10.5.11. Forrestfield / High Wycombe Industrial Area Stage 1 - Development Contribution Plan Report - Adoption for Public Advertising

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous	SCM 230/2018
ltems	
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	PG-STU-028
Applicant	City of Kalamunda
Owner	Various
Attachments	1. Draft Development Contributions Plan Report

[**10.5.11.1** - 40 pages]

TYPE OF REPORT

Advocacy	When Council is advocating on behalf of the community to another level of government/body/agency
Executive	When Council is undertaking is substantive role of direction setting and oversight (e.g. accepting tenders, adopting plans and budgets
Information	For Council to note
Legislative	Includes adopting Local Laws, Town Planning Schemes and Policies. When Council determines a matter that directly impacts a person's rights and interests where the principles of natural justice apply. Examples include town planning applications, building licences, other permits or licences issued under other Legislation or matters that could be subject to appeal to the State Administrative Tribunal

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2027

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth. *Strategy 3.1.1* - Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

EXECUTIVE SUMMARY

- 1. The purpose of this report is for the Council to consider and adopt the Forrestfield / High Wycombe Industrial Area Stage 1 – Development Contribution Plan (DCP) Report annual review (Attachment 1) for the purposes of public advertising.
- 2. As a consequence of matters arising from the 2018 DCP Report annual review, the City of Kalamunda (City) has undertaken a thorough review and analysed the DCP to determine compliance with relevant Local Planning Scheme No. 3 (LPS3) provisions and the requirements established through State Planning Policy 3.6 Development Contributions for Infrastructure (SPP3.6).
- 3. In this regard, the City has undertaken a review of the method of calculation of the contribution rate for the DCP. As a result of this review, the methodology for the DCP has had to be amended to ensure that it is equitable to all landowners within the arrangement (early contributors and later contributors).
- 4. It is recommended that the Council adopt the DCP Report and the interim Cost Contribution rate of \$23.00/m² for the purposes of public advertising. In the context of the findings of the review and change in rate, it has also proposed that the revised interim rate be used immediately as the applicable rate for new developments being approved within the DCP area.

BACKGROUND

5.



- 6. The Scheme Amendment to include the DCP Scheme within the City's LPS3 was gazetted in May 2013. This allowed the City to place on development and subdivision approvals, the obligation to pay a Cost Contribution for common infrastructure and administration costs to manage the DCP.
- Following the gazettal of the DCP, the Council was required to adopt a DCP
 Benert and cost apportionment schedule. The DCP Benert and the

Report and cost apportionment schedule. The DCP Report and the associated

cost apportionment schedule sets out, in detail, the calculation of cost contributions for development in accordance with the methodology shown in the DCP. 8. The DCP Report needs to be a dynamic document to maintain the currency of the cost of infrastructure, land and other DCP items. The DCP Report does not form part of LPS3 but, once adopted by the Council, is required by Clause 6.5.11.2 of LPS3 to be reviewed at least annually.

9. **Previous Reviews**

Historical rates for the DCP Report review are as follows:

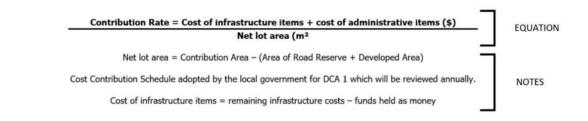
Date Adopted	Cost Contribution Rate
December 2012	\$23.03/m ²
December 2013	\$28.49/m ²
June 2015	\$31.23/m ²
	Reduced to \$29.66/m ² to account for only
	50% of the cost of Sultana Road West.
December 2016	\$29.79/m ²
December 2018	\$17.01/m ²
	Comprehensive review of utility cost
	estimates resulting in significant
	reduction in cost.

- 10. At its Special Meeting held 3 December 2018, the Council resolved to adopt the DCP Report and the Cost Contribution rate of \$17.01/m².
- 11. Prior to undertaking the most recent annual review, the City sought advice on the interpretation of the provisions of the LPS3 and SPP 3.6 relating to the calculation and application of the DCP rate. The confidential advices are comprehensive and provide for a way forward which meets the intent and principles of the DCP, LPS3 and SPP3.6. The advices are included as a Confidential Attachment for the benefit of Council.
- 12. The most recent DCP review and procedural adjustments to the operation of the DCP have been undertaken having regard to the advices received. It is recommended that the Council note the advice.

DETAILS AND ANALYSIS

13.Method for Calculating Contributions

The Method for Calculating Contributions (Method) is contained within Schedule 12 of LPS3. This section contains an equation and supplementary notes used for calculating the Cost Contribution Rate as follows:



- 14. Since the inception of the DCP in 2012, the City has taken into account the 'funds held as money' in the DCP reserve account and divided the outstanding infrastructure and administrative costs by the remaining landowners who were yet to develop.
- 15. Based on the City's review, this also occurs in several other DCPs around the metropolitan area.
- 16. The application of the above equation, together with the supplementary notes, means that after each landowner makes their cost contribution over time, the developed area is deducted from the 'net lot area'. The constructed infrastructure and money collected is also removed from the equation, leaving only the remaining (estimated) infrastructure and administrative costs to be divided by the net lot area of undeveloped land.
- 17. Since the reduced Cost Contribution Rate from \$29.79 to \$17.01, the City extensively analysed the DCP to determine compliance with relevant LPS3 provisions and the principles established through SPP3.6.
- 18. The matter was also brought to the City's attention by some early contributors and was identified as a result of significant changes in infrastructure estimates as they relate to utility services.
- 19. The approach undertaken resulted in some landowners who had developed early, with a rate based on preliminary cost estimates, contributing at a higher rate than landowners who have developed at a later time and with a rate based on the actual cost of infrastructure or more refined estimates.
- 20. The inclusion of contributions collected, based on higher estimates, as part of the equation also reduced the cost contributions of later landowners, raising issues of equity to those early contributors.
- 21. In addition to the equity issues, the calculation method applied results in the landowners, who are yet to contribute, only making a contribution towards infrastructure that is yet to be built, and not infrastructure that has already been built, and to which the landowner and the development receives a benefit.

- 22. In summary, the cost of all infrastructure required to be delivered by the DCP has not been evenly distributed amongst all landowners over the course of the DCP's operation.
- 23. The approach has resulted in a situation that is inconsistent with the overarching principles of determining infrastructure contributions (outlined in SPP3.6) and specifically the principle of equity. Accordingly, the interpretation and application of the calculation methodology is required to be reviewed to ensure the arrangement is administered in an equitable manner.
- 24. Previous DCP reviews did not highlight the issue in relation to the use of contributions collected in the equation. Based on the City's review, the use of contributions collected also occurs in several other DCPs within the metropolitan area. However, what is evident in these DCPs is that there have not been any significant drops in infrastructure estimates as has occurred in this instance.
- 25. In order to comply with the requirements of LPS3 and SPP3.6, and to proceed with the operation of the DCP in a practical and equitable manner, the equation included in the above Method should still be used, but the City should not have regard to the supplementary notes included below the equation (in particular the use of 'funds held as money' or contributions collected).
- 26. This will result in all infrastructure and administrative costs (based on both estimates and on actual costs) being divided by the net lot area (all developable area minus road reserves) and will address the equity issues.

27. Reconciliation of Interim Cost Contributions

The major infrastructure items within the DCP have been constructed, including the Ashby / Nardine Close connection, Stage 1 of the Nardine Close extension, and major intersection upgrades for Restricted Access Vehicle Classification (RAV) 7. The construction of Bonser Road has also commenced.

28. There are some infrastructure items (ie. Stage 2 of the Nardine Close extension, Milner Road, Sultana Road West and the bush forever fencing) that are yet to be constructed. These items will progressively be constructed as priorities in the DCP are reviewed and funds become available.

