



**CENTRAL MADDINGTON OUTLINE DEVELOPMENT PLAN  
DEVELOPMENT CONTRIBUTION PLAN REPORT**

**2025 Review**

## Document Control

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## 1.0 INTRODUCTION

This document is a Development Contribution Plan Report (DCPR) for the purpose of the City of Gosnells Local Planning Scheme No. 24 (LPS24). The document details the key operational aspects of the Development Contribution Plan (DCP) associated with the Central Maddington Outline Development Plan (ODP).

The document includes parameters for:

- the provision of Common Infrastructure Works (CIW)
- the provision of Public Open Space (POS)
- the apportionment of the costs of these provisions across the ODP area.

The progression of an ODP for the area identified the establishment of the contribution arrangement so that the common costs of development can be shared between landowners. Common costs are those which provide benefit to a range of landowners within the ODP area.

Part 5 and Schedule 8 of LPS24 contain the provisions that specifically apply to the Central Maddington ODP area. This document should be read in conjunction with LPS24.

The DCPR itemises and costs items to be included as common costs. There may be other costs associated with the development of land within the ODP, however unless specified these are excluded from the DCPR and are considered subdivision costs.

Due to the higher cost of providing infrastructure within infill development and the benefit of such development to the wider community, Council provided a subsidy equivalent to one third of the original cost estimate for the DCPR to reduce the burden on developers. The total subsidy was \$9,710,216 with \$9,213,893 apportioned to Precinct 1 and \$496,323 apportioned to Precinct 2.

The subsidy is fixed for the life of the DCP and subsequent reviews will have no effect on the value of the subsidy, meaning that changes in costs will be passed on to developers through revised contribution rates.

### 1.1 Contribution Summary

- The following summary provides an overview of the DCPR's key elements which are described in detail in the report. The POS contribution rates described are as follows:

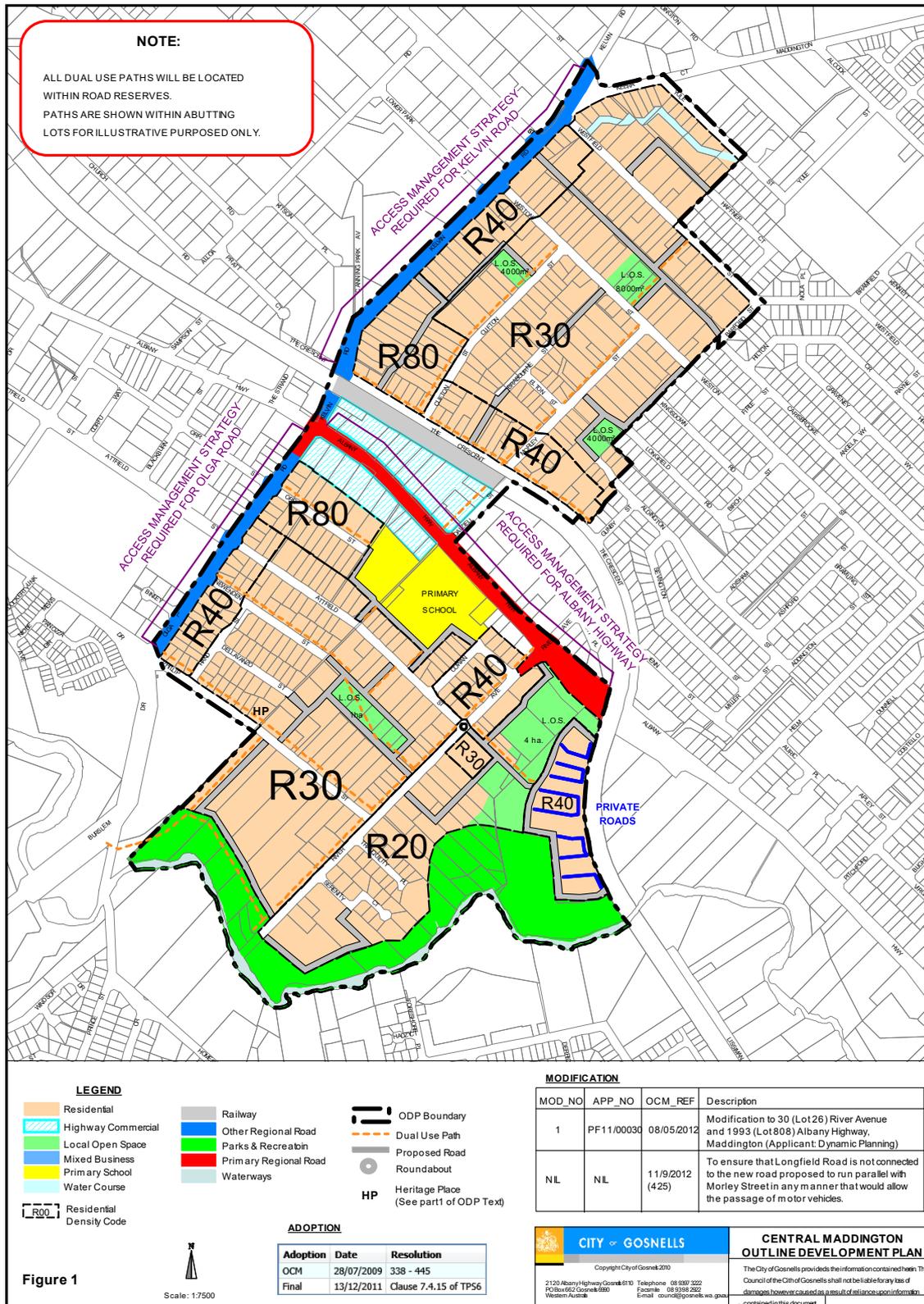
<b>TABLE 1 – POS CONTRIBUTION RATES (Precincts 1 and 2)</b>	
	R20 - \$195,409.00 /ha (\$19.54/m <sup>2</sup> )
	R30 - \$293,113.50 /ha (\$29.31/m <sup>2</sup> )
	R40 - \$390,818.00 /ha (\$39.08/m <sup>2</sup> )
	R80 - \$781,636.00 /ha (\$78.16/m <sup>2</sup> )

- Council has adopted a land value basis for the purpose of the contribution arrangement of **\$5,200,000/ha**.

- The CIW contribution rates for the ODP area are as follows:

<b>TABLE 2 – CIW CONTRIBUTION RATES</b>					
<b>Precinct 1</b>			<b>Precinct 2</b>		
<b>R Code</b>	<b>Rate/ha</b>	<b>Rate/m<sup>2</sup></b>	<b>R Code</b>	<b>Rate/ha</b>	<b>Rate/m<sup>2</sup></b>
R20	\$425,103.00	\$42.52	R20	\$154,008.00	\$15.41
R30	\$637,654.50	\$63.77	R30	\$231,012.00	\$23.11
R40	\$850,206.00	\$85.03	R40	\$308,016.00	\$30.81
R80	\$1,700,412.00	\$170.05	R80	n/a	n/a

## 2.0 CENTRAL MADDINGTON OUTLINE DEVELOPMENT PLAN



### 3.0 PUBLIC OPEN SPACE

The provision of POS is a key component of the planning that underpins the ODP. Collectively 6.5253ha of land is identified for various POS purposes, including recreation, conservation and drainage.

The requirement for land to be set aside for POS is not evenly distributed across each property in the DCA, as some landowners are required to provide a proportion of their land for POS whereas others are not. A key objective of the DCP is the equalisation of the cost of assembling land for POS collectively among the owners of land within the DCP. Achieving this objective involves the collection of contributions from developing landowners who do not provide land for POS to fund reimbursements to owners who are required to provide land for POS.

POS contributions will be met through the provision of land identified for POS, a cash contribution or a combination of both methods. A contribution is also required to complete development of the POS to a basic standard. This cost is separate to the land acquisition cost and is included within the CIW cost estimates detailed in section 4.0.

#### 3.1 Calculation of Public Open Space Contribution Area

The first element in calculating contribution requirements is to identify the land area required to contribute and this is provided in Table 3.

<b>TABLE 3 – CALCULATION OF NET POS CONTRIBUTION AREA (ha)</b>	
<b>Gross Land Area</b>	<b>105.2084 ha</b>
<i>Less</i>	
Core Wetlands	1.8435 ha
Public Open Space (excluding core wetlands)	4.6818 ha
Land Already Contributed to POS	11.5580 ha
Public Purpose Land	3.4873 ha
Proposed New Local Roads	6.5939 ha
Residential Land Already Developed	3.1621 ha
Education	6.6443 ha
Highway Commercial	1.4496 ha
Mixed Business	0.3822 ha
Emergency Services	0.2846 ha
<b>Net POS Contribution Area</b>	<b>65.1211 ha</b>

