

CITY OF ARMADALE

DEVELOPMENT CONTRIBUTION PLAN 4 REPORT

Anstey Keane Precinct (Forrestdale) Urban
Development Area as identified on Scheme
Special Control Area Map 3

February 2019

This report has been prepared in accordance with Town Planning Scheme No.4 and State Planning Policy 3.6. The report provides the rationale and justification for the development contribution plan, the calculation of costs, and the Infrastructure Cost Schedule specifying the costs for each owner. Development Contribution Plan 4 is included in Schedule 9B of Town Planning Scheme No.4.

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1. INTRODUCTION

This report has been prepared in accordance with Part 5A of Town Planning Scheme No.4 and State Planning Policy 3.6 to set out in detail the calculation of the Cost Contribution for each Owner in Development Contribution Area 4.

Development Contribution Plan 4 has been prepared in conjunction with the major Owners in the area. Where appropriate, the information provided by the landowners has been used to help inform this report and Development Contribution Plan 4. This report forms parts of Scheme Amendment No. 102 initiated by the City that will be subsequently advertised for public and further Owner feedback prior to its formal adoption and incorporation into Town Planning Scheme No.4.

The plan will operate in accordance with the provisions of Development Contribution Plan 4 in Schedule 9b and applicable provisions of Part 5A of the Scheme. Where the provisions of Development Contribution Plan 4 are inconsistent with the provisions of Part 5A of the Scheme, then the provisions of Development Contribution Plan 4 in Schedule 9B prevail to the extent of any inconsistency.

This report should be read in conjunction with Development Contribution Plan 4 in Schedule 9b of the Scheme.

2. OVERVIEW

2.1 Development Contribution Area

The Development Contribution Area is shown on Scheme Special Control Area Map 3 as Development Contribution Area 4 and is commonly known as the Anstey Keane Precinct, Forrestdale. The area is bound by Keane Road to the north-east, Armadale Road to the south and Bush Forever Site No. 342 to the north-west.

Development Contribution Plan 4 is intended to apply to all land within the Anstey Keane Precinct which is capable of development. Owners are required to contribute to infrastructure that is attributable to the subdivision and development of the precinct and their land.

Effective urbanisation within the Precinct requires the cost efficient provision of infrastructure and facilities, such as utilities, roads, open space and sporting and community facilities. This physical and social infrastructure greatly benefits the standard of living, mobility and lifestyle choices of the community.

DCPs enable a user pays approach to the provision of required infrastructure and facilities under a need and nexus approach. Items included in DCPs have a connection between development and the demand created by the development.

Landowner contributions shall be made through monetary payment or, at the discretion of the City, offset by undertaking works-in-kind or ceding land. The requirement to provide a contribution is triggered by the development or subdivision process.

DCP costs have been distributed either:

- a) over entire Anstey-Keane Precinct, or
- b) over a defined precincts that reflect the Structure Plan precincts,

depending on whether the subject infrastructure item benefits all of the landowners or just those within the defined precinct, having regard to the principles underlying development contributions described in SPP 3.6.

2.2 Purpose

The purpose of this Development Contribution Plan 4 report is to:

- a) enable the application of development contributions for the development of new, and the upgrade of existing infrastructure which is required as a result of increased demand generated in the Development Contribution Area;
- b) provide for the equitable sharing of the costs of infrastructure and administrative items between Owners;
- c) ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the Development Contribution Area; and
- d) support the coordination and timely provision of infrastructure.

The Development Contribution Plan generally conforms to the Southern River Forrestdale Brookdale Wungong District Structure Plan, structure plans for the precinct and the local government's Community Infrastructure Plan (CIP), Local Planning Strategy, Corporate Business Plan and Strategic Community Plan.

2.3. Period of Plan

Development Contribution Plan 4 is proposed to operate for a period of 10 years from the date of gazettal of the town planning scheme amendment that introduces Development Contribution Plan 4 into the Scheme, by which time development within Development Contribution Area 4 is expected to be largely complete. The proposed timeframe aims to account for uncertainty regarding the staging and completion of subdivision and / or development across the whole precinct.

The local government may in the future need to consider extending the period of operation, through an amendment to the Scheme, in the event that growth does not occur as rapidly as expected, or if new growth areas occur. The local government may also terminate Development Contribution Plan 4 earlier, through an amendment to the Scheme, if growth occurs quicker than expected and all contributions have been settled. All land within Development Contribution Area 4 is subject to the requirements of the Development Contribution Plan 4 until the plan expires or is revoked or terminated.

The City is committed to providing the Infrastructure items, including the acquisition of land for Infrastructure, as soon as feasible taking into considering the rate of development and funds collected in Development Contribution Plan 4.

2.4. Application Requirements

Where a subdivision, strata subdivision or development application or an extension of land use is lodged which relates to land to which Development Contribution Plan 4 applies, the local government shall have regard to the provisions of the plan in making a recommendation on or determining that application.

2.5. Principles

As per State Planning Policy 3.6, Development Contribution Plan 4 has been prepared in accordance with the following principles:

1. **Need and Nexus**; the need for the infrastructure included in the plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus). The Local Government's planning for the draft Community Infrastructure Plan has identified the need for new community infrastructure resulting from projected growth of the Anstey Keane Precinct.
2. **Transparency**; both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer. The Development Contribution Plan, by incorporating calculation equations that form part of the scheme, ensures that the methodology for calculating contributions is clear, transparent and relatively simple.
3. **Equity**; development contributions should be levied from all developments within a Development Contribution Area, based on their relative contribution to need. The Development Contribution Plan is proposed to be applied fair and reasonably to all development within the Anstey-Keane Urban Precinct in accordance with the Development Contribution Plan.
4. **Certainty**; all development contributions should be clearly identified and methods of accounting for escalation agreed upon at the commencement of a development. The infrastructure to which contributions are required is set out in the Development Contribution Plan, along with the methodology for calculating an owner's contributions. Accounting for the escalation or reduction of costs over time is set out in the Development Contribution Plan Report and will be based on advice from suitably qualified persons in the preparation of cost estimates.
5. **Efficiency**; development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs. The infrastructure items included in the Development Contribution Plan have been carefully considered against the Local Government's ability to fund the recurrent operational costs and the infrastructure is proposed to be included in the City's Long Term Financial Plan.
6. **Consistency**; development contributions should be applied uniformly across a Development Contribution Area and the methodology for applying contributions should be consistent. A consistent methodology has been applied to the calculation of contributions across the Development Contribution Area, along with the identification of infrastructure. In Development Contribution Plan 4 the cost of all items are apportioned over the entire Development Contribution Area other than the Costs of Precinct 2 Local Drainage and POS – Baileys Branch Drain Realignment with these costs apportioned only over Precinct 2 where the appropriate need and nexus exists for this item.
7. **Right of Consultation and Arbitration**; land owners and developers have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe the calculation of contributions is not reasonable. The Local Government is required to undertake public consultation as part of the Scheme Amendment process. Development Contribution Plan 4 also includes a review process that includes requirements on the Local Government to consult with an owner affected by the review and invite such an owner to submit comments. Pre-consultation with developers occurred when Development Contribution Plan 4 was being prepared with developers submitting the initial draft of Development Contribution Plan 4 for the City to consider.
8. **Accountable**; there must be accountability in the manner in which development contributions are determined and expended. The Local Government is accountable for both determination

and expenditure of development contributions under the provisions of the scheme. In this regard, the Development Contribution Plan provides review process, the Local Government may only expend funds for the purpose of carrying out administration and infrastructure items identified in the Development Contribution Plan, and the Local Government is required to undertake an annual audit of accounts.

3. INFRASTRUCTURE ITEMS

3.1 Community Infrastructure - Sporting and Community Facilities - Senior Size Playing Field - Land Acquisition

3.1.1 Proposal

The City's CIP, including its updates and interim reviews, classifies the facilities required to service the City's population over the next twenty years through a detailed analysis of population growth and settlement patterns, community profile and trends, existing community facility provision, facility service catchments and locally appropriate facility provision standards.

Appropriate justification for the Sporting and Community facilities proposed for development within the Anstey Keane Precinct is provided in this report and previous reports to Council and will be the basis for consideration of an update to the City's CIP and LTFP.

A local level senior sized playing field and multiple use community and sporting facility will be required to serve the needs of the proposed Anstey Keane Precinct. More specifically, a sporting and recreation open space with one senior sized playing field and multiple use community and sporting buildings and structures and associated facilities.

The development includes land acquisition, construction of the playing field and multiple use sporting and community pavilion centre, and the construction of associated supporting infrastructure and structures such as sports lighting, landscaping, paths, car parking, play spaces, multiple games area, practice cricket nets and seating.

3.1.2 Need and Nexus

Fit-for-purpose community infrastructure is an important element of a community's urban fabric and quality of life. Community infrastructure has the ability to enhance sense of place, contribute to the built form, provide physical activity and recreation opportunities, improve community cohesion and create safer neighbourhoods. The provision of quality community infrastructure is particularly important in new developments such as the Anstey Keane Precinct where higher density smaller lots will be prominent and there is a greater reliance on community spaces to accommodate activities that were previously accommodated within private properties.

