		($212,845.50)	($1,848,747.76)
Int	31/12/2021	Forrestfield Industrial Area Stage 1 BOS Interest Earned December 2021 JNL Interest Earned December 2021		($288.37)	($1,849,036.13)
Con	14/01/2022	Recognise payment of invoice 32388 Hardie Property Pty Ltd on 14/01/2022 JNL to recognise payment of invoice 32388 Hardie Property Pty Ltd on 14/01/2022		($200,640.96)	($2,049,677.09)
Int	31/01/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned January 2022 JNL Interest Earned January 2022		($314.08)	($2,049,991.17)
Leg	31/01/2022	McLeods Barristers and Solicitors. Invoice 121809 dated 28/11/2021 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for January 2022	$315.00		($2,049,676.17)
Leg	31/01/2022	McLeods Barristers and Solicitors. Invoice 122285 dated 20/12/2021 (N380) JNL to recognise the	$1,350.00		($2,048,326.17)

Code	Date	Description	Debit	Credit	Balance
		expenditure in Forrestfield Industrial Scheme Stage 1 for January 2022			
Road	17/02/2022	Project Manager costs related to City's Capex jobs and costs to Forrestfield Industrail Area from N360 August 2020 (FFR5) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1	$285.00		($2,048,041.17)
Road	17/02/2022	Project Manager costs related to City's Capex jobs and costs to Forrestfield Industrail Area from N360 September 2020 (FFR5) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1	$71.00		($2,047,970.17)
Road	17/02/2022	Project Manager costs related to City's Capex jobs and costs to Forrestfield Industrail Area from N360 August 2020 (FFR5) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1	$27.00		($2,047,943.17)
Road	17/02/2022	Project Manager costs related to City's Capex jobs and costs to Forrestfield Industrail Area from N360 September 2020 (FFR5) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1	$7.00		($2,047,936.17)
MExp	23/02/2022	Forrestfield Industrial Area Stage 1 payment for project management costs for October 2021 to December 2021 JNL Forrestfield Industrial Area Stage 1 payment for project management costs for October 2021 to December 2021	$7,207.90		($2,040,728.27)

Code	Date	Description	Debit	Credit	Balance
Int	28/02/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned February 2022 JNL Interest Earned February 2022		($311.82)	($2,041,040.09)
Leg	31/03/2022	McLeods Barristers & Solicitors. Invoice 123039 dated 24/02/2022 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for March 2022	$612.20		($2,040,427.89)
Audit	31/03/2022	Office of The Auditor General WA (OAG) (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for March 2022	$4,000.00		($2,036,427.89)
Land	31/03/2022	Jeanetta Pty Ltd. Invoice 00000015 dated 25/01/2022 (N381) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for March 2022	$842,910.19		($1,193,517.70)
Road	31/03/2022	Jeanetta Pty Ltd. Invoice 00000015 dated 25/01/2022 (FFR9) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for March 2022	$236,550.03		($956,967.67)
Int	31/03/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned March 2022 JNL Interest Earned March 2022		($311.82)	($957,279.49)
Int	31/03/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned March 2022 JNL Interest Earned March 2022	$311.82		($956,967.67)
Int	31/03/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned March 2022 JNL Interest Earned March 2022		($340.74)	($957,308.41)
Leg	28/04/2022	McLeods Barristers and Solicitors. Invoice 123627 dated 31/03/2022 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for April 2022	$1,710.00		($955,598.41)