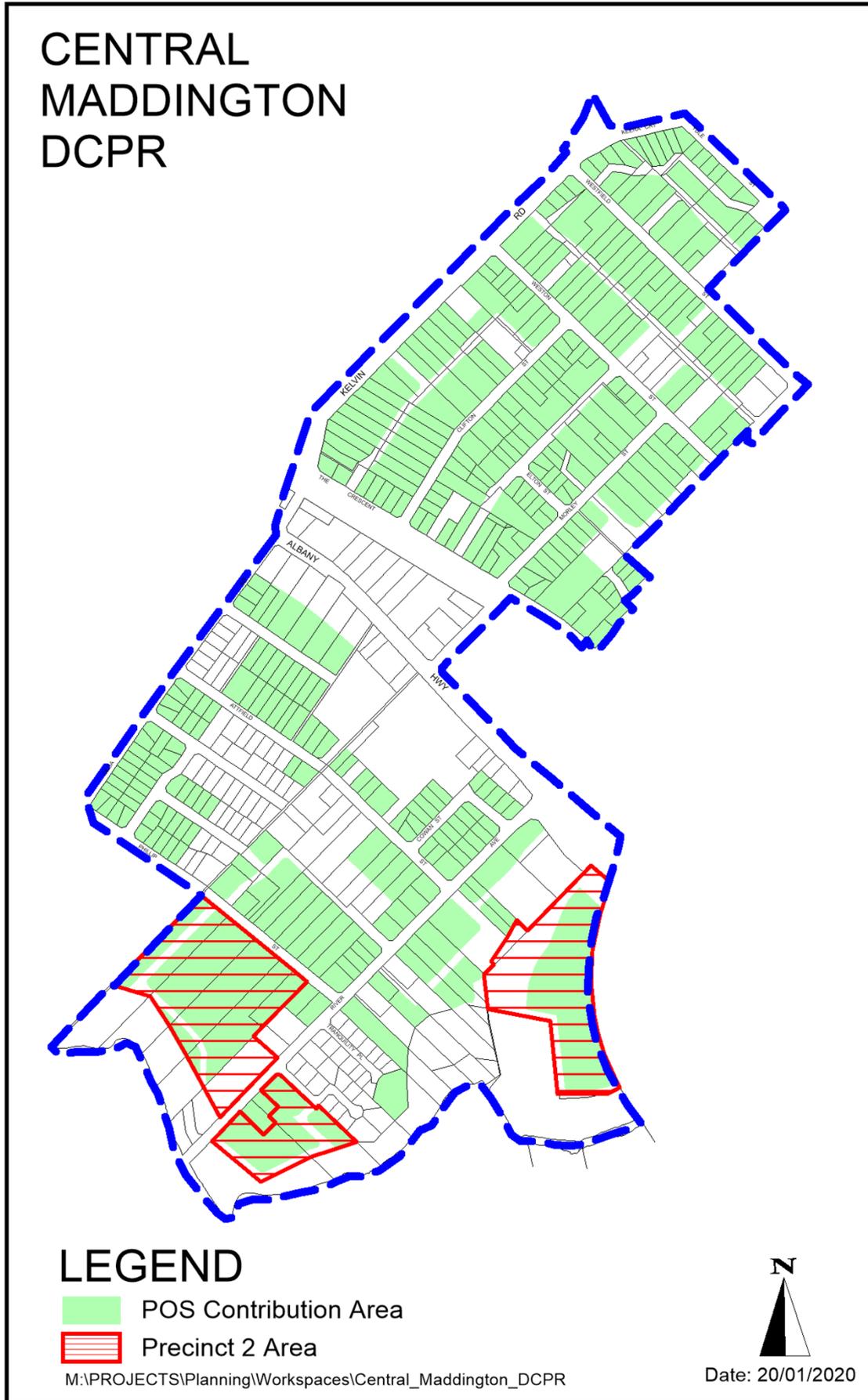
### 3.2 Calculation of Public Open Space Costs

The second element to calculating contribution requirements is to determine what land is required for POS and the value of this land which is provided in Table 4.

TABLE 4 – CALCULATIONS FOR POS (COST OF LAND)						
POS Site	Property	Core Wetland (m <sup>2</sup> )	Unrestricted POS (m <sup>2</sup> )	Total POS (m <sup>2</sup> )	Value of Acquired Land (indexed)	Estimate of Outstanding Land (current rate)
1	Lot 91 Weston St		2016	2016	\$836,336.12	
2	Lot 44 Weston St		806	806	\$593,649.31	
3	Lot 45 Weston St		2830	2830		\$1,471,600.00
4	Lot 406 Weston St		1780	1780		\$925,600.00
5	Lot 78 Clifton St		3230	3230		\$1,679,600.00
6	Lot 36 Clifton St		423	423		\$219,960.00
7	Lot 5 Morley St		70	70	\$29,039.44	
8	Lot 6 Morley St		1888	1888	\$783,193.93	
9	Lot 58 The Crescent		2047	2047		\$1,064,440.00
10	Lot 86 Attfield St		2614	2614		\$1,359,280.00
11	Lot 82 Attfield St		2217	2217	\$919,720.84	
12	Lot 83 Attfield St		2186	2186		\$1,136,720.00
13	Lot 24 Attfield St		1467	1467	\$561,688.25	
14	Lot 15 Attfield St		1331	1331	\$552,164.37	
15	Lot 14 Attfield St		736	736	\$305,329.07	
16	Lot 2 Albany Hwy	2331	4439	6770		\$2,308,280.00
17	Lot 19 River Ave	3779	4031	7810		\$2,096,120.00
18	Lot 501 River Ave	77	361	438		\$227,760.00
19	Lot 3430 River Ave	1544	0	1544		
20	Lot 26 River Ave	206	2920	3126	\$1,125,900.91	
	Lot 26 River Ave		413	413		\$213,200.00
21	Lot 42 River Ave	763	207	970		\$107,640.00
22	Lot 43 River Ave	560	416	976		\$216,320.00
23	Lot 44 River Ave	1970	178	2148		\$92,560.00
24	Lot 808 Albany Hwy	3367	8543	11910		\$4,442,360.00
n/a	Lot 810 River Avenue	64	3	67		\$1,560.00
<b>Total</b>		<b>14661</b>	<b>47226</b>	<b>61477</b>	<b>\$5,707,022.24</b>	<b>\$17,563,000.00</b>
<b>Total Cost of POS</b>						<b>\$23,270,022.24</b>
<i>Note1: All land areas are provisional and subject to detailed road design and site surveying.</i>						
<i>Note2: Total POS above excludes 3,774m<sup>2</sup> of core wetlands on lots which have no unrestricted POS component. Adding this to the total area above equates to the full POS land requirement of 6.5253ha</i>						

### 3.3 Plan of Lots contributing to Public Open Space

The third element to calculating contribution requirements is to determine which land is not providing its fair share of POS and which should, consequently, make a contribution. This land is shown on the following plan.



### 3.4 Apportionment of Public Open Space Costs

The fourth element to calculating contribution requirements is to determine how much each lot identified in the previous plan should pay, noting that land zoned above R20 will make proportionately higher contributions relative to its density. Table 4 indicates that the land required for POS in Central Maddington is valued at \$23.270 million. Table 5 establishes the formula for distributing this cost over the contribution area.

<b>TABLE 5 – PUBLIC OPEN SPACE CONTRIBUTION RATES</b>					
<b>Base contribution rate (Total Column E /Total column D)</b>					<b>\$195,409.00/ha (A)</b>
	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>	<b>Column F</b>
<b>R-Code</b>	<b>Base Developable Area (ha)</b>	<b>Multiplier</b>	<b>Adjusted Area (ha)</b>	<b>Proportionate Cost (\$)</b>	<b>Contribution Rate (A x C)</b>
R20	4.6582	1	4.6582 (B x C)	\$910,255.00	\$195,409.00/ha (\$19.54/m <sup>2</sup> )
R30	40.1276	1.5	60.1914 (B x C)	\$11,761,942.00	\$293,113.50/ha (\$29.31/m <sup>2</sup> )
R40	13.5535	2	27.107 (B x C)	\$5,296,952.00	\$390,818.00/ha (\$39.08/m <sup>2</sup> )
R80	6.7818	4	27.1272 (B x C)	\$5,300,900.00	\$781,636.00/ha (\$78.16/m <sup>2</sup> )
<b>Total</b>	<b>65.1211</b>		<b>119.0838</b>	<b>\$23,270,049.00</b>	
<i>Note - The rounding of the base contribution rate to the nearest dollar creates a minor discrepancy when tallying figures in Column E.</i>					

### 3.5 Public Open Space Valuation

#### 3.5.1 Principles underlying POS contributions

The DCPR identifies all POS land as having an equal value regardless of whether it is partly used for drainage purposes or is used as unconstrained POS. The provision of POS is defined in the ODP. To ensure POS is equitably provided by all landowners within the ODP area the following principles have been applied:

- To ensure sufficient contributions are collected to acquire POS, contribution rates for each density coding will be applied regardless of the level of development of an individual property. For example, a landowner electing to develop R40 coded land at a lower density is still required to make a contribution at the R40 contribution rate.
- In the event a modification to the ODP introduces a higher density code, contributions will be calculated at the higher code.
- If a density bonus applicable to multiple dwellings is sought to increase the development potential of land (which is possible under the provisions of the Residential Design Codes) the contribution rate applied will remain at the density under the ODP.
- The management of the POS component of the ODP is calculated separately to the contribution requirement for other CIW.

### 3.5.2 Valuation Process for POS calculation

Valuations will be guided by the principles set out in the relevant sections of LPS24 and detailed in the DCPR. Valuations are based on an assumption that land is zoned and unconstrained for residential development.

Given the fragmented land ownership, the varying size of lots and density that applies to the land within the ODP area, it is necessary to make assumptions in order to determine an equitable basis for a valuation.

The ODP provides for various development densities, however, the predominant zoning is R30 and therefore land valuations are premised on an assumption that land within the ODP has an underlying zoning of R30 which produces an average lot size of 300m<sup>2</sup>.

To account for the varying size of parent lots, the infill nature of development and to provide a land area from which the valuation can be made, an average parent lot area of 1,400m<sup>2</sup> has been assumed. This has been calculated by dividing the developable area of the ODP (76.6791ha) by the number of parent lots (550).