The following analysis provides further justification for the provision of local level community infrastructure within the Anstey Keane Precinct. The need for community infrastructure is based upon standards of provision within City of Armadale's CIP 2011-2031 (2010) and the Western Australian Planning Commission's Liveable Neighbourhoods Policy (2015). The standards derived from these documents have been applied to the urban development within the Anstey Keane Precinct to determine the community infrastructure required.

3.1.2.1 Demographic Profile

The Anstey Keane Precinct is set to yield between 1,300 and 1,400 dwellings which when applying the average forecast household size of similar City of Armadale growth areas (3.12 persons per dwelling {Informed Decisions, 2016. Average Household Size Study}), equates to a population of between 4,056 and 4,368.

The Anstey Keane Precinct is located within the suburb of Forrestdale which in 2016 had a population of 1,115 persons living in 428 dwellings. By 2036, the Forrestdale population is forecast to grow to 5919. This constitutes an increase of over 400% and the population growth within Forrestdale is attributable to the Anstey Keane Precinct. Therefore, it is important that adequate and fit-for-purpose community and sporting infrastructure is delivered within the precinct in response to development of the Precinct and to cater specifically for the Precinct's future community.

3.1.2.2 Site Context

The Anstey Keane Precinct is bound by Armadale Road, Keane Road, Forrestdale Business Park, and Bush Forever site No. 342. Armadale Road is a Primary Regional Road in the MRS with an average daily traffic count of 19,377 vehicles and Keane Road is expected to cater for high industrial traffic volumes as the Forrestdale Business Park develops. Both roads are significant transport routes. Due to the size and heavy vehicular transport focus of both roads, they create barriers around the Anstey Keane Precinct resulting in poor pedestrian legibility and accessibility in and out of the precinct. In order to provide the future Anstey Keane community with accessible community infrastructure, it should be located within the Anstey Keane Precinct.

3.1.2.3 Existing Community Infrastructure

Analysis found that sporting provision in the surrounding suburbs of the Anstey Keane Precinct was at capacity and could not accommodate additional growth. The closest existing community infrastructure to the Anstey Keane Precinct is the Forrestdale Sports Hub (Alfred and William Skeet Playing Fields) located south of Armadale Road. The sports clubs and relevant playing fields within the Hub are reaching capacity, and are unable to accommodate the Anstey Keane population growth forecast in the Precinct.

In addition to the Hub reaching capacity, its distance and separation by Armadale Road to the Anstey Keane Precinct restricts its ability to meet the needs of the future Anstey Keane Precinct community.

3.1.2.4 Anstey Keane Population Demand

Future population growth within Forrestdale can be attributed almost solely to the Anstey Keane precinct. Given the location of the precinct and inability of existing infrastructure to cater for an increased population demand, adequate and fit for purpose community infrastructure must be provided within the precinct.

The City provides major community infrastructure such as open space and community buildings through a variety of mechanisms including development contributions. Community infrastructure also relates to smaller scale community infrastructure such as play spaces, shared use pathways and recreation open spaces.

The City's CIP 2011-2031 together with the Western Australian Planning Commission's Liveable Neighbourhoods Policy drives the requirements for major community infrastructure within the

municipality. The Community infrastructure Plan 2011-2031 categorises community infrastructure into four distinct levels:

| Hierarchy | Population Catchment | Distance Catchment |
|-----------|------------------------------|------------------------|
| Local | 5,000 people | 3km/5 minute drive |
| District | 5,000- 20,000 people | <5km/5-10 minute drive |
| Municipal | Entire City of Armadale | Entire City |
| Regional | Beyond the City's boundaries | Beyond boundaries |

The Anstey Keane Precinct forecast population of 4,000 to 5,000 people will require community infrastructure on a local level.

3.1.3 Scope

The community infrastructure required within the Anstey Keane development has been established through the application of benchmarks and criteria set out within the City's Standards of Provision for Community Infrastructure. The Standards of Provision for Community Infrastructure requires the provision of a local level senior sized playing field (including an associated sports pavilion and change rooms) and a local level community centre at a ratio of 1: 4 000 persons. The required community infrastructure to be located within the site includes:

3.1.3.1 Infrastructure Item 1a - Sporting and Community Facilities - Senior Size Playing Field - Land Acquisition

Full costs to acquire land for a minimum of 4.9ha of Public Open Space at a location approved by the City within Development Contribution Area 4.

Given the concentration of Public Open Space that was needed to provide the Sporting and Community Facilities, this item is partly in lieu of the 10% POS contribution and helps deliver an equitable Public Open Space outcome over the Precinct.

3.1.3.2 Infrastructure Item 1b - Sporting and Community Facilities - Senior Size Playing Field – Construction

Full costs to construct a minimum of 4.9ha of public open space, including a senior sized multi use playing field area, to the specifications and dimensions approved by the City and at a location approved by the City within Development Contribution Area 4, minus contributions from other sources if and when they become available and including, fill and earthworks; service relocation or reconfigurations; sports flood lighting to Australian Standards; irrigation; drainage; turf; landscaping; toilets; off-street car parking; cricket nets; multi-use games area; play space; shelters; 1.0m of perimeter road pavement widening and on-street car bays; technical reports; project management; design; and other associated project costs.

3.1.3.3 Infrastructure Item 1c - Sporting and Community Facilities - Sporting and Community Buildings and other Structures – Construction

Full costs minus contributions from other sources if and when they become available to construct sporting and community facilities to a scope and specification approved by the City at the public open space included under Infrastructure items 1a and 1b, including a multi-use community and sporting facility with a minimum 1200m² floor area and including, Club Rooms; Activity / Function Spaces; Meeting Rooms; Kitchen Facilities; Kiosk; Bin Store; Car parking; Change Rooms & Toilets; Umpire

Room; First Aid Room; Internal Storage Spaces; External Storage Spaces; Covered Terrace and Veranda Areas; Technical reports; Project management; Design; and other associated project costs.

3.2 Movement Network – Anstey Road Widening and Construction

3.2.1 Proposal

Currently Anstey Road is a local road (classified as an Access Road) providing local access within the Anstey-Keane Precinct. It is constructed as a single carriageway, two-lane rural road. Discussions between the Metropolitan Redevelopment Authority and City of Armadale in relation to the Forrestdale Business Park West, has seen agreement to Anstey Road being closed off south of Keane Road, to avoid industrial traffic travelling through the urban precinct.

Preliminary analysis of future traffic volumes indicates that about half the length of Anstey Road, north of Armadale Road (up to the southern boundary of the proposed primary school site) is likely to carry more than 3,000vpd. Consequently, this section will be upgraded to Neighbourhood Connector A (NCA) standard. Anticipated volumes diminish from this point, to less than 1,000 vpd, to the point where Anstey Road is to be closed off.

The scope of works for this infrastructure item has been undertaken for the portion of Anstey Road which extends from Armadale Road to the primary school site.

3.2.2 Need and Nexus

The upgrading of Anstey Rd is a requirement of the urban development of the Anstey-Keane Precinct based on traffic modelling undertaken for the Precinct.

3.2.3 Scope

The following works apply to the section of Anstey Road which extends from Armadale Road to the Primary School site:

- Land acquisition for 1.45m of road widening on each side of the road;
- Construction to a Neighbourhood Connector A standard;
- 2 x roundabouts (RAB);
- Landscaping;
- 1.8m Footpath on eastern side (2.5m shared path on western side included under separate item);
- Relocation of Services, including Water Reticulation (excludes Serpentine Canning Link Main DN1400), Atco Gas Main (excludes High Pressure Gas Main) and Telstra;
- Closure and landscaping of redundant portion ;
- Undergrounding of power lines adjacent to playing field (undergrounding of the remainder of the powerlines is to be funded by abutting developers).

3.3 Movement Network – Keane Road Widening and Construction

3.3.1 Proposal

The Keane Road intersection treatments comprise of a round-about at Allen Road and a left-in left-out intersection further north. The roundabout at Allen Road is to be constructed by Metropolitan Redevelopment Authority (MRA) / LandCorp. A contribution from DCA 4 is required towards both

intersection treatments to cover the improved standard generated by increased vehicle movements from the Precinct.

3.3.2 Need and Nexus

Keane Road will be used by vehicles from the Anstey-Keane Precinct based on traffic modelling undertaken for the Precinct. Refer to traffic modelling for Anstey-Keane Precinct.

3.3.3 Scope

A fixed maximum contribution to the Keane Road intersection, including the acquisition of land at Lot 43 Keane Road Forrestdale for road widening.

3.4 Movement Network – Shared Path Network

3.4.1 Proposal

A shared path network is required to connect future residents with community infrastructure (school and open space) within the Anstey Keane Precinct and externally, as identified on the attached Shared Use Path Plan. The shared path will be located within the pipeline corridor through to Armadale Road and within the relocated Bailey's Drain Corridor, also extending to Armadale Road. Shared paths will also be constructed as part of the Neighbourhood Connector road network.