- 29. In addition, there are some other infrastructure items that have either been previously removed or modified (ie. Dundas Road and the Berkshire / Milner intersection) as part of reviews to the planning framework for the area, or that may no longer be required, resulting in changes to the infrastructure items within DCP over time.
- 30. The changes over time have affected the contribution rates that have applied over the same period, along with the transition from estimated costs to actual costs as the rate is continuously reviewed and infrastructure is progressively delivered.
- 31. LPS3 and SPP3.6 establishes that the contributions that have been paid, or the initial contributions to be paid, are an interim payment based on estimated costs, or a combination of estimated and actual costs unless, pursuant to Clause 6.5.11.4 of LSP3, the City enters into a specific agreement with the owner stipulating the payment based on estimates is a final payment.
- 32. In the absence of a specific agreement, it is only once all the final infrastructure costs have been established (constructed and paid for) can a final contribution rate for all landowners be determined.
- 33. At this time, which is estimated to be in approximately three years (at the conclusion of the 10-year DCP operative timeframe outlined in Schedule 12 of LSP3), final invoices or credits for the interim Cost Contributions made will need to be issued. This will mean that some landowners who have paid higher amounts will be provided a credit and some landowners who have paid lower amounts may be required to make an additional contribution.
- 34. In relation to the landowners who have paid a lower amount, this matter will be considered by Council at the conclusion of the operation of the DCP when all infrastructure costs and the final financial position of the DCP is known.
- 35. At the conclusion of the DCP (approx. three years), there may still be some landowners who have not yet developed. The City will have to establish a separate agreement with those landowners to ensure contributions are collected at a future time when they, or a future owner of the land, decide to develop.
- 36. As part of the review, it has been identified that the owner of any proposed development will be required to enter into an agreement with the City as a condition of development approval.

- 37. The agreement will be to formalise the contribution process and ensure security over future payments, as well as providing certainty for any potential credits that may be due at the end of the operation of the DCP.
- 38. The costs for preparing these agreements have been estimated and are included within the administrative costs within the DCP.
- Based on the City's analysis to date, many landowners that have developed have contributed at a rate higher than the draft Cost
 Contribution rate outlined in this report, and are envisaged to be eligible for a credit at the conclusion of the operation of the DCP.
- 40. For those that have made contributions at the lower rate, as noted above, the Council will consider the requirement for any possible future payment at the conclusion of the operation of the DCP.
- 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.
- 42. Under the previous DCP calculation methodology, the short fall was proposed to be dealt with by Council at the end of the DCP. As a result of the most recent review, and with payments being considered interim until the conclusion of the DCP, the shortfall will no longer occur as all contributions will be reconciled to the final DCP amount. In this context, the deduction that was previously included has been removed from the calculation of the DCP rate.
- 43. In summary, based on the requirements of LPS3 and SPP3.6, Cost Contributions that have been made to date are considered interim payments (in the absence of any formal agreement. Furthermore, all future contributions will be considered interim payments until the end of the DCP.
- At the conclusion of the DCP, when the final contribution rate is known (based on actual costs of all infrastructure), all previous interim contributions made will need to be reconciled against the final rate based on actual costs of the final list of infrastructure items delivered.

45. **DCP Review**

At each DCP Report review, all factors contributing to the contribution rate must be revised. The significant factors reviewed are as follows:

- h) Remaining developable land;
- i) Land requiring acquisition;
- j) Land valuation;
- k) Estimated and actual costs of infrastructure works;
- l) Administration costs; and
- m) Priority of infrastructure works.

Further discussion regarding these factors are provided below.

46. Remaining developable land

The future developable area is expected to provide the Cost Contributions necessary to account for the infrastructure and administrative costs. As of the end of January 2020, 31 of the 52 lots (approx. 60% of lots) within the Development Contribution Area were undeveloped equating to approximately 328,538m² of 652,084.5m² (approx. 50% of land area).

47. Land Requiring Acquisition

As at 13 February 2020, 16,277.5m² has been acquired and 12,041m² requires acquisition, representing approximately 57% of all land required for road construction.

Acquired Area (m ²)	Cost (\$)
16,277.5	\$4,225,510
Requiring Acquisition (m ²)	Cost (\$)
12,041	\$2,889,840

48. Land Valuation

Land to be acquired has been identified in the DCP. In July 2019, an independent valuer provided an estimated rate at which land should be acquired at through the DCP. The valuation concluded on a land value rate of \$240/m², increasing from \$220/m² at the December 2018 DCP review.

- 49. Lot 51 Sultana Road West requires the partial demolition of an existing masonry garage to permit the construction of stage 2 of Road 2A to facilitate development of the area.
- 50. In March 2017, the City engaged a quantity surveyor to estimate the cost of demolishing the garage, partial reimbursement for the loss of the built form and costs required to "make good" the remaining parts of the residence.

51. This was again reviewed when updating the cost estimates following advertising of the DCP report. The cost has been estimated at approx.
\$100,000. This cost has been included in the estimate to construct stage 2 of Road 2A.

52. Estimated and Actual Costs of Infrastructure Works

As at the end of January 2020, approximately \$3.37m is required to complete the remaining infrastructure works, with \$3.62m spent on infrastructure works to date. Details of these estimates are provided in Attachment 1.

53. Administrative Items

As at the end of January 2020, \$562,328.55 of administrative costs have been spent from the DCP and an estimated \$405,000 is required to administer the DCP for the remaining 3 years, until the conclusion of the 10-year DCP operative timeframe under Schedule 12 of LPS3. Details of these estimates are provided in Attachment 1.

- 54. As part of the revised process, the applicant/owner of any proposed development will be required to enter into an agreement with the City as a condition of development approval for the provision of cost contributions. The administrative costs have been reviewed to include the cost of the preparation of the agreement for the remaining properties to be developed within the DCP area.
- 55. To avoid any further under-payments, it is recommended that the new rate, and requirement for agreements, be applied immediately as a condition of development approval. This approach will also avoid unnecessary delays to the issue of development approvals and building licences.

56. **Priority of Infrastructure Works**

The following items were identified as priorities in the previous DCP reviews and are either completed works or under construction:

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

- 57. Subject to the availability of funding, the following items are now considered current priority items:
 - 1. Ongoing administration costs, including designs to support detailed cost estimates;
 - 2. Bonser Road (previously referred to as Road 1), land acquisition, design and construction. The construction of Bonser Road is currently underway and, with the City's agreement/supervision, being prefunded by a landowner.
 - 3. Nardine Close Extension (Road 2A: Stage 2) design, land acquisition and construction. In the event that Stage 2 is not required, given land use changes in the area, this item will be replaced with the design, land acquisition and construction of an emergency accessway on the north-west side of Lots 50 and 51 Sultana Road West.
 - 4. Milner Road construction; and
 - 5. Sultana Road West construction.
- 58. With regard to Stage 2 of the Nardine Close extension (Road 2A), the City is currently considering a development application for a place of worship on Lot 50 Sultana Road West that would utilise Sultana Road West as access entirely, and would not require internal light industrial oriented access to the Forrestfield / High Wycombe Industrial area, via Nardine Close.
- 59. It is therefore possible that, if this development proposal proceeds, Stage 2 of the Nardine Close extension will not be required. The City will consider, at the time the building has commenced construction, amending the Local Structure Plan and DCP to remove Stage 2, however will maintain an emergency access way for bushfire purposes.
- 60. If Stage 2 is removed from the DCP, it will reduce the overall infrastructure and land acquisition costs and be another matter that is required to be settled as part of the reconciliation process.

APPLICABLE LAW

61. Local Planning Scheme No. 3

The Cost Contributions are administered and determined in accordance with the provisions of Clause 6.5 and Schedule 12 of LPS3.

62. Clause 6.5.11.2 of LPS3 requires the DCP cost estimates to be reviewed at least annually.

63. Clause 6.5.11.4 of LPS3 requires the adjustment of Cost Contributions that are calculated on the basis of an estimated cost (and revised estimated cost), contemplates an agreement between the City and the landowners to establish a final Cost Contribution based on estimated costs.

APPLICABLE POLICY

64. The review of the DCP has been undertaken in accordance with the requirements of the Western Australian Planning Commission's (WAPC)
 State Planning Policy 3.6 – Development Contributions for Infrastructure.