The resultant hypothetical parcel is assumed to be cleared, level, adjacent to services and to return a development potential of four lots (at the R30 Zoning), forming the basis for an englobo land valuation for the purposes of the DCPR.

The land valuation will be regularly reviewed over the life of the DCA on advice from an independent, licensed valuer, appointed by Council, who will analyse market conditions and the prevailing values of land within the DCA and, using the assumptions set out in the DCPR, determine a valuation.

The intention is to ensure contribution rates reflect the estimated cost of acquiring land and land owners are reasonably compensated for the loss of land for a public purpose, without undue burden on the broader community.

**Given these considerations, a valuation rate of \$5,200,000/ha (\$520/m<sup>2</sup>) for POS has been established in this report and is based on a valuation undertaken by McGees Property in June 2025.**

Table 6 details the changes in POS valuation rates over the life of the arrangement.

TABLE 6 – PUBLIC OPEN SPACE RATES – UPDATE HISTORY		
Date of Revision	POS cash in lieu/ha	
	Valuation/ha	% change
Adoption - 9 September 2014	\$3,200,000	n/a
19 December 2017	\$3,150,000	(1.56%)
27 October 2020	\$2,400,000	(23.81%)
23 November 2021	\$2,600,000	8.33%
27 September 2022	\$3,500,000	34.62%
11 April 2025 (2023 Review)	\$3,500,000	0.00%
11 April 2025 (2024 Review)	\$5,100,000	45.71%
10 March 2026 (2025 Review)	\$5,200,000	1.96%

## 4.0 COMMON INFRASTRUCTURE WORKS

This DCP provides for the cost of specific items of common infrastructure to be equitably distributed between all developing landowners within the ODP area, with specific allowances made for these items defined by this DCPR. Reimbursements are based on the actual cost of works, up to the value estimate prescribed in the DCPR and detailed in Appendix G.

Two precincts have been defined for the apportionment of CIW costs. Precinct 1 includes most of the ODP area and has the requirement to contribute to all CIW costs set out in Table 2. Precinct 2 comprises properties larger than is typical in the DCA area. Individual landowners will be responsible for constructing roads and related services at their own cost but will contribute to other common costs.

Unless specifically exempted, all landowners who subdivide or develop land in the DCA will be required to make a contribution toward the cost of providing CIW, consistent with the provisions of State Planning Policy 3.6 - Development Contributions for Infrastructure and Schedule 8 of LPS24.

Details of the CIW items, their cost and the calculation method for their apportionment to landowners in the DCA are provided in this section and the Appendices that form part of the DCPR.

The adopted englobo land valuation (for Public Purpose Land) is used to estimate the cost of providing CIW involving a land component.

### 4.1 Calculation of Common Infrastructure Works Contribution Area

The first element in calculating contribution requirements is to identify the land area required to contribute by deducting land exempt from contributions to determine the net contribution area (NCA) as set out in Table 7.

<b>TABLE 7 – CALCULATION OF NET CONTRIBUTION AREA</b>	
<b>Gross Land Area</b>	<b>105.2084 ha</b>
<i>Less</i>	
Core Wetlands	1.8435 ha
Public Open Space (excluding core wetlands)	4.6818 ha
Public Purpose Land	3.4873 ha
Proposed New Local Roads	6.5939 ha
Residential Land Already Developed	3.1621 ha
Education	6.6443 ha
Highway Commercial	1.4496 ha
Mixed Business	0.3822 ha
Emergency Services	0.2846 ha
<b>Net CIW Contribution Area</b>	<b>76.6791 ha</b>
<b>NCA - Precinct 1 (approx. 85% of the Total NCA)</b>	<b>65.1156 ha</b>
<b>NCA - Precinct 2 (approx. 15% of the Total NCA)</b>	<b>11.5635 ha</b>
<i>*The gross land area has been calculated excluding land reserved under the Metropolitan Region Scheme (MRS) for Parks and Recreation along the Canning River foreshore, regional roads, existing local roads, railway reserves and other existing public purpose land.</i>	

The NCA for Precincts 1 and 2 are calculated as a percentage of the total NCA based on the proportion of land within the Precinct as compared to the whole area.

## 4.2 Summary of Common Infrastructure Works

The second element is to calculate contribution requirements for Common Infrastructure Works, summarised in Table 8 below. A detailed explanation of their calculation is contained as Appendix B.

<b>TABLE 8 – SUMMARY OF COMMON INFRASTRUCTURE WORKS COSTS – Cost Apportionment Schedule</b>			
<i>Note: All costs exclude GST. No GST is applied to CIW contributions</i>			
<b>Cost Estimate</b>	<b>Precinct 1</b>	<b>Precinct 2</b>	<b>Summary of Infrastructure Item</b>
<b>\$7,633,611.00</b>	\$7,633,611.00	n/a	<p><b>1) Land Acquisition of Road Reserves (New Roads) and Improvements</b></p> <p>A contribution to fund the cost of acquiring specific portions of land associated with new roads in the DCA.</p>
<b>\$20,298,499.00</b>	\$20,298,499.00	n/a	<p><b>2) Construction of New Roads and Drainage</b></p> <p>A contribution to the cost of constructing approximately 4,550 metres of new roads in the DCA. The total cost estimate is based on the following detailed construction estimates which have been used to establish the total. Contributions and reimbursements for roads and drainage will be based on the total cost estimate.</p> <ul style="list-style-type: none"> <li>• Preliminaries \$5,838,638.91</li> <li>• Clearing \$564,483.62</li> <li>• Road Preparation \$2,338,513.79</li> <li>• Traffic / environmental management \$174,452.46</li> <li>• Road Surfacing \$1,750,515.04</li> <li>• Kerbing \$366,984.67</li> <li>• Footpaths \$602,387.06</li> <li>• Backfill / Trim Verges \$34,856.12</li> <li>• Traffic facilities \$34,023.53</li> <li>• Drainage \$4,082,554.20</li> <li>• Gas Mains \$695,379.01</li> <li>• Street trees \$37,437.83</li> <li>• Bio-retention Swales \$499,180.34</li> <li>• Embankment construction 576,994.88</li> <li>• Completed works 2014 to date \$2,702,096.85</li> </ul>
<b>\$3,686,020.00</b>	\$3,686,020.00	n/a	<p><b>3) Works in existing roads</b></p> <p>A contribution to the cost of works in existing roads as required by the construction works for new roads at item 2</p>
<b>\$1,029,487.00</b>	\$875,064.00	\$154,424.00	<p><b>4) Shared Paths</b></p> <p>A contribution to the cost of constructing shared use paths as identified on the plan contained in Appendix D.</p>
<b>\$208,329.00</b>	\$177,080.00	\$,31,250.00	<p><b>5) Traffic Infrastructure Improvements</b></p> <p>A contribution to the cost of constructing one roundabout at the intersection of Attfield Street and River Avenue as identified on the plan contained in Appendix E.</p>
<b>\$1,322,409.00</b>	\$1,322,409.00	n/a	<p><b>6) Construction of Sewer Mains</b></p> <p>A contribution to the cost of constructing sewer mains in new and existing roads (where extensions are required).</p> <p>New sewer mains to be provided are shown at Appendix E.</p>
<b>\$2,707,560.00</b>	\$2,707,560.00	n/a	<p><b>7) Construction of Water Mains</b></p> <p>A contribution to the cost of constructing water mains in new roads. Water mains to be provided are shown at Appendix E.</p>
<b>\$7,274,848.00</b>	\$6,183,621.00	\$1,091,228.00	<p><b>8) Upgrade of Existing Stormwater Drainage</b></p> <p>A contribution to allow for upgrades and extensions to the existing drainage system to accommodate its connection with new drainage infrastructure to be provided in the DCA.</p>

Cost Estimate	Precinct 1	Precinct 2	Summary of Infrastructure Item
<b>\$3,178,554.00</b>	\$3,178,554.00	n/a	<b>9) Installation of Low Voltage Underground Power and Street Lighting</b> A contribution to the cost of installing low voltage underground power and street lighting for new roads. Low voltage underground power and street lighting to be provided are shown at Appendix E.
<b>\$1,715,645.00</b>	\$1,715,645.00	n/a	<b>10) Installation of Telecommunications</b> A contribution to the partial cost of installation of telecommunication infrastructure for 4,550 metres of new roads. Telecommunications to be provided are shown at Appendix E.
<b>\$5,842,432.00</b>	\$4,966,068.00	\$876,365.00	<b>11) POS Development</b> A contribution to the cost of developing POS which includes site works, landscaping and reticulation and the first two years of initial maintenance. Parkland to be provided is identified on the plan contained in Appendix F.
<b>\$11,761,809.00</b>	\$10,658,579.00	\$1,103,231.00	<b>12) Administration and Other Studies</b> A contribution is to be made to the costs of administering the contribution arrangement. This includes management of the arrangement by the City and includes the cost of project-managing infrastructure works and roll-out, design contingencies and consultants required to review and provide technical advice and other input on related matters. The following components are included in the cost: <ul style="list-style-type: none"> <li>• DCA Administration allowance of \$2,363,188.99</li> <li>• Legal Costs allowance of \$267,318.50</li> <li>• Surveying allowance of \$133,659.26</li> <li>• Construction Management allowance of \$2,203,469.82 (Precinct 1 only)</li> <li>• Services Design allowance of \$1,048,732.24</li> <li>• Valuations allowance of \$133,659.26</li> <li>• Environmental Management Plan (Stokely Creek) allowance of \$66,829.61</li> <li>• Construction Contingency allowance of \$2,203,469.82 (Precinct 1 only)</li> <li>• Interest allowance for prefund borrowing \$3,341,481.23</li> </ul>
<b>*\$66,659,204.00</b>	*\$63,402,711.00	\$3,256,498.00	<b>Total CIW Costs</b>
\$9,710,216.00	\$9,213,893.00	\$496,323.00	<b>Less Subsidy</b>
<b>*\$59,948,988.00</b>	<b>*\$54,188,818.00</b>	<b>*\$2,760,175.00</b>	<b>Total adjusted CIW Costs</b>

\*A slight discrepancy exists between the rounded values and the totals, as the totals are the sum of the actuals rounded once.