3.4.2 Need and Nexus

The need is generated by the residential subdivision and development of the Anstey Keane Precinct. The path network is required to provide access to key destinations within the precinct and to the wider area via Armadale Road PSP and Keane Road and for enhanced amenity for the areas future community. The network has been designed to provide an easily legible and convenient loop within the precinct and direct access onto the external network and provides for a network over constrained and fragmented land.

3.4.3 Scope

A 2.5m – 3.0m wide shared path as detailed in the attached Shared Use Path Plan.

3.5 Drainage – Local Precinct Drainage and POS

3.5.1 Proposal

In the course of the preparation of a structure plan and accompanying LWMS for this Precinct it became evident that a coordinated POS, drainage and earthworks strategy was required to facilitate subdivision and development, including reconfiguration of the existing Water Corporation Bailey's Branch Drain to accommodate drainage and integration within a residential environment. This resulted in the preparation of a structure plan, supporting concept plan and technical reports which consolidated the 1 year, 5 year and 100 year stormwater events within a generally 30m - 40m wide Baileys Branch Drain corridor which widens further in some areas to accommodate drainage requirements from within the structure plan area. This has created an unequal distribution of POS and drainage areas across Precinct 2.

In the absence of a coordinated POS and drainage strategy, there is a risk that numerous, small, unusable areas of POS will be provided by individual landowners and the existing Water Corporation Bailey's Branch Drain will be retained in its current unsatisfactory state for a residential development. The DCP represents an opportunity to help deliver a more equitable approach to POS and drainage for the benefit of the future development of the entire precinct.

Within precinct 2 the majority landowner is the Department of Housing which is developing the land in partnership with developer LWP. The DoH / LWP landholdings accommodate the bulk of the POS and drainage required to serve Precinct 3, which results in DoH / LWP over supplying POS and drainage and other lots not contributing POS and not needing to accommodate drainage onsite. In order to address this inequity, it is proposed that a mechanism is included within the DCP to reimburse Developers for their provision of drainage for Precinct 2 and its oversupply of POS.

In order to ensure a fair and equitable arrangement for the provision of land for POS and drainage in Precinct 2, it is proposed to include a requirement in DCP 4 for a contribution towards the realignment and construction of the Baileys Branch Drain within POS. The contribution towards this item is only proposed to come from landowners within Precinct 2, with POS in other precincts being dealt with and or distributed appropriately through structure planning.

3.5.2 Need and Nexus

Overall Precinct Public Open Space Requirements

It was demonstrated in the preliminary POS calculations for the Precinct (dated 14 November 18), that the following POS is to be provided within the overall Precinct based on a 10% requirement:

- Required POS (10%) – 8.47ha
- Unrestricted POS – minimum 80% - 6.78ha
- Restricted POS – maximum 20% - 1.69ha

POS Calculation

- A 4.91ha senior sized oval equates to approximately 5.8% unrestricted POS of the required 10% POS contribution for the overall Precinct.
- Each LSP area is therefore required to provide and develop 4.2% POS in addition to the senior sized oval which may consist of a minimum of 2.2% unrestricted POS and a maximum of 2% restricted POS, as determined by specific site characteristics.

As detailed in the LWMS, there is a need to consolidate land along the realigned Bailey’s Branch Drain corridor to accommodate drainage for Precinct 2. The consolidation of this land will also help deliver a more useable multiple use corridor that will assist to enhance areas amenity for residents within the precinct.

3.5.3 Scope

A fixed maximum contribution towards the realignment and construction of the Baileys Branch Drain within a multiple use corridor located within Precinct 2 of DCA 4.

The contribution is based on the cost and development of land that would need to otherwise be provided on lots with a shortfall of Public Open Space located within Precinct 2 of DCA 4 as detailed in the table below:

| Lot | POS Deficit (m2) |
|--------|------------------|
| Lot 6 | 836 |
| Lot 8 | 84 |
| Lot 84 | 382 |

| | |
|-------------------|------|
| Portion of Lot 52 | 199 |
| Portion of Lot 52 | 175 |
| Portion of Lot 54 | 83 |
| Total | 1759 |

3.6 Waste Water Pump Station Land

3.6.1 Proposal

The Balannup WWPS – L – Type 90 is required to pump waste water from the whole of the Precinct. As the land requirement for pump stations is not included in the Water Corporations headworks charge, the Developers have requested that there be certainty on the funding of the site. Whilst not Local Government infrastructure, the WWPS is required to facilitate / allow subdivision and development.

3.6.2 Need and Nexus

The pump station is required to facilitate residential subdivision and development and will service the whole Anstey Keane Precinct. It will be located central to the Anstey Keane Precinct and accessible to all future subdividers, subject to arrangements to be made between landowners.

3.6.3 Scope

Land acquisition comprising of 1,483m² for a WWPS.

4. ESTIMATED COSTS

4.1. Infrastructure Costs

The estimates outlined in this report are current estimates verified by suitably qualified persons. The following table outlines the cost estimates for the respective infrastructure:

| |
|--|
| 1a Community Infrastructure |
| Item 1a |
| Sporting and Community Facilities - Senior Size Playing Field - Land Acquisition |
| Cost |
| \$4,895,807 |
| Method of Provision |
| Works to be fully funded by the DCP and apportioned across whole of Anstey Keane Precinct. |
| Sources |
| OPC HTW January 2019 |

OPC MMJ January 2019

1b and 1c Community Infrastructure

Item 1b and 1c

Sporting and Community Facilities - Senior Size Playing Field Construction & Sporting and Community Buildings and other Structures Construction

Cost

\$9,141,574

Method of Provision

Works to be fully funded by the DCP and apportioned across whole of Anstey Keane Precinct.

Sources

Rider Levett Bucknall Indicative Cost Estimate – January 2019
City of Armadale Technical Services, Community Services and City Projects

2a Movement Network

Item 2a

Infrastructure Item – Movement Network – Anstey Road Widening and Construction

Cost

Land Acquisitions: \$306,910

Construction: \$3,480,334

Method of Provision

Works to be fully funded by the DCP and apportioned across whole of Anstey Keane Precinct.

Sources

JDSi Indicative Cost Estimate – October 2018
OPC HTW January 2019
OPC MMJ January 2019

2b Movement Network

Item 2b

| |
|--|
| Infrastructure Item – Movement Network – Keane Road Widening and Construction |
| Cost Land Acquisition: \$25,911.00 Contribution to Construction of Roundabout: \$76,283.00 |
| Method of Provision The contribution is to be fully funded by the DCP and apportioned across whole of Anstey Keane Precinct. |
| Sources JDSi Indicative Cost Estimate – October 2018 LWP / Cedar Woods Collaborative Response dated 31/01/2019 including Transcore Assessment OPC HTW January 2019 OPC MMJ January 2019 |

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| 2c Movement Network |
| Item 2c Infrastructure Item – Movement Network – Shared Path Network |
| Cost \$718,053.24 |
| Method of Provision Works to be fully funded by the DCP and apportioned across whole of Anstey Keane Precinct. |
| Sources City of Armadale Technical Services |

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|--|
| 3a Drainage |
| Item 3a Infrastructure Item – Local Precinct Drainage and POS – Baileys Branch Drain Realignment |
| Cost \$278,573.00 |
| Method of Provision |

A fixed maximum contribution only apportioned across Precinct 2 only of the Anstey Keane Precinct.

Sources

Emerge Associates - Landscape Preliminary Order Of Cost – October 2018
OPC HTW January 2019
OPC MMJ January 2019

4a Utilities

Item 4a

4a Infrastructure Item – Utilities – Waste Water Pump Station Land

Cost

Land Acquisition: \$149,867.53

Method of Provision

Land Acquisition to be fully funded by the DCP and apportioned across whole of Anstey-Keane Precinct.

Sources

OPC HTW January 2019
OPC MMJ January 2019

4.2 Administration Costs

Administration Costs as specified in the Infrastructure Cost Schedule associated with administering Development Contribution Plan 4 including but not limited to: legal expenses, valuation fees, design costs, estimation and certification of costs, audit fees, consultant and contract services, project management, financing costs including interest charges for loans, proportion of City staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court of Tribunal or arbitration or any compensation paid or payable for or in respect of the provision of any of the infrastructure, land or facilities included in the Plan, whether incurred before or after the incorporation of the Development Contribution Plan in Schedule 9B.

The local government may raise loans for the purpose of providing the finance necessary for the implementation of Infrastructure Works at a timing and order of prioritisation determined by the local government with any interest or charges incurred in raising loans or carrying out such work deemed to be an Administration Cost.

4.3 Acquisition of Land for Common Infrastructure Works

4.3.1 Valuation Provisions Information

The provisions of Clauses 5A.9.2 to 5A.9.6 of the scheme do not apply to Development Contribution Plan 4. The following variations apply to the acquisition of land for Infrastructure Works, calculation of costs and valuation of land within Development Contribution Area 4.