STAKEHOLDER ENGAGEMENT

- 65. Following the Council's adoption of the draft DCP Report and an interim Cost Contribution rate, advertising will be undertaken with the landowners within the Development Contribution Area in accordance with *Local Planning Policy 11 – Public Notification of Planning Proposals.* Specific correspondence explaining the process will be issued to landowners along with an offer for a one-on-one meeting to explain the outcomes and process.
- 66. Consulting were engaged to undertake an independent and comprehensive review of infrastructure cost estimates, these estimates have formed the basis of unconstructed works within the DCP Report.
- 67. Prior to undertaking the most recent annual review, the City sought advice on the interpretation of the provisions of the LPS3 and SPP 3.6 relating to the for the calculation and application of the DCP rate. The confidential advices are comprehensive and provide for a way forward which meets the intent and principles of the DCP, LPS3 and SPP3.6. The advices are included as a Confidential Attachment for the benefit of Council.
- 68. The most recent DCP review and procedural adjustments to the operation of the DCP have been undertaken having regard to the advices received. It is recommended that the Council note the advice.

FINANCIAL CONSIDERATIONS

69. The operation of the DCP presents a major administrative responsibility for theCity. While the DCP is self-funded, the City has an implicit obligation to efficiently and effectively manage the revenues and works.

- 70. The remaining developable area is reliant on the DCP to provide the necessary infrastructure to facilitate development. In particular, the timely provision of roads and drainage is critical for industrial precincts as most developments rely on these improvements for suitable access.
- 71. As noted in the Details and Analysis Section of this report, the reconciliation of costs will be required at the end of the DCP's 10 year operative life (2023). This process will involve a credit to those landowners who have paid at a higher rate, with the funds necessary to make this credit being available in the DCP reserve account.
- 72. Additional contributions may be required from those landowners who have paid at a lower rate. Based on the proposed interim rate, the anticipated payments would total approximately \$300,000.
- 73. The Council will consider the reconciliation of any possible future payment at the conclusion of the operation of the DCP.

SUSTAINABILITY

Social Implications

- 74. The provision of infrastructure in a timely, coordinated and responsible manner can have a significant impact on the quality of life for both existing and future residents.
- 75. Impacts on the quality of life need to be considered at both a micro and macro level, with infrastructure planning needing to deliver net community benefits and recognising that the expectations of not every single landowner will be able to be satisfied.

Economic Implications

76. The implementation of DCPs, as a basic principle, are not intended to deliver infrastructure, services or similar that would not ordinarily be provided through subdivision and development processes; as such, a DCP does not offer any direct economic benefits to an area. DCPs can, however, assist in the timely, efficient and equitable provision of infrastructure that may in turn facilitate economic growth and employment creation.

Environmental Implications

77. The proposed DCP infrastructure is identified in areas where vegetation is predominantly cleared. A portion of road reservation abuts a Bush Forever Reserve and during the construction phase, due consideration will have to be given to ensure impacts to this area are minimised.

RISK MANAGEMENT

78.

Risk: Not undertaking the review so the Development Contribution Plan is not in alignment with current infrastructure and administrative costs.

	-		
Consequence	Likelihood	Rating	
Rare	Significant	Medium	
Action/Strategy	Action/Strategy		
Ensure the Council is aware that a DCP review is required to ensure the new rate is reflective of projected costs to deliver infrastructure works and land purchases. Additionally, Clause 6.5.11.2 of LPS3 requires the DCP			
Report is reviewed at least annually.			

79.

Risk: There is insufficient money collected in the DCP to fund infrastructure upgrades.

Consequence	Likelihood	Rating
Possible	Major	High

Action/Strategy

Ensure that the City enters into agreements with landowners to ensure the adjustment of Cost Contributions at the end of the DCP's operational life. Undertake annual reviews to ensure the scope of infrastructure remains relevant and to maintain the currency of the cost of infrastructure, land and other DCP items.

80.

Risk: Errors are contained within the DCP estimates and calculation.

Consequence	Likelihood	Rating		
Possible	Moderate	Medium		
Action/Strategy				
Ensure figures are audited and sourced from financial statements.				
Ensure cost estimates are reviewed annually and provided by an				
independent consultant.				

CONCLUSION

- 81. The recommendations contained within this report regarding the interpretation of the Method and establishing an interim Cost Contribution is necessary to ensure an equitable DCP for the remainder of the DCP's operative life (until approx. 2023).
- 82. A process has been proposed to reconcile Cost Contributions only once a final cost contribution is established (i.e. when all the infrastructure is built, and the actual cost of the infrastructure is known). This exercise will involve credits being issued to some landowners who made a higher contribution, and the City may seek additional Cost Contributions from other landowners who contributed at a lower rate.
- 83. The Council will consider the reconciliation of any possible future payment from these owners at the conclusion of the operation of the DCP.
- 84. It is important to establish an interim rate to ensure that the DCP does not continue to under collect Cost Contributions, and to minimise the risk of there being a shortfall of funds to deliver the remaining infrastructure identified in the DCP.
- 85. Accordingly, it is recommended that the Council adopt the DCP Report and the interim Cost Contribution rate for the purposes of public advertising.
- 86. It is also recommended that the interim rate and requirement for an agreement for new developments be applied to current development applications as a condition of approval.

Voting Requirements: Simple Majority

RESOLVED OCM 27/2020

That Council:

- 1. NOTE the confidential advice in the Confidential Attachment.
- 2. NOTE the interpretation of the Method for Calculating Contributions in Schedule 12 of Local Planning Scheme No. 3.
- 3. NOTE the approach to deem all Cost Contributions as interim, until the final Cost Contribution rate is known based on actual costs of infrastructure, as outlined in this report.

- 4. NOTE the proposed process to reconcile Cost Contributions for all landowners at the conclusion of the of the Development Contribution Scheme (scheduled for 2023), as outlined in this report.
- 5. ADOPT the Forrestfield / High Wycombe Industrial Area Development Contribution Plan Report (Attachment 1) for the purposes of public advertising.
- 6. ADOPT the interim Cost Contribution Rate of \$23/m?, for the purposes of public advertising.
- 7. NOTE that the interim rate will be applied immediately to enable the timely issue of development approvals and building licences.
- 8. AUTHORISE the Chief Executive Officer advertise the interim Cost Contribution Rate and issue correspondence to landowners accordingly.
- Moved: Cr Dylan O'Connor
- Seconded: Cr Sue Bilich
- Vote: CARRIED UNANIMOUSLY (10/0)

Forrestfield / High Wycombe Industrial Area Stage 1 – Development Contribution Plan Report 2020



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1. Introduction

1.1 Background

The Forrestfield / High Wycombe development area is located within the City of Kalamunda (City) and is generally bounded by Maida Vale Road to the north, Roe Highway to the east, Berkshire Road to the south and Dundas Road to the west.

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. The area affected by the DCP is shown in Figure 1 below.



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

1.2 Purpose of Development Contribution Plan

This report has been prepared to set out in detail:

- a) The infrastructure, land and other items for which development contributions are to be collected;
- b) How land values are calculated, and the valuation methodology applied;
- c) A review of cost estimates of infrastructure and administrative items;
- d) A calculation of the cost contribution rate applicable;
- e) Principles for the priority and timing of infrastructure provision and land acquisition; and
- f) Various other operational matters.

1.3 Status

This DCP Report has been prepared pursuant to Clause 6.5.3 of the City's Local Planning Scheme No.3 (LPS3).

The DCP Report should be read in conjunction with Clause 6.5 and Schedule 12 of LPS3 and the Forrestfield / High Wycombe Local Structure Plan (LSP). This DCP Report does not form part of LPS3 but has been prepared generally in accordance with Schedule 12 of LPS3.