### 4.3 Apportionment of Common Infrastructure Costs

Recognising the variations in density within the ODP (ranging between R20 – R80) and the variable lot yield generated as a result, it is important to share costs for the provision of CIW equitably. Achieving this objective requires the total cost of CIW items to be apportioned in a ratio that considers the relative zoning of contributing land by setting a notional base contribution rate. This means land zoned above R20 will make a higher proportionate contribution.

The third element is to calculate how much each lot should pay based on its zoning. Tables 9 and 10 set out the contribution rates, based on zoning, for Precinct 1 and Precinct 2 respectively.

<b>TABLE 9 – COMMON INFRASTRUCTURE WORKS CONTRIBUTION RATES (PRECINCT 1)</b>					
<b>Base contribution rate</b> (Total Column E/Total column D)					<b>\$425,103.00/ha (A)</b>
	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>	<b>Column F</b>
<b>R-Code</b>	<b>Base Developable Area (ha)</b>	<b>Multiplier</b>	<b>Adjusted Area (ha)</b>	<b>Proportionate Cost (\$)</b>	<b>Contribution Rate (A x C)</b>
R20	7.2858	1	7.2858 (B x C)	\$3,097,216.00	\$425,103.00/ha (\$42.52/m <sup>2</sup> )
R30	10.8845	1.5	16.3268 (B x C)	\$6,940,551.00	\$637,654.50/ha (\$63.77m <sup>2</sup> )
R40	41.9607	2	83.9214 (B x C)	\$35,675,239.00	\$850,206.00/ha (\$85.03/m <sup>2</sup> )
R80	4.9846	4	19.9384 (B x C)	\$8,475,874.00	\$1,700,412.00/ha (\$170.05/m <sup>2</sup> )
<b>Total</b>	<b>65.1156</b>		<b>127.4724</b>	<b>\$54,188,880.00</b>	
<i>Note - The rounding of the base contribution rate to the nearest dollar creates a minor discrepancy when tallying figures in Column E.</i>					

<b>TABLE 10 – COMMON INFRASTRUCTURE WORKS CONTRIBUTION RATES (PRECINCT 2)</b>					
<b>Base contribution rate</b> (Total Column E /Total column D)					<b>\$154,008.00/ha (A)</b>
	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>	<b>Column F</b>
<b>R-Code</b>	<b>Base Developable Area (ha)</b>	<b>Multiplier</b>	<b>Adjusted Area (ha)</b>	<b>Proportionate Cost (\$)</b>	<b>Contribution Rate (A x C)</b>
R20	2.2116	1	2.2116 (B x C)	\$340,605.00	\$154,008.00/ha (\$15.41/m <sup>2</sup> )
R30	5.9861	1.5	8.9792 (B x C)	\$1,382,861.00	\$231,012.00/ha (\$23.11/m <sup>2</sup> )
R40	3.3658	2	6.7316 (B x C)	\$1,036,721.00	\$308,016.00/ha (\$30.81/m <sup>2</sup> )
R80	0	4	0 (B x C)	0	N/A
<b>Total</b>	<b>11.5635</b>		<b>17.9224</b>	<b>\$2,760,187.00</b>	
<i>Note - The rounding of the base contribution rate to the nearest dollar creates a minor discrepancy when tallying figures in Column E.</i>					

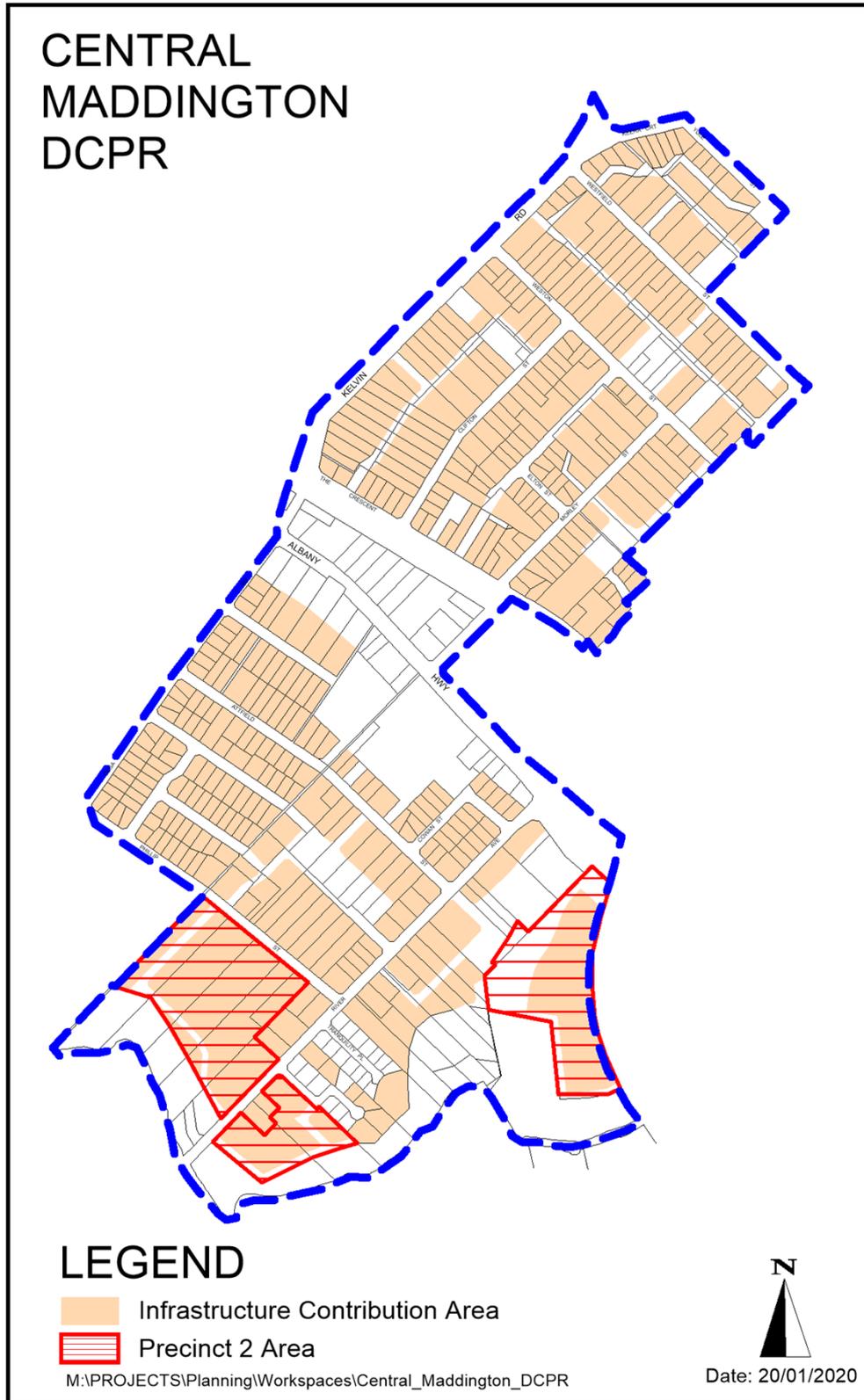
To ensure sufficient contributions are collected to meet the estimated cost of CIW's, contribution rates for each density coding will be applied regardless of the level of development actually achieved.

Details of changes to the CIW base contribution rate are shown in table 11.

<b>TABLE 11 – COMMON INFRASTRUCTURE RATES – UPDATE HISTORY</b>				
<b>Date of Revision</b>	<b>Precinct 1</b>		<b>Precinct 2</b>	
	<b>Base / ha</b>	<b>% change</b>	<b>Base / ha</b>	<b>% change</b>
Adoption – 9 September 2014	\$152,900	n/a	\$53,665	n/a
19 December 2017	\$157,442	2.97%	\$55,519	3.45%
27 October 2020	\$255,504	62.28%	\$90,019	62.14%
26 October 2021	\$263,279	3.04%	\$92,930	3.23%
27 September 2022	\$302,614	14.94%	\$106,312	14.40%
11 April 2025 (2023 Review)	\$340,291	12.54%	\$122,266	15.01%
11 April 2025 (2024 Review)	\$375,505	10.45%	\$133,695	9.61%
10 March 2026 (2025 Review)	\$425,103	13.21%	\$154,008	15.19%
<p><i>CIW contribution rates have been adjusted based on statistical trends sourced from the Australian Bureau of Statistics. Outstanding works are set at the higher of, the Consumer Price Index (CPI) and relevant averaged indices of allied construction activities, completed works are indexed by CPI. The rate increase has been applied to the individual costing of various CIW components. Where applicable those items linked to land rates are adjusted in line with the revised englobo valuation that applies to the POS component of this plan.</i></p>				

#### 4.4 Plan of Common Infrastructure Works – Contribution Area

The fourth element to calculating CIW contributions is to determine which lots should pay the costs. Land excluded from the NCA and therefore not required to contribute to CIW is limited to that land shown on the following plan.