4.3.2 Compulsory Acquisition

Where land has been compulsorily acquired and a lawful claim for compensation has been served on the Council, the Council may claim compensation for betterment under Section 184 of the Planning and Development Act 2005 and the value attributed to the betterment of the land the subject of the claim shall be set off against any compensation otherwise payable to the claimant under the Land Administration Act 1997 or any re-enactment of its provisions related to compulsory acquisition and compensation.

4.3.3 Assessed Value

- a) The Council may at any time ascertain the value of any land in Development Contribution Plan 4 for the purpose of estimating infrastructure costs, payments and cost contributions.
- b) If it is necessary, for any purpose to ascertain the value of any land, such value should be determined by two licensed valuers appointed from time to time by the local government herein referred to as “the Valuation Panel”. The members of the Valuation Panel may confer as to value, and if they are unable to arrive at a consensus value, they shall confer with the Chief Executive Officer of the local government (“CEO”) or the officer to whom the CEO delegates that function from time to time. If the valuers with the officer cannot arrive at a consensus value then the officer shall select a value which represents the median value between the two values nominated by the valuers on the Valuation Panel and will be advertised under the next following paragraph (c) (“the Assessed Value”).
- c) The Valuation Panel may determine more than one Assessed Value in the Development Contribution Plan area, where the local government or the Panel identifies that there are significant differences in land values within Development Contribution Area 4.
- d) As soon as possible after the Assessed Value or Assessed Values have been ascertained it should be advertised for a period of not less than 28 days to allow for submissions to be made in regard to the proposed Assessed Value or Assessed Values. Assessed Values may be advertised concurrently as part of a Development Contribution Plan 4 review carried out in accordance with Clause 4.9.1 of Development Contribution Plan 4 in Schedule 9B of the Scheme.
- e) An owner who lodges an objection under this clause shall submit with the objection supporting evidence from a suitably qualified person in the specific field being objected to.
- f) The local government shall as soon as possible consider all submissions made on an Assessed Value and may refer any submission to the Valuation Panel for comment, but where a submission is accompanied by expert valuation advice based on the valuation principles contained in Development Contribution Plan 4, it should be referred by the local government to the Valuation Panel for comment.

- g) Having considered the submissions and any comment from the Valuation Panel, the local government shall fix upon the Assessed Value or Assessed Values to be applied under Development Contribution Plan 4 and Infrastructure Cost Schedule until the next Assessed Value or Assessed Values has been determined.
- h) It is intended that any Assessed Value or Assessed Values should apply for no more than 13 months but while an Assessed Value remains current it shall stand as the value of land within Development Contribution Plan 4 and Infrastructure Cost Schedule for all purposes under Development Contribution Plan 4 and Part 5A of the scheme and the Infrastructure Cost Schedule.
- i) Where land is ceded or acquired for a Infrastructure Work, otherwise than by compulsory taking, for the purpose of determining the amount to be paid to the owner from whom the land is acquired, the value of the land shall be calculated according to the same Assessed Value as was applied to the Cost Contribution paid or payable by that owner on the clearance by the local government of the subdivision of land in the same deposited plan as contains the land acquired.

4.3.4 Valuation Principles

In ascertaining the Assessed Value or Assessed Values under Development Contribution Plan 4, all land shall be valued in its broad acre form as depicted on 1 January 2019, ignoring any services or infrastructure provided in accordance with the provisions of the relevant Structure Plan and applying the following principles:

- i. regard is to be had to the land classifications and zonings existing at the date of valuation;
- ii. the date of valuation is to be the date on which the local government nominates;
- iii. ignoring any improvements or works on the land;
- iv. the land should be valued without regard to the Infrastructure work and the purpose for which the land is acquired shall not be taken into consideration;
- v. in selecting relevant sales evidence, regard should be had first to values derived from land in the same area, and if there is not adequate evidence, from nearby or similar land in the area, in priority to any other sales evidence;
- vi. the method of valuation shall otherwise be in accordance with normal fair market valuation principles.

4.3.5 Variance and Solatium

- a) When calculating or reviewing Contribution Costs and the Infrastructure Cost Schedule, the local government will have regard to the value of the land required for Infrastructure Works and include an amount of 10% over and above the Assessed Value of such land, to ensure that the local government has or will receive sufficient funds in Development Contribution Plan 4 account to acquire land for Infrastructure Works to meet its obligations for appropriate payment to such owners, and ensure the Infrastructure Works can be completed in a manner that minimises the need for external borrowing. The local government may also apply a further amount above the Assessed Value to recognise any compulsory taking of land, compensations and/or acquisition of structures.

- b) Where land is acquired in the circumstances contemplated in subclause 4.3.3(i) of this Report, the Council shall pay to the owner an additional amount not more than 10% of the amount calculated under that Clause.

4.3.6 Acquisition Prior to Gazetta

Where land required for Infrastructure Works is ceded to the Crown or acquired by the local government prior to the Minister granting final approval and publication of the Development Contribution Plan 4 Amendment in the Government Gazette, the appointment of the Valuation Panel by the local government under of Development Contribution Plan 4, or adoption of the Infrastructure Cost Schedule by the Council, the land shall be valued in accordance with the clauses 4.3.1 to 4.3.5 of this Report by the Valuation Panel and the date of valuation shall be the date the land for the Infrastructure Work is acquired by the local government or the local government issues its clearance to the deposited plan that contains the Infrastructure work land, whichever is the earlier.

5.0 METHOD FOR CALCULATING CONTRIBUTION

5.1 Approach

Contributions for infrastructure items will be calculated on a Developable Area (HA) basis.

5.2 Cost Contribution Calculation

The contribution to be made by each Owner to the implementation of the Infrastructure and Administration Costs shall be a Cost Contribution, based on a per hectare basis calculated by the Local Government as follows:

Infrastructure Items per hectare calculation

- a) Calculation for entire Development Contribution Area base rate

Infrastructure Items per hectare base rate calculated as follows:

Cost of infrastructure items where the costs are to be shared across the entire Development Contribution Area 4 as detailed in the Infrastructure Cost Schedule + (plus) Administrative Costs / (divide) total Developable Area (ha) for Development Contribution Area 4.

- b) Calculation for additional rate for part areas within Development Contribution Area 4

Infrastructure Items per hectare additional rate calculated as follows:

Cost of infrastructure items where the costs are to be shared across part of Development Contribution Area 4 as detailed in the Infrastructure Cost Schedule / (divide) total Developable Area (ha) for the part of Development Contribution Area 4 over which the costs are to be shared.

5.4 Cost Contribution Due

The Cost Contribution due by owners shall be based on the Developable Area of an owners land parcel and calculated as follows:

1. Cost Contribution due for the entire Developable Area within Development Contribution Area 4:

Developable Area (ha) of an owners land parcel x (multiply) Infrastructure items per hectare base rate

2. Additional Cost Contribution due for parts of the Development Contribution Area 4 where an additional rate applies as specified in the Infrastructure Cost Schedule calculated as follows:

Developable Area (ha) of an owners land parcel where an additional Cost Contribution applies x (multiply) Infrastructure items per hectare additional rate

6.0 PRIORITY AND TIMING OF INFRASTRUCTURE

In relation to community infrastructure, thresholds inform when the provision of such infrastructure will occur and are important in ensuring that residents to a new growth area have access to a certain level of infrastructure. Therefore, the population threshold that indicates when construction begins will be clarified during the initial planning and development stages of a community. The timing for whole or part construction should be based on the following broad thresholds:

- When 30 per cent of the forecast lots have been created in the catchment, local and neighbourhood level facilities will, at a minimum, be in the design phase; and
- When 50 per cent of the forecast lots have been created in the catchment, district facilities will, at a minimum, be in the design phase.

In the instance where growth far exceeds forecasts in new development areas where there is no existing community infrastructure, the development of core community infrastructure such as community centres/sports pavilions and sports playing fields should be prioritised. It is imperative that new communities in isolated development areas have access to community infrastructure to assist in develop a sense of belonging and community cohesion.

It is anticipated that infrastructure other than community infrastructure will be prefunded by developers and constructed as development progresses, with consideration being given to Anstey Road and the Waste Water Pumping Station land as initial infrastructure items. The City may still consider and enter into arrangements with Developers regarding the prefunding of community infrastructure.

Attached is a Forward Financial Plan for DCP 4 based on some general assumptions and information provided by developers at the time this report was prepared. The Forward Financial Plan provides an indication on the priority and timing of Infrastructure. Notwithstanding, the Local Government will use its best endeavours to provide Infrastructure, including the acquisition of land for Infrastructure, as soon as necessary and possible. The DCP 4 Forward Financial Plan will accordingly be reviewed at least annually taking into consideration the rate of development in Development Contribution Area 4, costs to date, availability of land, funds collected in Development Contribution Plan 4, the need for infrastructure and other applicable forecasting, including the Local Government and Developers ability to prefund infrastructure.