1.4 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 have been modifications made by the City to infrastructure items to respond to changes in the planning framework in the area and submissions from landowners. This has resulted in modifications to relevant infrastructure items included in the DCP being adjusted at the annual DCP review. These modifications include but are not limited to:

- a) Modification of Berkshire / Milner Road from a cul-de-sac 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.
- d) Demolition and compensation for an existing garage on Lot 51 to facilitate the Nardine Close extension (Road 2A).
- e) Relocation of Bonser Road to the southern boundary of Lot 547 (291) Berkshire Road, Forrestfield.
- f) Removal of an entry statement on Berkshire Road.
- g) Removal of carriageway widening to Berkshire Road.
- h) Updated administration costs.
- i) Revised utility relocation estimates (now within each relevant road cost estimate).
- j) Accounting for contributions received and land purchased.

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. These items include:

- k) Land for roads and intersections;
- I) Roads and intersection construction requirements;
- m) Landscaping;
- n) Fencing treatment to Bush Forever; and
- o) Administration costs.

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 LPS3 Clause 6.5.12.

LPS3 Amendment 88 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 indicates 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.

Valuation reports undertaken July 2019 indicate a land value rate of \$240/m².

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:

- Construction of a shared path along the north side of Berkshire Road to provide a continuous path between Milner Road and Roe Highway, including upgrading of the existing pedestrian path in this location.
- Adjusting a power line crossing to provide unrestricted clearance for RAV7 vehicles.

In January 2020, the City received State Government funding to undertake a design for shared paths on Berkshire and Dundas Road. Subject to the designs and construction estimates being finalised, construction funding is expected to follow. Subject to construction funding being provided for this project, the City will consider the removal of the shared path item from the DCP. While the shared path has been included for the purposes of the current review, it's removal will be considered in future reviews at the time that other funding sources have been confirmed.

The future development cost for Berkshire Road is estimated at \$128,913.71

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

2.2.3 Milner Road

Milner Road is an existing road and borders the northern 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:

- Widen carriageway to provide a 10-metre-wide carriageway.
- Construction of a 2.5m shared path to provide connection between Berkshire Road and Sultana Road West.
- Remove existing pedestrian paths and reinstate the verge area.
- Install street lighting between Berkshire Road and Sultana Road West.
- Road upgrades to accommodate category RAV7 vehicles between Berkshire Road and Nardine Close.
- Road upgrades to accommodate category RAV4 between Nardine Close and Sultana Road West.

The future development cost for Milner Road is estimated at \$1,022,590.84

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

2.2.4 Nardine / Ashby Close

Nardine / 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:

- Creation of new road reserve section between existing cul-de-sac and Ashby Close alignment.
- Construction of a new 10-metre wide road section from the existing cul-de-sac south to provide connection to Ashby Close.
- Widen existing carriageway to provide a 10-metre-wide carriageway. Road and intersection upgrades to accommodate category RAV7 vehicles.
- Construction of drainage swales along the road verge sections in accordance with the LSP.
- Construction of a shared path to provide connection between Milner Road and Ashby Close.

The following road modifications are proposed to be completed when Bonser Road has been completed to a RAV7 standard:

• 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 breakdown of expenses for this project 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:

- Creation of new road reserve section between Berkshire Road and Nardine Close.
- Construction of a new 10-metre wide road Berkshire Road to Nardine Close.
- Construction of drainage swales along the road verge sections in accordance with the LSP.
- Construction of a footpath along the north side to provide connection between Nardine Close and Berkshire Road.
- Road and intersection upgrades to accommodate category RAV7 vehicles.
- Supply and installation of street trees.

Bonser Road construction will be divided into two stages:

- 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 a category RAV7 vehicle. The acquisition of truncations for Lots 16 and 17 Berkshire Road is required in order to facilitate the full construction of an intersection for RAV 7 vehicles.
- 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 will be undertaken.

The future development cost for Road 1 is estimated at \$587,657.45

A detailed breakdown of the cost, including a breakdown of the staging costs is provided in Appendix D.

2.2.6 Nardine Close Extension (Road 2A)

Nardine Close extension is a new road providing access to lots currently serviced by a series of battleaxe legs. Nardine Close extension is required to be created to service the future development envisaged by the LSP.

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

- Construction of a new 10-metre-wide section to service current battleaxe configured lots.
- Construction of drainage swales along the road verge sections in accordance with the Drainage Strategy.
- 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.
- Creation of a new 20 and 14 metre road reserve section as required.
- Demolition and compensation for an existing garage on Lot 51 Sultana Road West to facilitate road creation and construction.
- Associated service installation and relocation.

Nardine Close Extension is divided into two stages:

- Stage 1: The creation of a road reserve and road construction including a cul-de-sac up to the southwest boundary of Lot 51 (168) Sultana Road West. This stage was completed in July 2019.
- Stage 2: The creation of a road reserve and road construction including a cul-de-sac up to the southwest boundary of Lot 50 (170) Sultana Road West.

The development cost for Nardine Close Extension (Road 2A) is:

Stage 1: \$562,565.18 (Completed) Stage 2: \$540,658.08 (Estimated) Total: \$1,103,223.26

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

With regard to Stage 2 of the Nardine Close extension (Road 2A), the City is currently considering a development application for a place of worship on Lot 50 Sultana Road West that would utilise Sultana Road West as access entirely, and would not require internal light industrial oriented access to the Forrestfield / High Wycombe Industrial area, via Nardine Close. It is therefore possible that, if this development proposal proceeds, Stage 2 of the Nardine Close extension will not be required. The City will consider, at the time the building has commenced construction, amending the Local Structure Plan and DCP to remove Stage 2, however will maintain an emergency access way for bushfire purposes. If Stage 2 is removed from the DCP, it will reduce the overall infrastructure and land acquisition costs and be another matter that is required to be settled as part of the reconciliation process.

2.2.7 Sultana Road West (50% contribution)

Sultana Road West is an existing road and borders a significant portion of the Forrestfield North Residential Precinct LSP area to the 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

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

- Widen carriageway between Milner Road and Lot 222 (128) Sultana Road West (previously widening was proposed for the full length to Smokebush Place) to provide a 10-metre-wide carriageway.
- Construction of drainage swales along the road verge sections for stormwater disposal.
- Construction of a shared path to provide connection between Milner Road and Lot 222 (128) Sultana Road West.

The future development cost for Sultana Road West is estimated at: Total: \$1,730,271 50% contribution from DCA1: \$865,135.61

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

2.2.8 Nardine Close / Milner Road Intersection

Milner Road and Nardine Close intersection is required to be upgraded to service the future development envisaged by the LSP.

The development cost for Nardine Close / Milner Road intersection is \$317,005

Construction works are still underway for this project. At the conclusion of the works, a summary of costs will be included within the DCP Report.

2.2.9 Ashby Close / Berkshire Road Intersection

Ashby Close / Berkshire Road intersection is required to be upgraded to service the future development envisaged by the LSP.

The development cost for Ashby Close / Berkshire Road intersection is \$271,312

Construction works are still underway for this project. At the conclusion of the works, a summary of costs will be included within the DCP Report.

2.2.10 Milner / Berkshire Road Intersection

Milner / Berkshire Road intersection is required to be upgraded to service the future development envisaged by the LSP. 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 / Dundas Road / Berkshire Road intersection is \$980,636

Construction works are still underway for this project. At the conclusion of the works, a summary of costs will be included within the DCP Report.

2.2.11 Bush Forever Fencing

The 'Bush Forever' site is located at the southern end of the site between Nardine Close and Sultana Road West. There is a requirement to fence off this section of 'Bush Forever'.

The fence type used for cost estimates consists of pine posts and rails with a chainmesh infill between posts.

The future development cost for Bush Forever Fencing is estimated at \$105,875.33.