#### 4.5 Timing and Staging of Works

The fragmented nature of land ownership within the ODP suggests it is likely land will be developed in an ad-hoc manner. This will impact on the collection of contributions and could result in delays in the City having available funds to undertake reimbursement for public purpose land and/or CIW's completed by developing landowners.

The City's general approach will be to deal with claims on a first come basis. That is to say, landowners who surrender land or undertake works early in the life of the arrangement should reasonably expect to receive reimbursement on the basis of having made contributions to the arrangement and, by virtue of their actions, furthered the objectives of the DCP. An unavoidable consequence of this approach will be that, on occasions, reimbursements may be delayed pending the collection of sufficient funds to meet claims.

The unpredictable nature of the timing of development means it is not possible for the City to accurately forecast the implementation of works. Consequently, this is likely to result in the staggered acquisition of public purpose land and the completion of CIW's, both on the basis of availability of funds and the assembly of land associated with the works.

In order to assist with the timely provision of common infrastructure and public purpose land the DCPR makes provision for the City to prefund land acquisition and CIW construction through borrowing. As a consequence, the DCPR includes an allowance for the cost of interest associated with borrowing funds. The extent of funding and interest provisions is set out in Appendix G of this document.

The staging of works is also impacted by fragmented land ownership within the ODP area. The land required for infrastructure will be assembled from multiple landowners at different times and this impacts the ability of the City to coordinate the assembly of public purpose land. Consequently, infrastructure works will be undertaken based on land availability and it is therefore not possible to compile a prescriptive order of works or to forecast future expenditure / completion of works. The following Table illustrates the progress of works at annual review, future reviews will include forecast works, in the event that any have been scheduled:

item	works	cost estimate	cost completed	cost outstanding	percentage outstanding
1	land for roads	\$7,633,610.65	\$5,267,350.65	\$2,366,260.00	31%
2	construct new roads	\$20,298,498.33	\$2,702,096.85	\$17,596,401.48	87%
3	existing roads	\$3,686,020.00	\$38,563.45	\$3,647,456.49	99%
4	shared paths	\$1,029,486.71	\$75,839.08	\$953,647.63	93%
5	traffic infrastructure	\$208,329.00	\$208,329.00	\$0.00	0%
6	sewer	\$1,322,408.58	\$170,360.31	\$1,152,048.27	87%
7	water	\$2,707,559.04	\$160,958.72	\$2,546,600.32	94%
8	upgrade drainage	\$7,274,847.18	\$617,715.74	\$6,658,631.78	92%
9	street lighting	\$3,178,554.87	\$161,243.89	\$3,017,310.98	95%
10	telecoms	\$1,715,644.45	\$49,307.26	\$1,666,337.19	97%
11	park development	\$5,842,431.67	\$275,826.64	\$5,566,605.05	95%
12	admin	\$11,761,808.73	\$1,946,488.26	\$9,443,415.24	80%

CIWs will be completed based on the availability of land to facilitate the works and this may mean landowners seeking to develop their land are delayed because services required to support subdivision are not available.

Works will not generally be undertaken in small sections as allowances are based on one-off construction costs and smaller sections of work would result in additional costs. Staged road construction can be considered in circumstances where the length of the stage will not materially impact on costs.

## **5.0 OPERATION OF DEVELOPMENT CONTRIBUTION PLAN**

This DCPR outlines the calculation of estimated costs for CIW's included in the arrangement. LPS24 requires a per-hectare levy to be established and paid by landowners at the subdivision and/or development stage.

The timing of payment of contributions is vital to the successful operation of the arrangement. Funds need to be collected to facilitate the objectives of the DCP in a timely manner. The arrangement was adopted in 2014 to operate for a period of five years. The five year timeframe was extended in 2018 under Amendment 177 to expire on 1 November 2023. Post expiry the date was extended under Amendment 184 to become 1 February 2028.

The owners of land within the arrangement are required to pay the contributions outlined in this DCPR in accordance with the relevant section of LPS24.

## **6.0 ARBITRATION**

Part 5 of LPS24 outlines the process for the arbitration of disputes that may arise from the valuation of land for the purposes of this DCPR.

## APPENDIX A – LAND SCHEDULES

The following table summarises the individual land tables contained in Appendix I “Contribution areas and plans by Cell” which are a breakdown of the various land parcels required to make contributions under the DCPR. The total land area has been divided into cells North and South of the railway line and arranged by sub-precinct:

**Summary Land areas by cell – Precinct 1 (areas are m<sup>2</sup>)**

Property Address	Gross Area	MRS Parks	Wetlands	POS	Regional Roads	Local Roads	Excluded from CIW	Excluded from POS	Education	Emergency Services	Highway Commercial	Mixed Business	NDA CIW	NDA POS
Cell N1	44859	0	0	0	0	657	3872	0	0	0	0	0	40330	40330
Cell N2	105264	0	0	7432	0	6301.75	4917	10648	0	0	0	0	86613.25	80882.25
Cell N3	96311	0	0	3653	0	8064	2547	0	0	0	0	0	82047	82047
Cell N4	97554	0	0	0	0	3773	3020	0	0	0	0	0	90761	90761
Cell N5	61111	0	0	4005	0	5595.5	0	0	0	0	0	0	51510.5	51510.5
Cell S1	157682	0	0	0	0	0	0	46163	15355	0	14496	0	127831	81668
Cell S2	187657	0	0	10553	0	9313	1013	26324	51088	2846	0	3822	109022	90735
Cell S3	141867	27259	12878	12629	0	9808	16252	35198	0	0	0	0	63041	45361
<b>Summary Land areas by cell – Precinct 2 (areas are m<sup>2</sup>)</b>														
Cell P2 A	98790	31427	0	0	0	7502	0	11982	0	0	0	0	59861	51390
Cell P2 B	48334	20768	0	0	0	5450	0	0	0	0	0	0	22116	22116
Cell P2 C	94739	37503	5557	8546	0	9475	0	0	0	0	0	0	33658	33658

## APPENDIX B – COMMON INFRASTRUCTURE WORKS - COSTING DETAILS

### 1. Land Acquisition - Road Reserves (New Roads) and Improvements

The DCPR subsidises the cost of constructing the majority of new local roads shown on the ODP, however, construction will not be possible without access to the land upon which the new roads are to be built.

Approximately 20% of the 550 properties within the DCA have a requirement to provide land for roads. Some properties are required to provide significantly more land than others, in proportion to their total land area.

In this respect, an allowance has been made to fund either all or a 50% portion of the cost of acquiring certain land, as indicated in Table 13 and on the plan contained in Appendix C, to facilitate the construction of new roads and share the cost of doing so among DCA landowners in an equitable manner.

This approach is based on the following considerations:

- An owner required to provide between 25% and 40% of the area of an individual property for a new road will be reimbursed for 50% of the area of the land provided.
- An owner required to provide in excess of 40% of the area of an individual property for a new road will be reimbursed for 100% of the area of the land provided.
- Any land required for POS under the ODP is deducted from the area of the property for the purposes of calculating the proportion to be given up for the new roads.
- The reimbursement is to be calculated in accordance with the adopted land valuation basis applicable at the time the land is formally transferred to the Crown (vested as road).
- Only those properties identified in Table 13 and on the plan contained in Appendix C will be eligible for a reimbursement.

The DCP will not retrospectively fund reimbursements to landowners within the DCA who have previously provided land for new roads under previous subdivisions that are not included in Table 13.

As all but one of these roads is located within Precinct 1, the acquisition cost for approximately 24,916m<sup>2</sup> of land for new roads will be met by all landowners developing land within the Precinct 1 NCA.

Based on indexed acquisitions to date and the current land valuation this represents a cost of **\$7,633,610.65**.

<b>TABLE 13 – LAND ACQUISITION COSTS FOR SELECTED NEW ROADS</b>					
<b>Site</b>	<b>Property</b>	<b>Required Area (m<sup>2</sup>)</b>	<b>%</b>	<b>Indexed Completed cost</b>	<b>Outstanding Estimate</b>
1	Lot 21 The Crescent	1,012	100		\$530,920.00
2	Lot 138 The Crescent*	2,023	100	\$839,240.08	
3	Lot 18 Westfield St	684	100		\$355,680.00
4	Lot 1 Kelvin Rd	1,662	100	\$715,560.67	
5	Lot 81 Weston St	534	100		\$277,680.00
6	Lot 82 Attfield St	1,874	100	\$806,835.56	
7	Lot 6 Morley St	1,020.60	50	\$219,705.54	
8	Lot 5 Morley St	1,407.90	50	\$303,079.99	
9	Lot 86 Attfield St	748	50		\$194,480.00
10	Lot 1 River Av	1066	50		\$277,160.00
11	Lot 79 Phillip St	1,468	50	\$316,017.77	
12	Lot 26 River Av	3,471.20	50	\$747,205.50	
13	Lot 407 Weston St	1,074	50		\$279,240.00
14	Lot 32 Phillip St	3,989	50	\$858,715.86	
15	Lot 77 Dellavanzo St	871	50		\$226,460.00
16	Lot 19 Westfield St	684	50		\$177,840.00
17	Lot 14 Attfield St	937	50	\$201,708.89	
18	Lot 23 Kelvin Rd	180	50		\$46,800.00
	<b>Total</b>	<b>24,714.70</b>		<b>\$5,008,069.86</b>	<b>\$2,366,260.00</b>
				Indexed completed cost	<b>\$5,008,069.86</b>
				Reimburse dwelling (site 2) indexed cost	<b>\$259,280.79</b>
				<b>Total Cost Estimate (rounded up)</b>	<b>\$7,633,610.65</b>

## 2. Construction of New Roads and Drainage

Approximately 5,065 linear meters of new roads are proposed to be constructed and funded in the DCA, as shown on the plan contained in Appendix C. However, new roads proposed in Precinct 2 are to be constructed at the developer’s cost and are not funded by the DCP. These roads are included in Appendix C as roads excluded from the DCA.

Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

A developer contemplating construction of new roads and/or associated works in existing roads will need to refer to Appendices G and H for details in relation to the maximum reimbursement available.

Table 14 outlines the total construction cost for each of the new roads and incorporates costs for works completed from the adoption of the DCPR to date, which are recorded as indexed completed works.

Contributions towards the costs of new roads will be apportioned to Precinct 1 as the roads in question are all located within that Precinct. Proposed roads and any associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$2,702,096.85 and outstanding works is \$17,596,401.48. Accordingly, the total indexed cost for construction of new roads and drainage is **\$20,298,498.33**.

<b>TABLE 14 – NEW ROAD COST SUMMARY</b>			
<b>Road No</b>	<b>Street Name</b>	<b>Length (lm)</b>	<b>Cost estimate</b>
1	Malbec Street & Hafner Close	263.415	\$1,273,838.59
2	Baume Street	106.772	\$426,840.39
3	Brut Way	106.519	\$707,032.69
4	Wyalong Road (North & South)	959.019	\$3,491,780.63
5	Brabourne Street (North & South) (indexed completed works)	835.205	\$1,546,890.63
7	Claret Street	541.885	\$3,712,112.27
8	Merlot Entrance	109.261	\$407,065.61
9	Tenuta Street	322.829	\$1,332,428.41
10	Aldington Street	138.041	\$730,654.60
11	Punt Road	100.096	\$392,196.69
12	Newenden Street	113.165	\$929,196.29
12a	Newenden Street (indexed completed works)	268.000	\$469,001.19
13	Vermouth Promenade	137.110	\$818,310.38
13a	Vermouth Promenade (indexed completed works)	140.000	\$433,877.35
14	Harvest Street	223.342	\$1,222,881.95
14a	Harvest Street (indexed completed works)	0.000	\$43,115.77
15	Dellavanzo Street	61.502	\$249,590.49
16	Pinot Street	230.826	\$1,076,435.35
16a	Pinot Street (indexed completed works)	67.000	\$69,016.76
17	Grenache Way	205.637	\$826,037.14
18a	Attfield Street (indexed completed works )	121.000	\$140,195.15
	<b>Total</b>	<b>5050.624</b>	<b>\$20,298,498.33</b>

### 3. Works in Existing Roads

The works for new roads will have an impact on part of the existing road network creating the need for additional works. The cost of works in existing roads is set out in Table 15.

Detailed costs for these works are contained in Appendix G. The costs of these works have been determined by detailed design and are supported by a suite of plans, contained in Appendix H.

Contributions towards the costs of works in existing roads will be apportioned to Precinct 1 as the roads in question are all located within that Precinct. Works in existing roads and any associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$38,563.45 and outstanding works is \$3,647,456.49. Accordingly, the total indexed cost for works in existing roads is **\$3,686,019.94**.

<b>TABLE 15 – WORKS IN EXISTING ROADS</b>		
1	Kelvin Road	\$71,604.90
2	Clifton Street	\$151,227.99
3	Weston Street	\$235,151.91
4	Westfield Street	\$263,344.30
5	Barford Street	\$6,716.38
6	Carisbrooke Street	\$995.82
7	The Crescent	\$639,779.29
8	Morley Street	\$452,603.03
9	Brabourne Street (completed)	\$0.00
10	Orr Street	\$311,906.60
11	River Avenue	\$634,239.70
12	Dalziell Street	\$45,353.77
13	Newenden Street	\$97,133.42
14	Phillip Street	\$545,968.78
15	Attfield Street	\$20,691.82
16	Cowan Street	\$107,189.93
17	Attfield Street (extension)	\$63,548.85
18	Completed works (various roads)	\$38,563.45
	<b>Total</b>	<b>\$3,686,019.94</b>

#### 4. Shared Paths

8,179m<sup>2</sup> of shared paths are to be provided in the DCA and the location of these paths is shown in Appendix D. 85% of this cost is to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported by a suite of plans, contained in Appendix H.

The indexed actual cost of completed works is \$75,839.08 and outstanding works is \$953,647.63. Accordingly, the total indexed cost for shared paths is **\$1,029,486.71**.

#### 5. Traffic Infrastructure Improvements

The DCPR includes an allowance for the installation of a roundabout at the intersection of Attfield Street and River Avenue. The construction of this infrastructure has been completed and the indexed actual cost of the works is **\$208,329.00**.

Two intersection modifications at the junction of Kelvin Road and two proposed new road connections, restricting access to Kelvin Road to left-in left-out access only, are required. The cost of these modifications is included in the cost of works detailed for Kelvin Road in Table 15.

The location of the new roundabout and intersection modifications are shown on the plan contained in Appendix F.

The total cost of providing the roundabout is shared between both Precincts. 85% of this cost is apportioned to Precinct 1 and 15% to Precinct 2 based on the ratio each Precinct bears to the total NCA.

Any other additional traffic management devices required in the DCA are not funded by the DCPR and will need to be funded by either the City or individual developers if their planned development is of a scale to warrant the installation.

#### 6. Construction of Sewer Mains

New sewer mains are to be provided in proposed new roads shown on the ODP to service adjoining residential properties. Some existing streets in the area do not have access to sewer and therefore an allowance has also been made to extend the sewer network to those locations.

No allowance has been made for the cost of connecting new sewer mains to the existing network, or the cost for connections between new sewer mains and individual properties. These will be subdivisional costs payable by the subdivider or developer.

The DCPR allowance includes trenching, pipes and access chambers. Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

Contributions towards the costs of Sewer Mains will be apportioned only to Precinct 1 as they are all located within that Precinct. Any sewer or associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$170,360.31 and outstanding works is \$1,152,048.27. Accordingly, the total indexed cost for construction of sewer mains is **\$1,322,408.58**.

## **7. Construction of Water Mains**

Scheme water is to be provided in new roads to service adjoining residential properties.

No allowance has been made for the cost of connecting new water mains to the existing network, or the cost for connections between new water mains and individual properties. These will be subdivisional costs payable by the subdivider or developer.

The DCPR allowance includes pipes, supply, laying and fittings and detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

Contributions towards the costs of water mains will be apportioned only to Precinct 1 as they are all located within that Precinct. Any water mains and associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$160,598.72 and outstanding works is \$2,546,600.32. Accordingly, the total indexed cost for construction of water mains is **\$2,707,559.04**.

## **8. Upgrade of Existing Storm Water Drainage**

Upgrades will be required to the existing drainage network to ensure it will adequately manage storm water post development and integrate with the new drainage infrastructure proposed in the new roads.

The allowance does not include the cost of drainage connections between new drainage infrastructure in road reserves and individual properties. This is the responsibility of the subdivider or developer.

Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

The indexed actual cost of completed works is \$616,215.40 and outstanding works is \$6,658,631.78. Accordingly, the total indexed cost for the upgrade of existing storm water drainage is **\$7,274,847.18**.

## **9. Installation of Low Voltage Underground Power and Street Lighting**

Low voltage (LV) power and street lighting are to be provided in new roads to service adjoining residential lots. Aside from specified works that arise from the completion of new roads, no allowance is made for the conversion of existing above ground-services to underground in the DCA.

Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

Contributions towards the costs of LV power and street lighting will be apportioned only to Precinct 1 as the works are all located within that Precinct. Any LV power and street lighting or associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$161,243.89 and outstanding works is \$3,017,310.98. Accordingly, the total indexed cost for the installation of low voltage underground power and streetlights is **\$3,178,554.87**.

## **10. Installation of Telecommunications**

Telecommunications infrastructure associated with the National Broadband Network (NBN) will be provided in new roads to service adjoining residential lots. No allowance is made for the provision of telecommunications infrastructure, including the NBN within existing roads in the DCA.

Detailed costs for these works are contained in Appendix G. The costs of these works are informed by detailed design and supported with a suite of plans contained in Appendix H.

Contributions towards the costs of telecommunications infrastructure will be apportioned only to Precinct 1 as the works are all located within that Precinct. Any telecommunications infrastructure and associated works required in Precinct 2 are not funded by the DCA.

The indexed actual cost of completed works is \$49,307.26 and outstanding works is \$1,666,337.19. Accordingly, the total indexed cost for the installation of telecommunications is **\$1,715,644.45**.

## **11. POS Development**

Local POS will need to be developed to a minimum standard once it has been acquired.

The ODP provides for 6.7935 ha of land to be set aside as POS, which includes 1.8435 ha of wetland to be preserved and contained within the future Stokely Creek recreation/conservation reserve.

It is anticipated that the whole of the wetland area will be re-vegetated and landscaped to complement the core wetland/watercourse, however, further detailed planning is required to resolve the landscaping of this area. A contingent sum has been included in the allowance so that a portion of the wetland buffer can be developed for passive recreation if required.

The DCA will contribute towards works in the wetland and the remaining 4.95ha of POS intended for general recreational use. Detailed costs for these works are contained in Appendix H and include an allowance for a two-year maintenance period.

The requirement for developers to contribute towards a basic level of POS development and two-year period of maintenance is consistent with WAPC policy.