7.0. PAYMENT OF CONTRIBUTION

7.1 Liability for Cost Contributions

An Owner's liability to pay the Owner's Cost Contribution to the local government arises as per Clause 5A.5 of the Scheme.

7.2 Credits for Infrastructure

Upon application from an Owner and at the discretion of the Local Government, a credit may be recorded in respect to any Owner which if approved by the Local Government may be used as payment of future Cost Contribution required from that Owner or the Owner may apply for reimbursement, which shall be paid out without any interest payment, when the local government deems sufficient funds have accumulated to cover any such claims, the outstanding and anticipated Infrastructure Works costs are estimated to be fully recoverable from the anticipated future subdivision and development and having regard to the priority and timing of Infrastructure works. Where a credit has not been approved by the Local Government an Owner shall pay any Cost Contribution due direct to the City.

Where several subdividers have accumulated credits or outstanding reimbursements, the local government may satisfy refunds in staged payments in proportion to the credit amounts held by each subdivider.

7.3 Provision of Land for Infrastructure

Where the Infrastructure Cost Schedule includes a land component for a Common Infrastructure work on the relevant lot for which a Cost Contribution is due, an Owner shall cede to the Crown or transfer to the local government the required Common Infrastructure work land at the first stage of subdivision and/or development for that particular landholding or by prior agreement at an alternative date agreed by the local government. If the value of the land determined in accordance with Development Contribution Plan 4 exceeds the total Cost Contribution for that Owner, the excess value shall be attributed as a credit to the Owner.

7.2 Collection and Enforcement

The local government will collect and enforce the payment of contribution as per Clause 5A.6 of the Scheme. In addition to Clause 5A.6 of the Scheme, any overdue Cost Contribution shall be a liquidated debt due to the local government by the Owner of such land (including the subdivider of the land) and may be recovered by the local government in a court of competent civil jurisdiction.

7.3 Administration of Funds

The administration of funds by the local government will be as per Clause 5A.7 of the Scheme.

7.4 Shortfall in Cost Contributions

If there is a shortfall in the total of Cost Contributions will be considered as per Clause 5A.8.1.

7.5 Excess in Cost Contributions

Clause 5A.8.2 of the scheme does not apply to Development Contribution Plan 4. If there is an excess in the total of Cost Contributions when all Cost Contributions have been made or accounted for in the Development Contribution Area, the local government is to refund the excess funds to the contributing owners and or use all or some of the excess funds for improvements to infrastructure

included in Development Contribution Plan 4 and subject to agreement from the majority of the contributing Owners.

If, however, it is not reasonably practicable to identify Owners and their entitled amount of refund and consult with Owners, any excess in funds shall be applied to the provision of additional improvements to Infrastructure included in Development Contribution Plan 4.

The local government should make information publically available regarding any spend of excess funds.

7.6 Prior Cost Contributions Payments

Any stages of subdivision and/or development for which interim Cost Contribution payments have been made, in accordance with a Draft DCP and / or under an Interim Contributions Agreement made between the Local Government and an Owner and prior to this Development Contribution Plan 4 coming into effect, will be required to pay any additional Cost Contribution that may be required or be refunded any additional Cost Contribution paid, as if those interim payments had been made under the final Development Contribution Plan 4 gazetted as part of the Scheme.

8.0 PREFUNDING OF COMMON INFRASTRUCTURE WORKS

8.1 Application Required

An owner of land within the Development Contribution Area may, with the prior written approval of the local government, undertake implementation of any of the Infrastructure works referred to in Clause 4.3 of Development Contribution Plan 4. Where an owner wishes to undertake implementation of Infrastructure works, with the exception of land required for a Infrastructure work, the owner shall, before commencing to carry out such works, first lodge a prefunding application for the cost of the Infrastructure works with the local government, which reserves the right to review and accept or reject the prefunding application, and to permit or prevent the owner from carrying out the works until such time as the owner's prefunding application has been agreed. The local government will endeavour to respond to an owner's prefunding application within sixty (60) days.

8.2 Records and Disputes

If the local government agrees that an owner can pre-fund the Infrastructure works, the owner shall at all times maintain proper and itemised records of all relevant expenditure, including receipts and invoices and provide copies of the same to the local government on request. Where the cost of carrying out such works exceeds the amount of the prefunding application originally agreed to by the local government, the local government may accept or reject the additional cost or any part thereof.

Any dispute regarding the entitlement of the owner to additional reimbursement from the Development Contribution Area account, except for any land required for a Infrastructure work, shall in the first instance be discussed at a meeting attended by the Owner and local government representatives who shall endeavour to reach agreement.

Any dispute not settled at the meeting regarding the entitlement of the owner to additional reimbursement from the Development Contribution Area account, except for any land required for a Infrastructure work, shall be then referred to the arbitration of a single arbitrator in the manner provided by the Commercial Arbitration Act 1985 and if the parties are unable to agree upon the arbitrator he may be nominated by the President for the time being of the Law Society of Western

Australia (or its successor) on the application of any party. The arbitrator shall be bound by the provisions of Part 5A of the scheme, Development Contribution Plan 4 and the Infrastructure Cost Schedule.

8.3 Timeframe to Lodge Claim

An owner who undertakes pre-funded works or provides land for infrastructure should lodge a first and final claim for credit or reimbursement that includes relevant records within one year of completing the agreed works, unless agreed otherwise by the local government. If a claim for credit or reimbursement is not lodged within one year, the local government may determine that the time period for claiming credit or reimbursement has expired and it is no longer liable for payment of the prefunded works or land.

8.4 Treatment of Claim

Where the local government accepts a claim for a credit or an entitlement to re-imbursement for the carrying out the implementation of Infrastructure works, the local government shall record the extent of the claim and if necessary adjust the Infrastructure Cost Schedule accordingly or defer the adjustment to the next review undertaken as per of Development Contribution Plan 4.

8.5 Credit against Cost Contribution Due

Where an owner seeks a credit for a contribution to Infrastructure works (whether by the provision of land or the construction of any works) against their Cost Contribution liability and the local government has previously agreed to the carrying out of such works by that owner on that basis, then the credit to be given to the owner will be calculated on the basis of the cost agreed by the local government under Clauses 8.1 and 8.2 of this report provided the credit is sought before the period identified in Clause 8.3 of this report.

8.6 Refund of Excess Credits

Notwithstanding subclause 8.4 of this report, where an owner has pre-funded Infrastructure works and the credit allowed by the local government exceeds the obligation for payment towards Contribution Costs by the owner under Development Contribution Plan 4 and Infrastructure Cost Schedule, the owner should be refunded the excess after the local government has received sufficient contributions from other owners in Development Contribution Area 4 towards meeting the anticipated Infrastructure works and having regard to the priority and timing of Infrastructure works.

9.0 REVIEW

9.1 Timeframe

Development Contribution Plan 4 will be reviewed at least every 5 years from the date of gazettal or when considered appropriate having regard to the rate of development in the area since the last review and the degree of development potential still existing.

The estimated Infrastructure Costs, Assessed Values and Infrastructure Cost Schedule will be reviewed and updated at least annually. The Review will reflect changes in material prices, design costs, design requirements, specifications, labour requirements, Assessed Values and other expenditure associated with Development Contribution Plan 4 and actual and forecast future development patterns in the area. In some instances the costs will be indexed based on the Local Government Cost Index (LGCI) or another appropriate index and they may be reviewed and certified

by a suitably qualified person. The local government's priority and timing for infrastructure will also be reviewed at least annually.

9.2 Matters to be considered

The local government shall, at the time it reviews Contribution Costs and the Infrastructure Cost Schedule review:

- a) The estimated and actual cost of infrastructure;
- b) the remaining area of the Development Contribution Area which is capable of being developed;
- c) Assessed Values;

having regard for the actual lots produced in the Development Contribution Area since the last review, the remaining Infrastructure works, any amendments to Structure Plans and any other factors the local government considers relevant.

When calculating or reviewing cost for land required for Infrastructure Works, the local government will have regard to the value of the land required for Infrastructure Works and include an amount of 10% over and above the Assessed Value of such land, to ensure that the local government has or will receive sufficient funds in the Development Contribution Plan to acquire land for Common Infrastructure Works to meet its obligations for appropriate payment to such owners, and ensure the Infrastructure Works can be completed in a manner that minimises the need for external borrowing and also represents an offer of good will to such owner in exchange for their cooperation to acquire land required for Infrastructure Works. The local government may also apply a further amount above the Assessed Value to recognize any compulsory taking of land and/or acquisition of structures.

The local government, in reviewing the various elements pursuant to Clauses 9.1 and 9.2 of this Report, may revise or amend any of those elements and any Contribution Costs payable by an owner of land in the Development Contribution Area.

9.3 Advertising

Following a review of the Development Contribution Plan or Infrastructure Cost Schedule, including Assessed Values, the local government shall notify by way of public advertising the outcome of the review advising of the availability of details concerning the review and inviting comment. A period of no less than 28 days shall be allowed from the date such advertising commenced for an owner affected by the review to submit comments on the review.