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

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 the remaining road reserve acquisitions:

Property Address	Remaining Acquisition Area (m ²)	Remaining Acquisition Cost
Lot 16 (285) Berkshire Road	132	\$31,680
Lot 17 (287) Berkshire Road	76	\$18,240
Lot 547 (291) Berkshire Road	7,479	\$1,794,960
Lot 200 (103) Milner Road	93	\$22,320
Lot 50 (170) Sultana Road West	670	\$160,800
Lot 51 (168) Sultana Road West	2,491	\$597,840
Lot 52 (166) Sultana Road West	1,100	\$264,000
Total	12,041	\$2,889,840

2.4 Administrative Items

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

- Planning studies:
- Road design costs;
- Legal costs associated with entering into agreements;
- Other related technical and professional studies; and
- Scheme Management Costs (including administration and management of the DCP).

The cost for administrative items is:

Administrative Costs to Date: \$562,328.55 Future Administrative Costs: \$405,000

Total: \$967,328.55

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

2.5 Estimated Cost

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

ltem	Actual as at 22/1/2020	Remaining	Total
Berkshire Road	\$0	\$128,913.71	\$128,913.71
Milner Road	\$0	\$1,022,590.84	\$1,022,590.84
Nardine/Ashby Close	\$1,613,941.60	\$0	\$1,613,941.60
Bonser Road	\$0	\$587,657.45	\$587,657.45
Nardine Close Extension (Road 2A) Stage 1	\$562,565.18	\$0	\$562,565.18
Nardine Close Extension (Road 2A) Stage 2	\$0	\$540,658.08	\$540,658.08
Sultana Road West	\$0	\$865,135.61	\$865,135.61
Nardine Close/Milner Road Intersection	\$289,400	\$27,605	\$317,005
Ashby Close/Berkshire Road Intersection	\$262,583	\$8,729	\$271,312
Berkshire/Milner Road Intersection	\$895,108	\$85,528	\$980,636
Bush Forever Fencing	\$0	\$105,875.33	\$105,875.33
Land for Roads	\$4,225,510.00	\$2,889,840.00	\$7,115,350.00
Subtotal – Infrastructure	\$7,849,107.78	\$6,262,533.01	\$14,031,640.79
Administration	\$562,328.55	\$405,000	\$967,328.55
Subtotal – Administration Items			\$967,328.55
Total			\$14,998,969.34

 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. Under the previous DCP calculation methodology, the short fall was proposed to be dealt with by Council at the end of the DCP. As a result of the most recent review and with all payments being considered interim until the conclusion of the DCP, the shortfall will no longer occur as all contributions will be reconciled to the final DCP amount. In this context, the deduction that was previously included has been removed from the calculation of the DCP rate.

3. Development Contribution Methodology

This section of the DCP Report sets out the methodology for determining the development contributions applicable. The development area is characterised by a single precinct and development contributions are made on a 'per square metre' basis.

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

Contribution rate = $\frac{\text{Cost of infrastructure items} + \text{cost of administrative items ($)}}{\text{Net lot area of DCA }(m^2)}$

3.1 Cost Inputs

Cost Input	\$/m ²
Cost of infrastructure items	\$14,031,640.79
Cost of administrative items	\$967,328.55

3.2 Area Inputs

Area Input	Area
Contribution Area	690,411m ²
Area of Road Reserve	38,326.50m ²
Net lot area	652,084.50m ²

3.3 Calculation

Cost of infrastructure items		Co	Cost of administrative items (\$)			
\$	14,031,640.79	+	\$	967,328.55		
Net lot area of DCA (m²)						
652,084.50						
Contribution Rate		=	\$	23.00		

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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 for developer prefunding.
- b) Prioritising the purchase of land identified for public purposes that encompasses all of, 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 needs" 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 this assists in the successful and coordinated development of these areas. In areas of consolidated ownership, most infrastructure and land is 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 Priorities (or under construction):

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

Scheduled Priorities:

- 1. Administration Costs, including designs to support detailed cost estimates (ongoing);
- 2. Bonser Road (previously referred to as Road 1), land acquisition, design and construction.
- 3. Nardine Close Extension (Road 2A: Stage 2) design, land acquisition and construction. In the event that Stage 2 is not required given land use changes in the area, this item will be replaced with the design, land acquisition and construction of an emergency accessway on the north-west side of Lots 50 and 51 Sultana Road West.
- 4. Milner Road construction; and
- 5. Sultana Road West construction.

The priorities have been identified 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. Period of Operation and Review

The DCP will operate for a period of 10 years, being the date of gazettal of the related scheme amendment to incorporate the DCP into LPS3 as Schedule 12.

The DCP Scheme will be reviewed at least every 5 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.

6. Operational Matters

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

6.1 Principles Refer Clause 6.5.6 of LPS3.

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7. Figures

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



8. Appendices

8.1 Appendix A: Berkshire Road

ltem	Description	PCE Quantity	PCE Rate	PCE Amount	PCE Subto
	No detailed design drawings have been prepared as the				
	DCP scope is to widen the existing footpath by 0.7m to				
	create a 2.5m wide path. And raise a power line crossing				
	to provide unrestricted clearance for RAV7 vehicles				
1	Preliminaries		<u> </u>	¢5 500	
1.1	Ouktatal Daslinsin seise		6%	\$5,500	A E 500
	Subtotal - Preliminaries				\$5,500
2	Survey Control and Testing				
2.1	All Survey (Setout, As-Cons, Compaction Testing etc.)		5%	\$4,583	
	Subtotal - Survey Control and Testing				
					\$4,583
3	Clearing and Demolition				
3.1	Clear Large Trees inc Grubbing	-	\$246.00	\$ -	
3.2	Clear Small Trees inc Grubbing	-	\$179.00	\$ -	
3.3	Clear shrubs/grass	-	\$1.82	\$ -	
3.4	Demolish and Dispose redundant footpaths	81	\$20.00	\$1,620	
	Subtotal - Clearing and Demolition				\$1,620
4	Earthworks				
4.1	Remove 100mm Topsoil to spoil for footpath widening	630	\$3.00	\$1,890	
7.1		000	ψ0.00	\$1,000	
4.2	Cut to spoil for footpath widening	63	\$25.00	\$1,575	
	Subtotal - Earthworks				\$3,465
5	Roadworks				
5.1	Widen existing concrete footpaths (from 1.8m wide to	630	\$47.65	\$30,020	
	2.5m wide)		,	,,.	
5.2.	Supply and Install Pram Ramps	4	\$550.00	\$2,200	
5.3	Install concrete path to replace the portion of existing damaged path	81	\$47.65	\$3,860	
	Subtotal - Roadworks				\$36,079
6	Miscellaneous				
6.1	Clean up	1	\$3,500.00	\$3,500	
6.2	Adjust Telstra Pit	1	\$3,000.00	\$3,000	
6.3	Adjust stay poles	1	\$5,000.00	\$5,000	
6.4	Adjust hydrant	1	\$3,000.00	\$3,000	
6.5	Provision for misc./unidentified service relocations	1	\$10,000.00	\$10,000	
6.6	Crossover adjustments and reinstatements - allow \$1500 per crossover.	4	\$1,500.00	\$6,000	

6.7	Adjusting a power line crossing to provide unrestricted clearance for Rav7 vehicles	1	\$20,000.00	\$20,000	
6.8	Supply and Install street lighting				
	Subtotal - Miscellaneous				\$50,500
7	Subtotal				
8.1	Construction Subtotal ex Prelims, Survey			\$91,664	
8.2	Construction Subtotal			\$101,747	
9	Allowances and Charges				
9.1	Traffic Management	5%		\$5,087	
9.2	BCITF Levy	0.2%		\$203	
9.3	Council Supervision	1.5%		\$1,526	
9.4	Design and Superintendence	10%		\$10,175	
9.5	Contingency	10%		\$10,175	
	Subtotal - Allowances and Charges				\$27,167
10	TOTAL			\$128,914	