Code	Date	Description	Debit	Credit	Balance
Int	30/04/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned April 2022 JNL Interest Earned April 2022		($157.33)	($955,755.74)
MExp	12/05/2022	Forrestfield Industrial Area Stage 1 payment for project management costs for January 2022 to March 2022 JNL Forrestfield Industrial Area Stage 1 payment for project management costs for January 2022 to March 2022	$13,191.89		($942,563.85)
Leg	26/05/2022	McLeods Barristers & Solicitors. Invoice 48340 dated 31/03/2022 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for May 2022	$324.40		($942,239.45)
Leg	26/05/2022	McLeods Barristers & Solicitors. Invoice 123985 dated 28/04/2022 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for May 2022	$405.00		($941,834.45)
Int	31/05/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned May 2022 JNL Interest Earned May 2022		($342.33)	($942,176.78)
MExp	29/06/2022	Forrestfield Industrial Area Stage 1 payment for project management costs for April 2022 to June 2022 JNL Forrestfield Industrial Area Stage 1 payment for project management costs for April 2022 to June 2022	$12,270.28		($929,906.50)
Consult	29/06/2022	Porter Consulting Engineers. Invoice 00022357 dated 31/05/2022 (N380) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for June 2022	$2,600.00		($927,306.50)
Land	29/06/2022	Jeanatta Pty Ltd. Invoice 00000022 dated 10/06/2022 (N381) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for June 2022	$147,843.38		($779,463.12)

Code	Date	Description	Debit	Credit	Balance
Land	29/06/2022	Jeanatta Pty Ltd. Invoice 00000022 dated 10/06/2022 (FFR9) JNL to recognise the expenditure in Forrestfield Industrial Scheme Stage 1 for June 2022	$41,384.03		($738,079.09)
Int	30/06/2022	Forrestfield Industrial Area Stage 1 BOS Interest Earned June 2022 JNL Interest Earned June 2022		($672.86)	($738,751.95)

Appendix M: Annual Report Template for Development Contributions Plans

Name of DCP – Forrestfield / High Wycombe Stage 1 Industrial Area – Development Contribution Plan 1
Report Date – July 2023
Financial Year – 2022/2023

Table 1 Summary of Delivery of Infrastructure

Item	Scheduled Priority - As per DCP Report	Progress / Status (%) based on actual / estimated costs	Expected Delivery	% detail of funding (DCP and by other sources)	Reason for delay (if applicable)
Berkshire Road	5	0%	24/25	0%	Funding
Milner Road	3	0%	24/25	0%	Funding
Nardine and Ashby Close Link and widening	N/A	100%	Completed 2020	0%	N/A
Bonser Road	2	87%	Stage 1 Completed June 2019	0%	Stage 2 (truncations) - Land acquisition
Nardine Close Extension (Road 2a)	2	73%	Stage 1 Completed 2019 Stage 2 expected for completion 2023/24 FY	0%	Pending delivery

Sultana Road West	4	0%	24/25	50%	Funding
Milner / Nardine Intersection	N/A	100%	Completed November 2019	0%	N/A
Berkshire / Ashby Intersection	Seagull island	91%	Intersection Completed Oct 2019 Seagull island 24/26	0%	Seagull island - funding
Dundas / Berkshire / Milner Intersection	N/A	100%	Intersection Completed Dec 2019	8.2% ($80,000 State Government Contribution for Forrestfield Airport Link Project)	N/A

Table 2 Financial Position of the Development Contribution Fund (31 March 2022)

	Received / Value contributions collected or land area	DCP funds Expended / Value	Current Balance of Development Contribution Fund	Value of Credits	Interest Earned on DCP funds (if applicable)
Monetary Component	$10,252,633.01	$9,430,290.30 expended*	$957,279 as at 31/3/2022	$189,227.41(Bonser Rd Stage 1)**	$134,936.60
	$510,966,02 (Bonser Rd Stage 1)				

	16,167m^2 acquired				

*Total DCP Funds expended includes land contributions and pre-funding arrangements which offset contributions collected.

**The City's interpretation of 'Value of Credits' is money due to a landowner for DCP infrastructure provided, minus the landowner's Cost Contribution and where the credit exceeds the landowner's Cost Contribution.

1. Has the DCF account be independently audited? (Yes) (July 2023)
2. Has the annual review of Cost Apportionment Schedule (CAS) and Cost Estimates been undertaken? (Yes) (July 2023)
3. Are forecasts current? (Yes) (July 2023) - state any implications for the DCP
4. Identify any matters that may require future modifications to the DCP (slow rate of growth, unlikely to develop) and if alternative funding needs to be investigated.

Note: The data used in the annual status report is to be provided in .csv format