Following the issue of the invitation to comment on the review, a period of 28 days shall be allowed from the date such advertising commenced for an owner affected by the review to object to the revision of Contribution Costs and any other finding of the review.

9.4 Treatment of Objections

- a) An owner who lodges an objection shall submit with the objection supporting evidence from a suitably qualified person in the specific field of the cost revision being objected to and can only object to those elements that have been altered as part of the review.

- b) Any objection received by the local government shall be:

- i. discussed at a meeting between suitably qualified representatives of the Owner and the local government who shall endeavour to reach agreement; then
 - ii. assessed and determined by the local government; and
 - iii. if the objecting Owner objects to the local government's determination it should be referred by the local government or Owner to the arbitration of a single arbitrator in the manner provided by the Commercial Arbitration Act, 1985. The arbitrator shall be bound by the provisions of Part 5A, Development Contribution Plan 4 and Infrastructure Cost Schedule.
- c) If the parties are unable to agree upon the arbitrator, the arbitrator may be nominated by the President for the time being of the Law Society of Western Australia (or its successor) on the application of any party. The costs of each party involved in the arbitration process will be borne by that party, however, in the case where the arbitrator believes an objection to be frivolous or where a party has unnecessarily frustrated the process of arbitration, the Arbitrator may at his discretion, award costs against the erring party.
- d) If objections are received under Clause 9.4 (b)(iii) of this Report the local government may adopt a revised Infrastructure Cost Schedule and Cost Contribution using a value being the average of that identified by the local government and by the Owner until such time as the arbitration is determined.
- e) When a dispute has been determined by arbitration under subclause 9.4 (b)(iii) of this Report, the Infrastructure Cost Schedule shall be amended in accordance with the decision of the arbitrator and the Cost Contribution per lot recalculated.
- f) Objections to advertised Assessed Values shall be dealt with under Clause 4.4.5 (d) of Development Contribution Plan 4 in Schedule 9B of the Scheme.

10.0 DEFINITIONS

Assessed Value means a land value obtained in accordance with the procedures described in clauses 4.4.5 to 4.4.6 of Development Contribution Plan 4.

Developable Area is defined as a total area of land minus land area deductions as detailed in the Development Contribution Plan 4 Infrastructure Cost Schedule. The Existing House Land deduction as noted in the DCP can be adjusted at the discretion of the City at the time when a Cost Contribution becomes due for a lot affected by such an Existing House Land deduction. Such an adjustment may be determined as necessary where an Existing House Land lot is subdivided or developed beyond the potential assumed in the Land Area Deductions summary. Such an adjustment will then be incorporated into the next review of the Development Contribution Plan 4 Infrastructure Cost Schedule.

Development Contribution Plan 4 means Development Contribution Plan 4 contained in Schedule 9B of the City of Armadale Town Planning Scheme No. 4.

Development Contribution Plan Report means a report appurtenant to the Scheme and Development Contribution Plan 4, and containing information and instructions on the operation of Development Contribution Plan 4, as periodically reviewed in accordance with Development Contribution Plan 4.

Infrastructure Cost Schedule means a schedule appurtenant to the Scheme and Development Contribution Plan 4, and containing the estimated cost of Infrastructure and Administration of Development Contribution Plan 4, contribution cost, land area deductions and land area summary, as periodically reviewed in accordance with Development Contribution Plan 4.

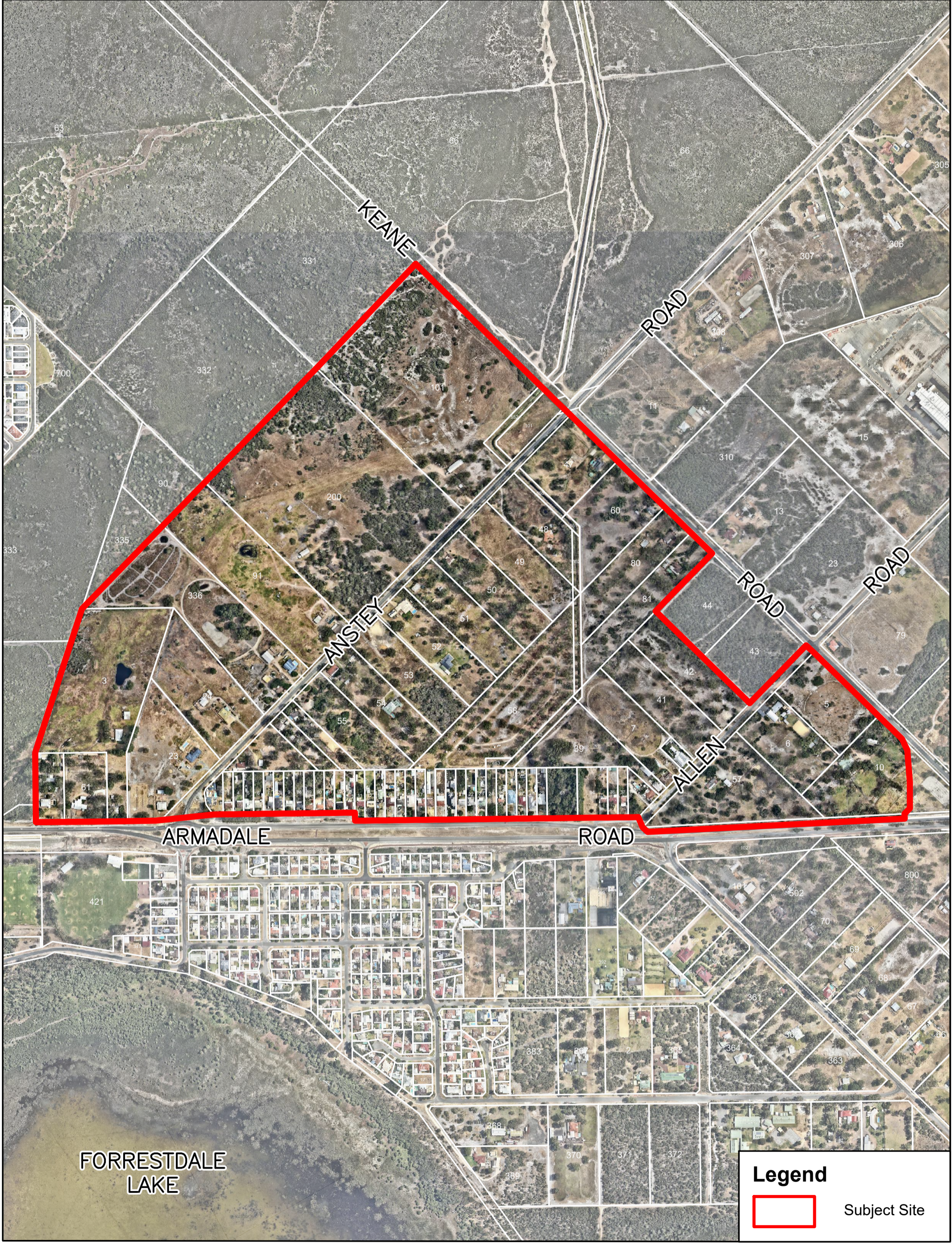
11.0 SOURCES

- a) State Planning Policy 3.6 Development Contributions for Infrastructure
- b) City of Armadale, 2013. Community Infrastructure Plan 2011-2031
- c) Informed Decisions, 2016. Average Household Size Study
- d) Informed Decisions, 2017. 2018 Estimated Residential Population: Forrestdale
- e) Informed Decisions, 2017. 2036 Population Forecast: Forrestdale
- f) Main Roads, 2018. Traffic Count Map
- g) Middle, Middle and Smith, 2015. Impacts of Decreasing Backyard Sizes in Perth Greenfields Developments: Full Research Report. Centre for Sport and Recreation, Curtin University
- h) Ward Thompson, Catharine 2011, Linking landscape and health: The recurring theme.
- i) Western Australian Planning Commission, 2015. Liveable Neighbourhoods

12.0 APPENDICES

- A. Location Plan and DCA 4 Plan
- B. Precincts and Deductions Plan
- C. Infrastructure Items Plan
- D. Infrastructure Cost Schedule
- E. Infrastructure Cost Estimates
- F. Infrastructure Concept Plans
- G. Shared Use Path Plan
- H. Initial Valuation Review
- I. DCP 4 Long Term Financial Plan