8.2 Appendix B: Milner Road

ltem	Description	PCE Quantity	PCE Rate	PCE Amount	PCE Subtotal
	No detailed design drawings have been prepared. However, a typical cross section for Milner Rd has been referred to, Drawing 1307024-502 Rev A				
1	Preliminaries				
1.1	All Preliminaries (Mobilisation, Supervision, Insurances, Safety etc.)		6%	\$43,626.82	
	Subtotal - Preliminaries				\$43,627
2	Survey Control and Testing				
2.1	All Survey (Setout, As-Cons, Compaction Testing etc.)		5%	\$36,355.68	
	Subtotal - Survey Control and Testing				\$36,356
3	Clearing and Demolition				
3.1	Clear Large Trees inc Grubbing	9	\$500.00	\$4,500.00	
3.2	Clear Small Trees inc Grubbing	6	\$250.00	\$1,500.00	
3.3	Clear shrubs/grass	5,040	\$1.82	\$9,172.80	
3.4	Demolish and Dispose redundant footpaths (assumed width 2m)	1,920	\$20.00	\$38,400.00	
3.5	Demolish and Dispose redundant kerbing	1,120	\$9.00	\$10,080.00	
3.6	Remove and Dispose redundant drainage pits	-	\$460.00	\$	
3.7	Remove and Dispose redundant pavements	112	\$20.00	\$2,240.00	
3.8	Remove and Dispose redundant pavements (Scarify existing pavement)	4,144	\$20.00	\$82,880.00	
	Subtotal - Clearing and Demolition				\$148,773
4	Earthworks				

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		1		1	
4.1	Remove 100mm Topsoil to spoil	5,040	\$3.00	\$15,120.00	
4.2	Form, Shape, Compact Subgrade	1,680	\$4.00	\$6,720.00	
4.3	Form and Compact Embankment Foundation			\$	
4.4	Import Fill, Shape, Compact	1,100	\$30.00	\$33,000.00	
4.5	Cut to spoil	1,100	\$24.64	\$27,104.00	
4.6	Cut to spoil for boxout formation of widening.	538	\$24.64	\$13,246.46	
4.7	Dust Control	1	\$3,000.00	\$3,000.00	
	Subtotal - Earthworks				\$98,190
5	Roadworks				
5.1	Supply and Install 220mm limestone sub-base	370	\$50.00	\$18,480.00	
5.2	Supply and Install 100mm road base	168	\$85.00	\$14,280.00	
5.3	Supply and Install 7mm Primer Seal	1,680	\$2.60	\$4,368.00	
5.4	Supply and Install 30mm AC10	5,600	\$12.19	\$68,264.00	
5.5	Supply and Install FK			\$	
5.6	Supply and Install MK (refer note 8)			\$	
5.7	Supply and Install SMK (refer note 8)	1,120	\$20.48	\$22,937.60	
5.8	Reinstate existing Crossovers	640	\$90.00	\$57,600.00	
5.9	Supply and Install new concrete footpaths (2.5m wide)	-	\$38.12	\$	
5.9x	Supply and Install new concrete footpaths (1.5m wide)	840	\$38.12	\$32,020.80	
5.10	Supply and Install Pram Ramps	2	\$550.00	\$1,100.00	
5.11	Adjustments to existing crossovers	18	\$2,000.00	\$36,000.00	
	Subtotal - Roadworks				\$255,050
6	Drainage				
6.1	Supply and Install new 300dia culverts	-	\$2,000.00	\$	

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6.2	Remove and Replace existing culverts	-	\$1,120.00	\$	
6.3	Convert Existing SEP's to Gully's	14	\$2,500.00	\$35,000.00	
6.4	Convert Existing SEP's to Manholes	-	\$2,000.00	\$	
6.5	Supply and Install new SEP's	-	\$3,000.00	\$-	
6.6	Supply and Install 375 dia. RCP	15	\$400.00	\$ 6,000.00	
0.0	Subtotal - Drainage	10	¢ 100.00	\$ 0,000.00	\$41,000
7	Miscellaneous				
7.1	Supply and Install misc linemarking and Signage	1	\$5,000.00	\$5,000.00	
7.2	Supply and Install street lighting	560	\$110.00	\$61,600.00	
7.3	Supply and Install trees	-	\$450.00	\$	
7.4	Maintenance of trees and verges for a 2 year period	-	\$11,353.75	\$	
7.5	Supply and Install select fill for swales	-	\$30.00	\$	
7.6	Supply and Install gravel for swales	-	\$33.00	\$	
7.7	Clean up	1	\$2,500.00	\$2,500.00	
7.8	Adjust access chamber (sewer manhole) in road	5	\$5,000.00	\$25,000.00	
7.9	Provision for misc./unidentified service relocations	1	\$20,000.00	\$20,000.00	
7.10	High Pressure gas spotter (provisional)	1	\$50,000.00	\$50,000.00	
7.12	DCVG coating survey on HP gas main (Provisional)	1	item	\$5,000	
7.13	Western Power quote for interfacing works (Provisional)	1	\$ 15,000.00	\$15,000	
	Subtotal - Miscellaneous				\$184,100
8	Subtotal				
8.1	Construction Subtotal ex Prelims, Survey			\$727,114	

8.2	Construction Subtotal		\$807,096	
9	Allowances and Charges			
9.1	Traffic Management	5%	\$40,355	
9.2	BCITF Levy	0.2%	\$1,614	
9.3	Council Supervision	1.5%	\$12,106	
9.4	Design and Superintendence	10%	\$80,710	
9.5	Contingency	10%	\$80,710	
	Subtotal - Allowances and Charges		\$2	15,495
10	TOTAL		\$1,022,591	

8.3 Appendix C: Nardine / Ashby Close	
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Year	16/17	17/18	18/19	19/20	
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	\$ 1,613,941.60

8.4 Appendix D: Bonser Road

BONSER ROAD (LOCATED BETWEEN BERKSHIRE ROAD AND NARDINE CLOSE) Revised Cost January 2020 Approximate Length 350m

ltem	Description		Notes
1	Preliminaries	\$44,974.14	Includes mobilisation, demobilisation, site establishment, supervision and management, survey and set out, construction water, traffic management, insurances, BCITF levy
2	Road Construction	\$312,247.82	
2.1	Clearing and Earthworks	\$21,397.85	Includes clearing and grubbing, topsoil removal, cut to fill, cut to spoil
2.2	Roadwworks	\$213,625.49	Includes subgrade preparation, subbase 150mm limestone, basecourse roadbase, primer seal and asphalt
2.3	Kerbing and Footpath	\$71,053.03	Includes semi mountable kerb, flush edge beam, backifill behind kerbs, concrete footpath, pram ramps
2.4	Miscellaneous	\$6,171.45	includes pavement testing, kerb removal, footpath removal (Nardine), saw cut and remove asphalt
3	Stormwater	\$30,791.73	
3.1	Excavation and Pipework	\$4,460.12	Includes excavation and backfill
3.2	Concrete Pits	\$6,003.45	Includes gully pit, side entry pit over existing drainage line, replace existing pit cover with gully lid
3.3	Swale Drain	\$19,242.96	Includes excavation and trimming of swale, supply and install chip mulch, supply and install gravel media, plantings
3.4	Miscellaneous	\$1,085.20	Includes the removal of existing culvert
4	Street Lighting	\$42,822.86	
4.1	Excavation and Cabling	\$12,293.96	Includes excavation, supply, install and backfiull for cable
4.2	Conduit	\$552.15	Includes supply and install of conduit, misc caps, nuts, bolts etc.
4.3	Street Lights	\$14,676.62	Supply and install street light poles
4.4	Miscellaneous	\$13,325.13	Liaison with Western Power, transport materials, testing and commissioning, under road boring.
4.5	Additional Electrical Design Costs due to Staging	\$1,975.00	Refer to RSA Engineering email 7.2.2020