The cost of additional facilities such as playground equipment or barbeque facilities are not included in the DCA. The 0.8773ha of existing POS within the DCA identified as surplus to requirements will be disposed of by the City. The net proceeds of these disposals will be used for the enhancement of POS within the DCA area. The acquisition and disposal costs will be drawn from the DCPR's administration allowance and reimbursed when the land is sold.

The complete cost of providing the POS and its two year maintenance period is to be shared between both Precincts with 85% of this cost apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

Development of the Weston Street Reserve has been completed as have some works in the Stokely Creek Reserve, the indexed actual cost of this work is \$275,826.64 leaving outstanding works with an indexed estimated costs of \$5,566,605.05.

The total indexed cost of POS development works is **\$5,842,431.69**.

## 12. Administration and Other Studies

Costs will be incurred in administering the DCA which will be shared among landowners. Some costs, such as general administration, have been based on a percentage of the overall cost of the CIW's (excluding land acquisition) while other costs are based on estimates.

Administration costs incorporate a number of components which include:

- **General Administration** – This will be a cost to the City and is estimated to be 5% of the total capital cost of the CIW's (excluding land acquisition for new roads). This allowance covers the following activities:
  - managing collection of contributions;
  - landowner acquisition negotiations;
  - managing claims for reimbursement of CIW and POS items;
  - managing contribution reserve accounts;
  - annual review of contribution rates;
  - financial reporting;
  - providing customer information; and
  - general expenditure relating to the administration of the DCPR and its objectives.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

The total estimated cost of general administration is \$2,363,188.99, and expenditure to date is \$203,978.34.

- **Legal Costs** – An allowance for legal costs will be required during the operational life of the DCA and this cost is estimated to be \$267,318.50 (indexed) and expenditure to date is \$17,843.13.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

- **Surveying Allowance** – Design and construction of much of the infrastructure required by the DCA will require survey works to be undertaken, as will strategic land acquisitions and this cost has been estimated to be \$133,659.26 (indexed) and expenditure to date is \$115,339.81.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

- **Valuations Allowance** – In order to progress with the reimbursement of land for roads and POS the City will require at least annual valuations and this cost has been estimated to be \$133,659.26 (indexed) and expenditure to date is \$19,200.61.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

- **Service Design** – This is undertaken to determine infrastructure costs and facilitate infrastructure provision in the area. This includes detailed design for all roads and service installations.

The actual cost of this work is \$1,048,732 (indexed).

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

- **Construction Management for New Roads and Service Infrastructure** – This cost will apply to the City undertaking management of these works and is estimated to be 10% of the original DCPR total capital cost of the CIW's (excluding land acquisition for new roads). This allowance generally covers the following activities:

- design and approvals;
- works programming;
- contractor procurement processes and performance;
- site supervision; and
- public consultation and stakeholder liaison.

The total estimated cost of this component is \$2,203,469.82 (indexed) and expenditure to date is \$139,614.97.

Contributions towards this cost will be apportioned to Precinct 1 only, as the new roads and services are all located within that Precinct.

- **Construction Contingency** – An allowance for contingent cost increases for delivery of infrastructure by the City is required on the basis that these costs are not yet determined. An allowance of a further 10% of the original DCPR total capital cost of the CIW's (excluding land acquisition for new roads) is considered appropriate.

The total estimated cost of this component is \$2,203,469.86 (indexed) and expenditure to date is \$109,250.70.

Contributions towards this cost will be apportioned to Precinct 1 only, as the new roads and services are all located within that Precinct.

- **Environmental Management Plan (EMP)** – An EMP needs to be prepared to facilitate development of Stokely Creek into a recreation/conservation reserve. Stokely Creek is to be integrated with approximately four hectares of parkland shown in the southern half of the ODP. The EMP is to demonstrate how the wetland will be protected, managed and integrated within the new parkland and adjacent river reserve.

The total estimated cost of this component is \$66,829.61.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

- **Interest Allowance** - A contribution is required for interest charges, estimated at an indexed value of 3,341,481.23, based on funds borrowed by the City to prefund the completion of CIW and the acquisition of POS. The allowance has been calculated assuming an average loan principal of \$10,000,000 at an interest rate of 5% for 5 years. The actual value of loan funding will vary over the life of the arrangement and the upper limit of the borrowing capacity will be a function of the interest costs that apply over time. This means the average loan principal can increase based on an interest rate that is lower than 5% or decrease based on an interest rate above 5%.

This cost is to be shared between both Precincts with 85% of the cost to be apportioned to Precinct 1 and 15% to Precinct 2, reflecting the ratio each Precinct bears to the total NCA.

### 13. Summary of Administration costs by Precinct

**Precinct 1** - A contribution is to be made to the cost of management of the arrangement by the City and includes the cost of project-managing infrastructure works and roll-out, design contingencies and consultants required to review and provide technical advice this includes:

- 85% of the DCA Administration allowance \$2,008,710.64;
- 85% of the Legal Costs allowance \$227,220.73,
- 85% of the Surveying allowance \$113,310.37;
- 100% of the Construction Management allowance \$2,203,469.82;
- 85% of the Services Design allowance \$891,422.40;
- 85% of the Valuations allowance \$113,610.37;
- 85% of the Environmental Management Plan (Stokely Creek) allowance \$56,805.17,
- 85% of the Interest allowance for borrowed finance used for pre-funding CIW and POS \$2,840,259.05.

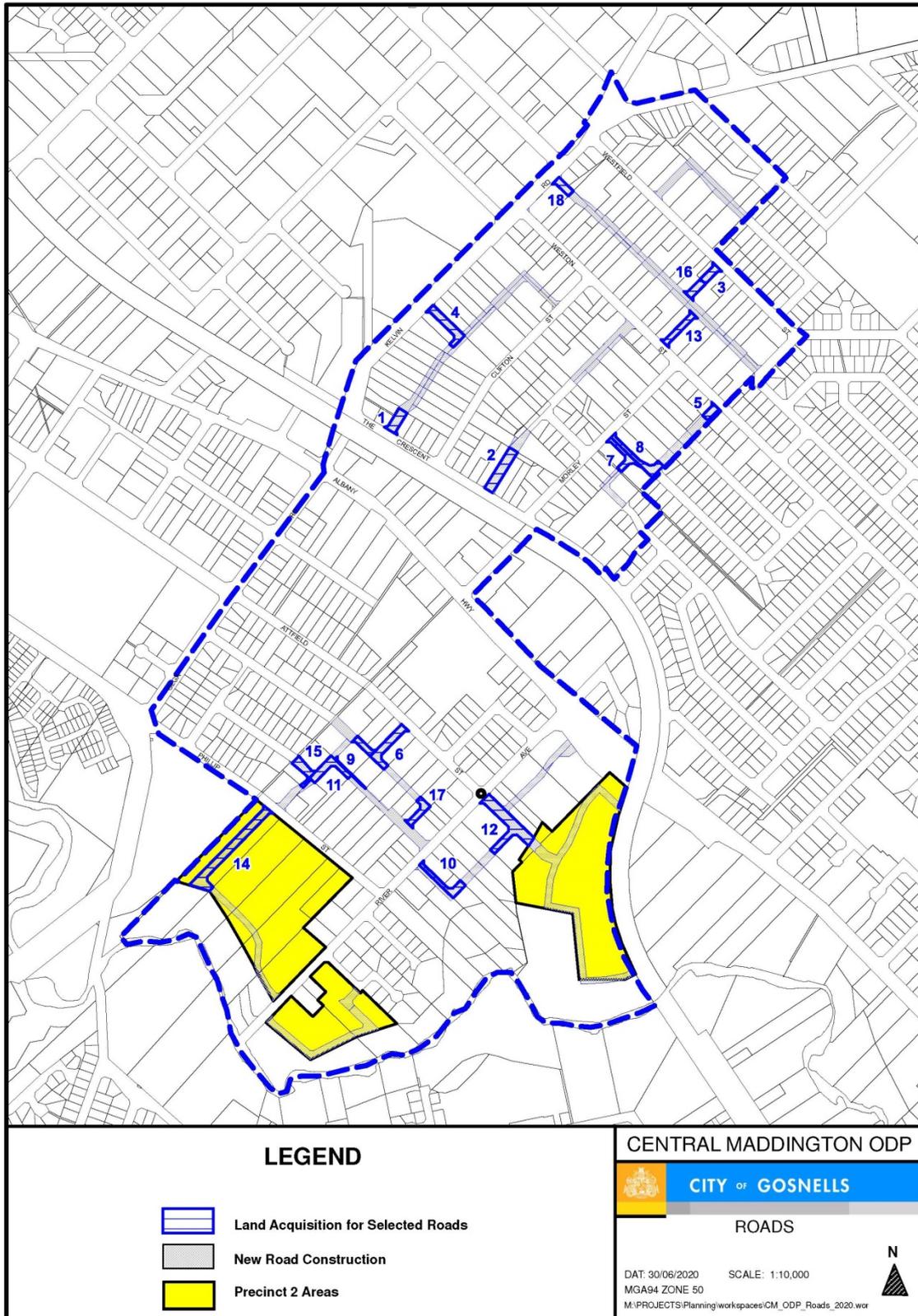
**Precinct 2** - A contribution is to be made to the costs of administering the contribution arrangement as it relates to the provision of infrastructure to which Precinct 2 is required to make a contribution. This includes:

- 15% of the DCA Administration allowance \$354,478.35;
- 15% of the Legal Costs allowance \$40,097.78;
- 15% of the Surveying allowance at a total \$20,048.89;
- 15% of the Services Design allowance \$157,309.84;
- 15% of the Valuations allowance \$20,048.89;
- 15% of the Environmental Management Plan (Stokely Creek) allowance \$10,024.44 and
- 15% of the Interest allowance for borrowed finance used for pre-funding CIW and POS \$501,222.18.