A. Location Plan and DCA 4 Plan



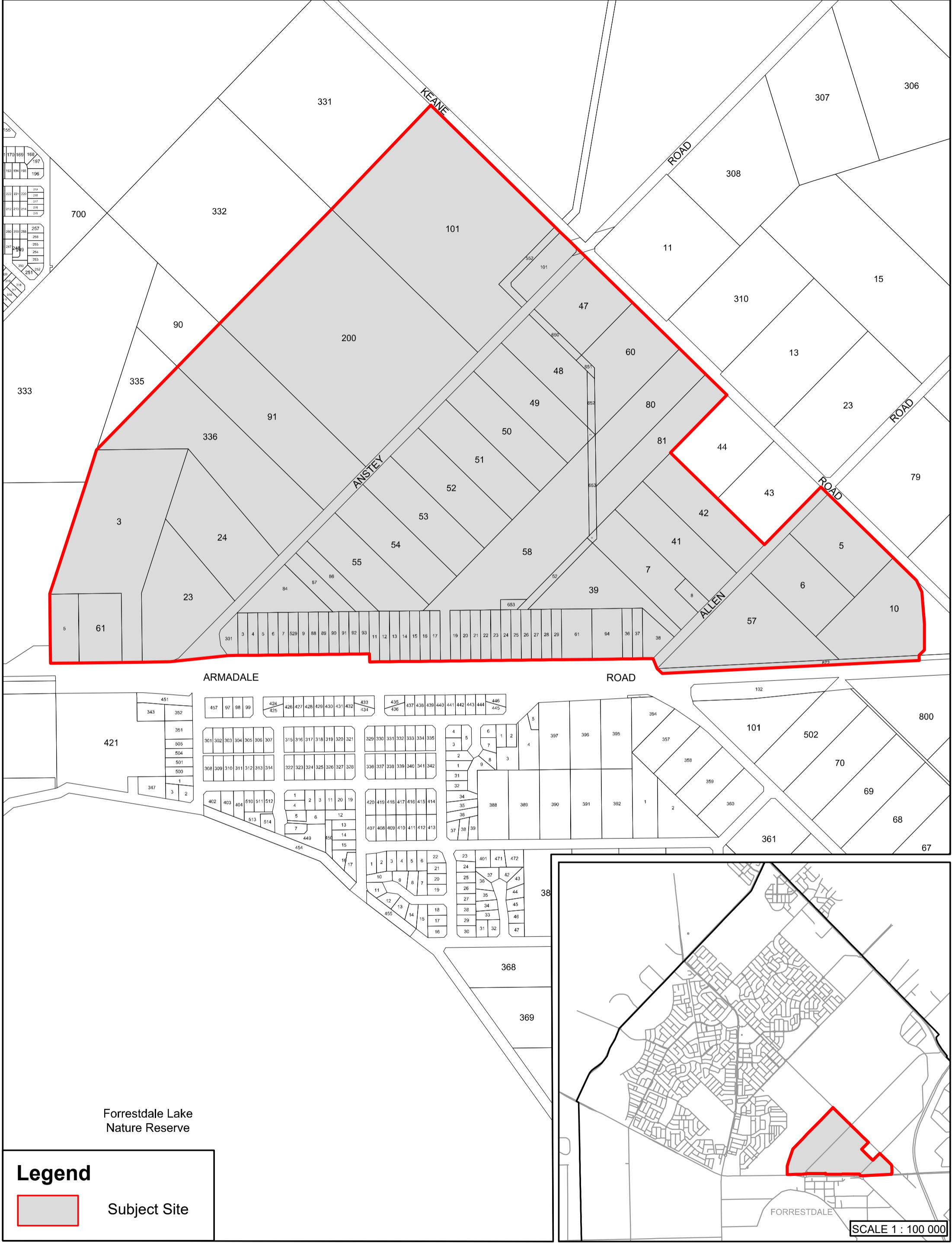
Legend

 Subject Site

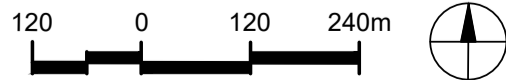
AERIAL PLAN
 Developer Contribution Plan No. 4
 Amendment No. 102