Subtotal		\$430,836.55	Excludes Stage 2 separable portion
5	Stage 2 - Separable Portion	\$70,037.83	For construction of truncations once land is acquired from Lots 16 and 17 Berkshire Road.
5.1	Preliminaries	\$12,824.54	Includes mobilisation and demobilisation, site establishment, supervision, management, survey and setout, construction water, traffic management
5.2	Clearing and Earthworks	\$1,736.55	Includes clearing and grubbing, topsoil removal.
5.3	Roadworks	\$28,839.80	Includes subgrade preparation, subbase limestone, basecourse roadbase, primer seal and asphalt.
5.4	Kerbing and Footpath	\$6,669.72	Includes semi mountable kerb, backfill behind kerbs, concrete footpath, pram ramps.
5.5	Concrete Pits	\$3,730.11	Includes site entry pit over existing drainage line, replace existing pit cover with gully type lid.
5.6	Power Reticulation	\$9,688.49	
5.7	Miscellaneous	\$5,048.62	Includes pavement testing, removal of kerbs, removal of existing crossover, saw cut and remove asphalt.
5.8	Additional Electrical Design Costs due to Staging	\$1,500.00	Refer to RSA Engineering email 7.2.2020
Subtotal 2		\$500,874.38	Includes Stage 2 separable portion
6	Allowances and Charges		
6.1	Council Supervision	\$7,513.12	1.5% of subtotal 2
6.2	Design and Superintendence	\$39,200.00	includes \$39,200 of design costs to date
6.3	Superintendence	\$15,026.23	3% of subtotal 2
6.4	Contingency	\$25,043.72	5% of subtotal 2 - confirming with RW if this contingency is appropriate
Total		\$587,657.45	Includes Stage 2 and allowances/charges

8.5 Appendix E: Nardine Road Extension (Road 2A)

Stage 1

ltem	Description	PCE Quantity	PCE Rate	PCE Amount	PCE Subtotal
1	Preliminaries				\$97,326.03
2	Clearing and Demolition				\$25,461.87
3	Earthworks & Retaining				\$29,047.50
5	Roadworks				\$193,864.36
6	Drainage				\$3,246.29
7	Miscellaneous				\$48,212.85
8	Services				\$99,119.28
9	Subtotal				
9.1	Construction Subtotal ex Prelims, Survey			\$398,952.15	
9.2	Construction Subtotal			\$496,278.18	
10	Allowances and Charges				
10.1	Traffic Management			included above	
10.2	BCITF Levy			included above	
10.3	Council Supervision			unknown.	
10.4	Design and Superintendence			\$66,287.00	
10.5	Contingency			included above	
	Subtotal - Allowances and Charges				\$66,287.00
11	TOTAL			\$562,565.18	

Stage 2

ltem	Description	PCE Quantity	PCE Rate	PCE Amount	PCE Subtotal
1	Preliminaries				
1.1	All Preliminaries (Mobilisation, Supervision, Insurances, Safety etc.)		8%	\$34,822	
	Subtotal - Preliminaries				\$34,822
2	Survey Control and Testing				

	Subtotal - Earthworks & Retaining				\$47,729
.10	Reinstate brick paving by the home of lot 52 following completion of new retaining wall				
.9	Post and Panel Wall 0 - 0.5m high				
.8	Dust Control	1	\$4,500.00	\$4,500	
.7	Excavate, Form and Compact Swales	422	\$8.00	\$3,376	
.6	Cut to fill	265	\$5.00	\$1,325	
.5	Cut to spoil (cart offsite)	530	\$25.00	\$13,250	
.4	Import Fill, Shape, Compact	0	\$30.00	\$	
.3	Form and Compact Embankment Foundation	1,109	\$2.70	\$2,994	
.2	Form, Shape, Compact Subgrade	2231	\$4.00	\$8,924	
.1	respread	3340	\$4.00	\$13,360	
4	Earthworks & Retaining Remove 100mm Topsoil, stockpile and				
	Subtotal - Clearing and Demolition				\$128,080
3.	Demolition works within Lot 51 at CH 38(sheds, slabs, lean to's)	0	\$20,000.00	\$-	
.6	Remove and Dispose redundant pavements	654	\$20.00	\$13,080	
8.5	Remove and Dispose redundant drainage pits			\$	
	Demolish and Dispose redundant kerbing				
3.3 3.4	Demolish and Dispose redundant footpaths			\$ \$	
3.2	Demolition and Reinstatement of Garage	1	\$100,000.00	\$100,000	
		-			
3 .1	Clear all vegetation and inc Grubbing of trees	1	\$15,000.00	\$15,000	
3	Clearing and Demolition				
	Subtotal - Survey Control and Testing				\$34,822

5	Roadworks				
5.1	Supply and Install 200mm limestone sub-base	446	\$50.00	\$22,310	
5.2	Supply and Install 100mm road base	223	\$85.00	\$18,964	
5.3	Supply and Install 7mm Primer Seal	2,231	\$2.60	\$5,801	
5.4	Supply and Install 30mm AC10	2,231	\$12.19	\$27,196	
5.5	Supply and Install FK	127	\$55.20	\$7,027	
5.6	Supply and Install MK (refer note 8)	97	\$20.00	\$1,946	
5.7	Supply and Install SMK (refer note 8)	119	\$20.48	\$2,445	
5.8	Reinstate existing Crossovers	25	\$92.00	\$2,300	
5.9	Gravel driveway to lot 52	60	\$50.00	\$3,000	
5.10	Emergency vehicle crossover to lot 50	50	\$90.00	\$4,500	
	Swing gate to lot 50	1	\$1,000.00	\$1,000	
5.11	Supply and Install new concrete footpaths (2.5m wide)	531	\$40.00	\$21,252	
5.12	Supply and Install Pram Ramps	2	\$550.00	\$1,100	
5.13	Key kerbs	119	\$17.00	\$2,030	
	Subtotal - Roadworks				\$120,870
6	Drainage				
6.1	Supply and Install Rock Pitching - Weirs	3	\$1,000.00	\$3,000	
	Stone Pitching	4	\$180.00	\$720	

6.2	Supply and Install new 300dia culverts			\$	
6.2	Remove and Replace existing culverts			\$	
6.4	Convert Existing SEP's to Gully's			\$	
6.5	Covert Existing SEP's to Guily's			\$	
6.6	Supply and Install new SEP's			\$	
0.0	Supply and Install new SEP's			φ	
	Subtotal - Drainage				\$3,720
7	Miscellaneous				
7.1	Supply and Install street lighting	165	\$110.00	\$18,150	
7.2	Supply and Install misc linemarking and Signage	1	\$1,000.00	\$1,000	
7.3	Supply and Install vegetation for swales			\$	
7.4	Supply and Install trees			\$	
7.5	Maintenance of trees and verges for a 2 year period			\$	
7.6	Supply and Install select fill for swales			\$	
7.7	Supply and Install gravel for swales			\$	
7.8	Clean up	1	\$5,000.00	\$5,000	
7.9	Provision for misc./unidentified service relocations	1	\$5,000.00	\$5,000	
7.10	Fencing on Western Boundary of Lot 499 - Adjustments			\$	
7.11	Relocate leach drain for home in lot 52 if encountered (Provisional)			\$	
7.12	Adjust domestic services to lot 52 if encountered (Provisional)			\$	
	Subtotal - Miscellaneous				\$29,150
8	Services				
8.1	Underground Power (inc. in item 7.1)				
8.2	Western Power Energisation Fees	1	\$10,000.00	\$10,000	
8.3	Communications				
8.4	Gas Servicing				
8.5	Landscaping				
8.6	Water Reticulation (150 P-12)	250	\$130.00	\$32,500	
8.7	Bore watermain under Ashby Close (12m PE section)				
8.8	Reinstate footpath along Ashby Close as part of water retic works				
	Reinstate the road pavement at Sultana Road	7	\$100.00	\$720	
8.9	west for the water main works				

	Subtotal - Services			\$45,720
9	Subtotal			
9.1	Construction Subtotal ex Prelims, Survey		\$435,269	
9.2	Construction Subtotal		\$504,912	
10	Allowances and Charges			
10.1	Traffic Management	2.5%	\$10,883	
10.2	BCITF Levy	0.2%	\$871	
10.3	Council Supervision	1.5%	\$6,530	
10.4	Design and Superintendence	10%	\$43,531	
10.5	Contingency	10%	\$43,531	
	Subtotal - Allowances and Charges			\$122,189
11	TOTAL		\$540,658	
12	Staging			
12.1	Staging Contingency			
13	TOTAL with Staging			