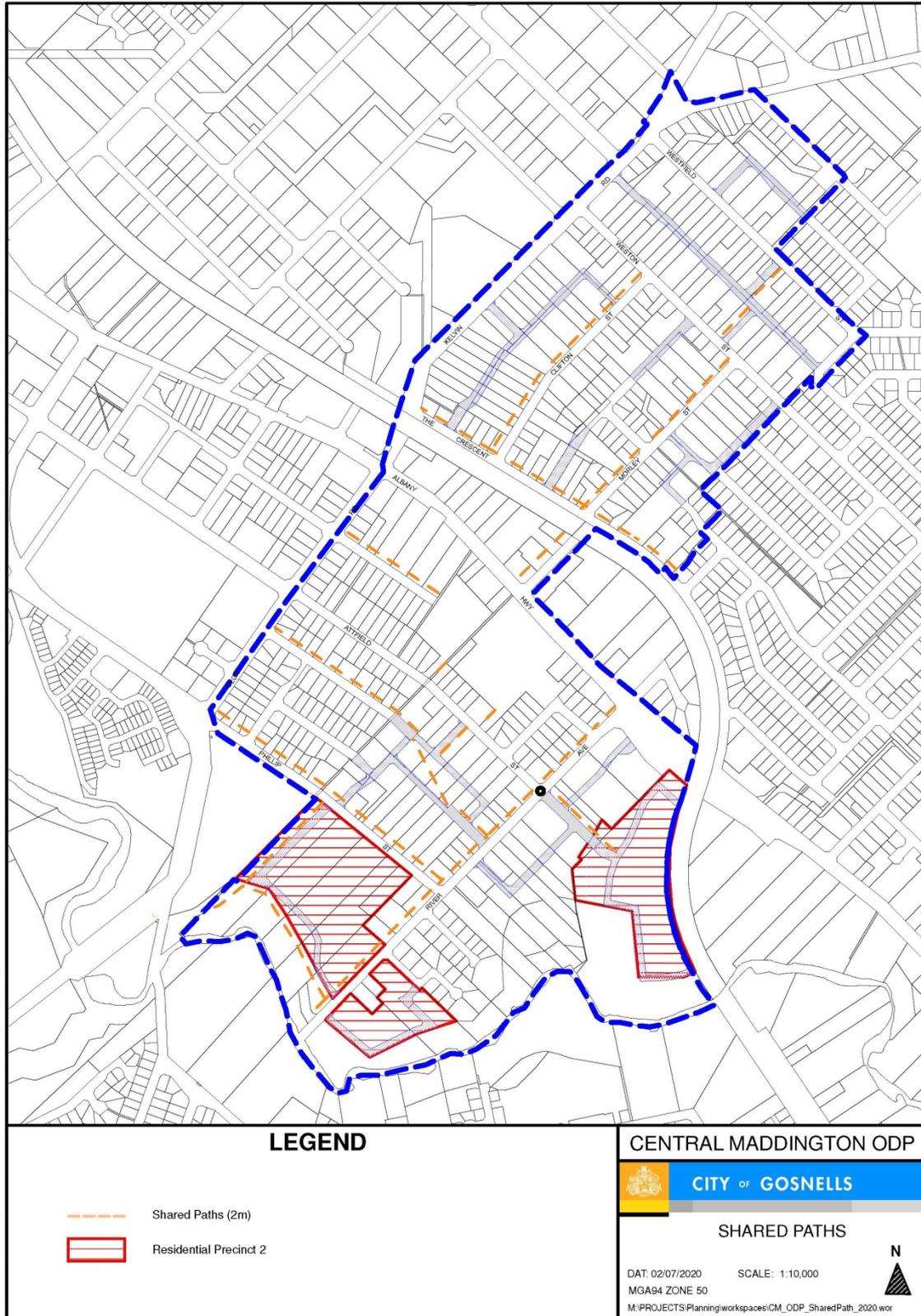
The apportionment of costs to Precincts 1 and 2 at a percentage of 85% and 15% respectively reflects the NCA of each Precinct as a proportion of the total NCA.

<b>TOTAL COST OF ALL INFRASTRUCTURE</b>	<b>\$66,659,204.00</b>
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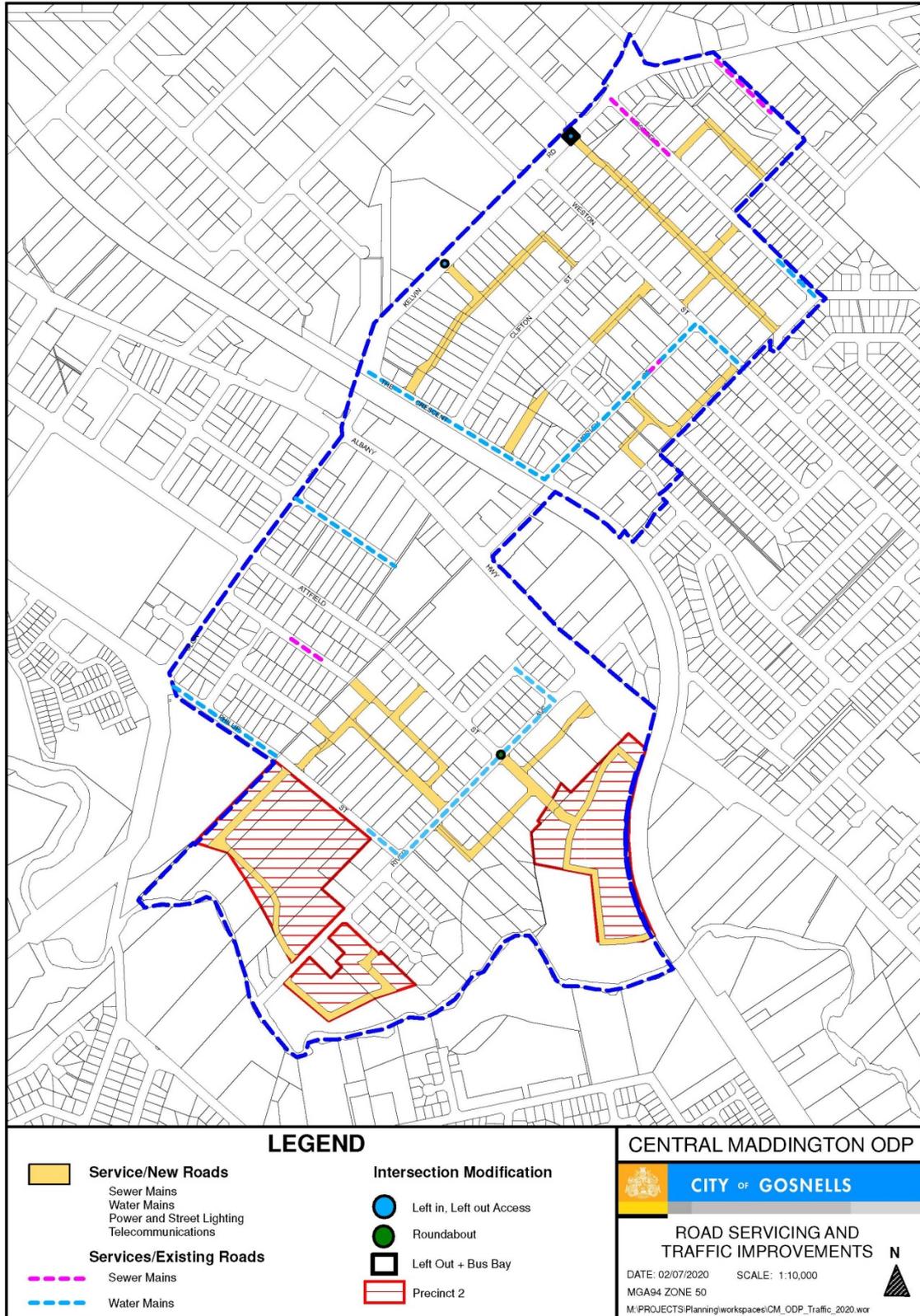
### APPENDIX C – LAND ACQUISITIONS FOR SELECTED ROADS



### APPENDIX D – CONSTRUCTION OF SHARED PATHS



**APPENDIX E – ROAD SERVICING AND TRAFFIC INFRASTRUCTURE IMPROVEMENTS**





## **APPENDIX G – DETAILED COSTS (COMMON INFRASTRUCTURE WORKS)**

This appended document contains a suite of detailed costs by function for various items of common infrastructure that are costs under the DCPR.

It is intended to provide access to the detailed costs that underpin cost estimates within the DCPR, to assist in confirming the costs and in understanding the reimbursement parameters that relate to individual items that are reimbursable within the scope of works within the DCPR.

This appendix forms part of the DCPR but is maintained as a separate document.

## **APPENDIX H – DETAILED PLANS (COMMON INFRASTRUCTURE WORKS)**

This appended document contains a suite of detailed plans for various items of common infrastructure that are costs under the DCPR.

It provides plans that detail the location and extent of works for common infrastructure included in the DCPR and supports the detailed costs set out in Appendix G.

This appendix forms part of the DCPR but is maintained as a separate document.

## **APPENDIX I – CONTRIBUTION AREAS AND PLANS BY CELL**

This appended document contains a suite of plans that support the land tenure tables contained in Appendix A of the DCPR.

It provides detailed plans that show the location and extent of land included within the DCPR that is subject to either contributions, exemptions or a combination of these.

This appendix forms part of the DCPR but is maintained as a separate document.