8.6 Appendix F: Sultana Road West

ltem	Description	PCE Quantity	PCE Rate	PCE Amount	PCE Subtotal
	Based on drawings provided by the City to Porter's, 130724-307 Rev B, 308 Rev B, 407 Rev D, 408 Rev D, 501 Rev B, 502 Rev B, 503 Rev B, 504 Rev B, 505 Rev B, 807 Rev B, 808 Rev B,				
1	Preliminaries				
1.1	All Preliminaries (Mobilization, Supervision, Insurances, Safety etc.)		6%	\$76,851.42	
	Subtotal - Preliminaries				\$76,851
•	Our and Our feel and Teetfing				
2 2.1	Survey Control and Testing All Survey (Setout, As-Cons, Compaction Testing etc.)		5%	\$64,042.85	
	Subtotal - Survey Control and Testing				\$64,043
3	Clearing and Demolition				
3.1	Clear Large Trees inc Grubbing	10	\$500.00	\$5,000	
3.2	Clear Small Trees inc Grubbing	27	\$250.00	\$6,750	
3.3	Clear shrubs/grass	1624	\$1.82	\$2,956	
3.4	Demolish and Dispose redundant footpaths	146	\$20.00	\$2,910	
3.5	Demolish and Dispose redundant kerbing	121	\$2.73	\$330	
3.6	Remove and Dispose redundant drainage pits	0	\$460.00	\$	
3.7	Remove and Dispose redundant pavements	830	20	\$16,600	
3.8	Demolish and Dispose redundant Flush kerbing	1536	6	\$9,216	
	Subtotal - Clearing and Demolition				\$43,762
4	Earthworks				

4.1	Remove 100mm Topsoil to spoil	11200	\$3.00	\$33,600	
4.2	Form, Shape, Compact Subgrade	4000	\$4.00	\$16,000	
4.3	Form and Compact Embankment Foundation	0		\$	
4.4	Import Fill, Shape, Compact	0		\$	
4.5	Cut to spoil	1770	\$24.64	\$43,608	
4.6	Dust Control	1	\$10,000.00	\$10,000	
	Subtotal - Earthworks	· ·	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		\$103,208
					. ,
5	Roadworks				
5.1	Supply and Install 220mm limestone sub-base	880	\$50.00	\$44,000	
5.2	Supply and Install 100mm road base	400	\$85.00	\$34,000	
5.3	Supply and Install 7mm Primer Seal	4000	\$2.60	\$10,400	
5.4	Supply and Install 30mm AC10	4030	\$12.19	\$49,126	
5.5	Supply and Install FK	1529	\$55.20	\$84,401	
5.6	Supply and Install MK (refer note 8)	0		\$	
5.7	Supply and Install SMK (refer note 8)	115	\$35.00	\$4,025	
5.8	Reinstate existing Crossovers	1507	\$90.00	\$135,630	
5.9	Supply and Install new concrete footpaths (2.5m wide)	0	\$38.12	\$	

5.9x	Supply and Install new concrete footpaths (1.8m wide)	1557	\$38.12	\$59,353	
5.10	Supply and Install Pram Ramps	8	\$550.00	\$4,400	
5.10	Key kerbs	115	\$17.00	\$1,955	
0.11	Subtotal - Roadworks	110	φ17.00	ψ1,000	\$427,289
6	Drainage				
6.1	Supply and Install new 300dia culverts	316	150	\$47,400	
6.2	Remove and Replace existing culverts OR extend existing culvert	1	\$5,000.00	\$5,000	
6.3	Convert Existing SEP's to Gully's	0	\$2,500.00	\$	
6.4	Covert Existing SEP's to Manholes	1	\$2,000.00	\$2,000	
6.5	Supply and Install new SEP's	1	\$3,000.00	\$3,000	
6.6	Supply and Install 375 dia. RCP	5	\$400.00	\$2,000	
6.7	Headwalls	50	500	\$25,000	
	Subtotal - Drainage				\$84,400
7	Miscellaneous				
7.1	Supply and Install misc linemarking and Signage	1	\$5,000.00	\$5,000	
7.2	Supply and Install street lighting	800	\$110.00	\$88,000	
7.3	Supply and Install trees	54	\$450.00	\$24,300	
7.4	Maintenance of trees and verges for a 2 year period	2	\$16,948.86	\$33,898	
7.5	Supply and Install select fill for swales	0	\$30.00	\$	
7.6	Supply and Install gravel for swales	0	\$33.00	\$	
7.7	Clean up	1	\$5,000.00	\$5,000	
7.8	Relocation of power pole at Milner Road Intersection (based on Dundas/Milner/Berkshire Quote)	1	\$350,000	\$350,000	
7.9	Provision for misc./unidentified service relocations			\$20,000	
7.10	NBN pit to be relocated (Provisional)	1	\$10,000.00	\$10,000	

	1				
7.11	Telstra pits to be relocated (Provisional)	1	\$10,000.00	\$10,000	
7.12	Adjustment of Telstra or NBN lids to suit finished levels (Provisional)	1	\$10,000.00	\$10,000	
7.13	Working near high pressure gas by the Milner Rd/Sultana Road West intersection (Provisional)	1	\$15,000.00	\$15,000	
7.14	Working near underground 132kV transmission cable by Milner Rd/ Sultana Road west intersection (Provisional)	1	\$10,000.00	\$10,000	
7.15	Adjustment of Water Corp lids (valves, hydrants) to suit finished levels (Provisional)	11	\$2,000.00	\$22,000	
7.16	Relocate existing water valve (Provisional)	2	\$5,000	\$10,000	
7.17	Adjustment of proposed swale to suit existing power poles in the western verge which will be in middle of swale (Provisional)	18	\$500	\$9,000	
	Subtotal - Miscellaneous				\$622,198
8	Subtotal				
8.1	Construction Subtotal ex Prelims, Survey			\$1,280,857	
8.2	Construction Subtotal			\$1,421,751	
9	Allowances and Charges				
9.1	Traffic Management	5%		\$71,088	
9.2	BCITF Levy	0.2%		\$2,844	
9.3	Council Supervision	1.5%		\$21,326	
9.4	Design and Superintendence	10%		\$142,175	
9.5	Contingency	5%		\$71,088	
	Subtotal - Allowances and Charges				\$308,520
10	Subtotal - entire width, approx 800m length			\$1,730,271	
11	TOTAL to Scheme (50%)			\$865,136	

8.10 Appendix G: Bush Forever Fencing

Length (m) =	1020
Base Costs	Amount
	\$14,420.00
	\$
	\$
	\$75,400.00
	\$1,347.30
	\$898.20
-	\$13,809.83
	\$105,875.33

8.11	Appendix	H: Admin	istrative Items
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Previous Admin Costs			
Financial Year	Actuals	Culmative Admin Costs	Comment
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	
20/21 YTD	\$24,840.16	\$562,328.55	YTD as at 31.1.2020
Average Admin Cost	\$89,581.40		
	Future	Admin Costs Years (# remaining on	
Description	Annual (\$)	DCP)	Future (\$)
Legal / Land Admin	\$15,000.00	3	\$45,000.00
Agreements for future	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
contributions	\$50,000.00	3	\$150,000.00
Infrastructure Cost			
Review	\$15,000.00	3	\$45,000.00
Land Valuation	\$5,000.00	3	\$15,000.00
Staffing Costs			
Planning / Engineering / Project Management	\$50,000.00	3	\$150,000.00
Total	\$135,000.00		\$405,000.00
Admin costs to date	\$562,328.55		
Future admin costs	\$405,000.00		
Total Actual and Future Admin Costs:	\$967,328.55		
Notes:			
		ation quotes 2018 and 2019)
2. Infrastructure cost revie	•		
 Admin cost forecast abo Estimated costs for future February 2020 		ation of DCP (10 years) ts and caveats based on est	imated quote