SCALE 1 : 12000



LOCATION PLAN
 Developer Contribution Plan No. 4
 Amendment No. 102

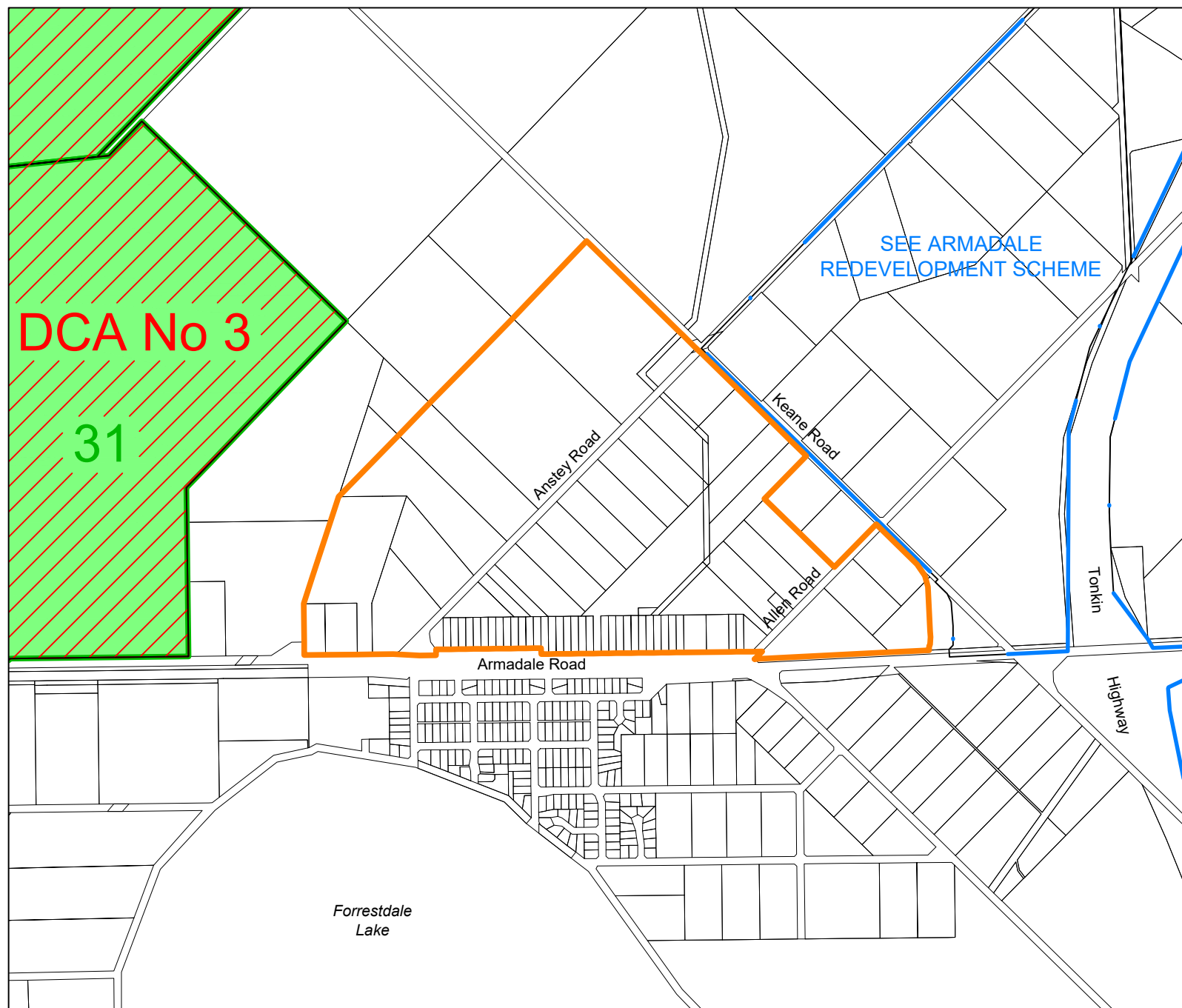


SCALE 1 : 12000







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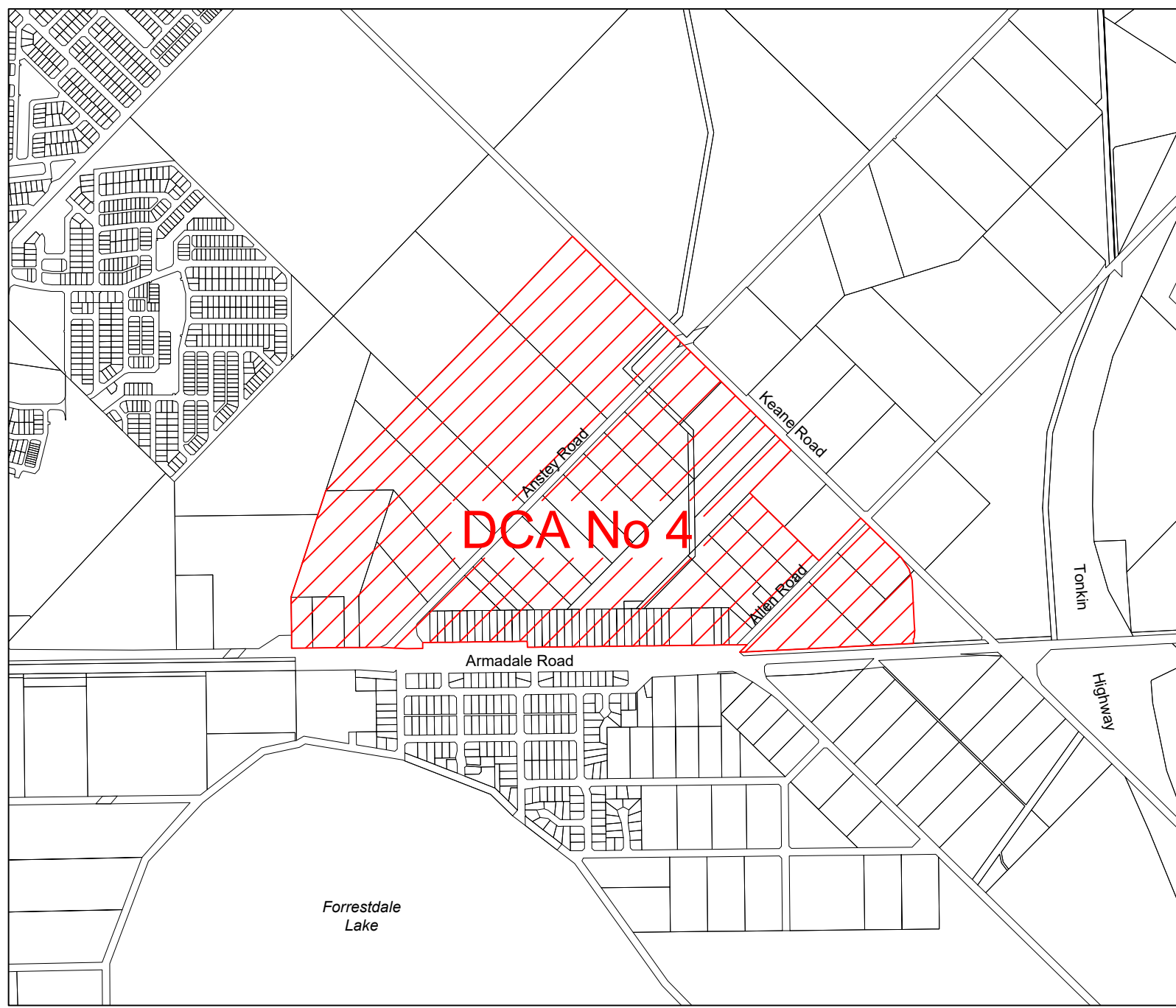
EXISTING ZONING - SPECIAL CONTROL AREA MAP 3



LEGEND

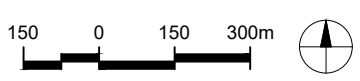
-  Development Area (Structure Plan) (Schedule 8)
-  Development Contribution Area (Schedule 9A & 9B)
-  Environmental Conditions (Schedule 6)
-  Armadale Redevelopment Area Boundary

PROPOSED ZONING - SPECIAL CONTROL AREA MAP 3



NOTE: The reservations are shown diagrammatically and do not purport to represent the road reservations shown in the Metropolitan Region Scheme and information in respect to road widening requirements for these roads should be obtained from the Department of Planning

AMENDMENT No. 102
City of Armadale Town Planning Scheme No. 4
Special Control Area Map 3



SCALE 1 : 15000

B. Precincts and Deductions Plan

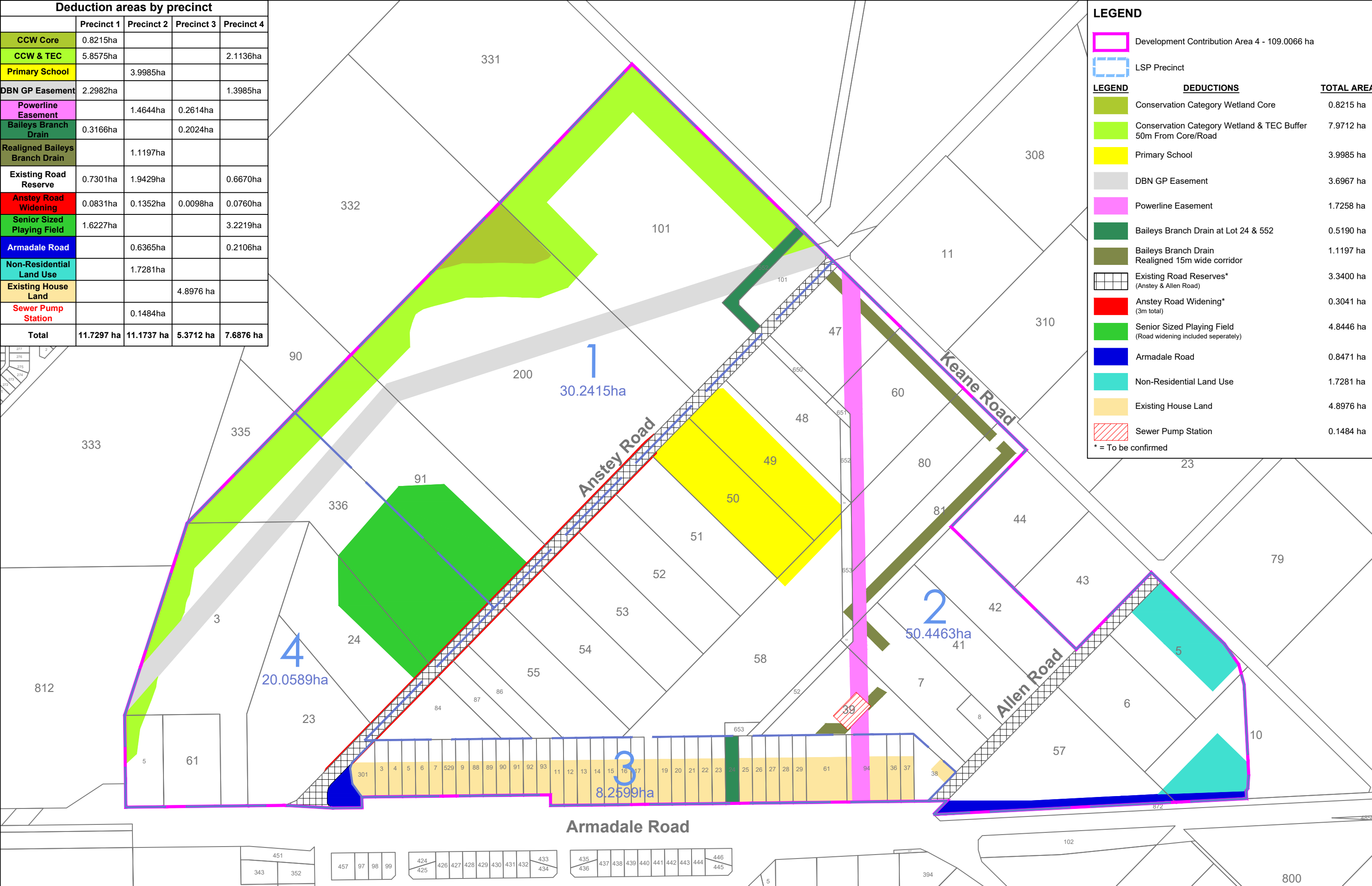
Deduction areas by precinct

| | Precinct 1 | Precinct 2 | Precinct 3 | Precinct 4 |
|---------------------------------------|-------------------|-------------------|------------------|------------------|
| CCW Core | 0.8215ha | | | |
| CCW & TEC | 5.8575ha | | | 2.1136ha |
| Primary School | | 3.9985ha | | |
| DBN GP Easement | 2.2982ha | | | 1.3985ha |
| Powerline Easement | | 1.4644ha | 0.2614ha | |
| Baileys Branch Drain | 0.3166ha | | 0.2024ha | |
| Realigned Baileys Branch Drain | | 1.1197ha | | |
| Existing Road Reserve | 0.7301ha | 1.9429ha | | 0.6670ha |
| Anstey Road Widening | 0.0831ha | 0.1352ha | 0.0098ha | 0.0760ha |
| Senior Sized Playing Field | 1.6227ha | | | 3.2219ha |
| Armadale Road | | 0.6365ha | | 0.2106ha |
| Non-Residential Land Use | | 1.7281ha | | |
| Existing House Land | | | 4.8976 ha | |
| Sewer Pump Station | | 0.1484ha | | |
| Total | 11.7297 ha | 11.1737 ha | 5.3712 ha | 7.6876 ha |

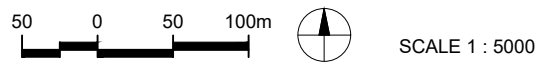
LEGEND

| LEGEND | DEDUCTIONS | TOTAL AREA |
|--------|--|------------|
| | Development Contribution Area 4 - 109.0066 ha | |
| | LSP Precinct | |
| | Conservation Category Wetland Core | 0.8215 ha |
| | Conservation Category Wetland & TEC Buffer 50m From Core/Road | 7.9712 ha |
| | Primary School | 3.9985 ha |
| | DBN GP Easement | 3.6967 ha |
| | Powerline Easement | 1.7258 ha |
| | Baileys Branch Drain at Lot 24 & 552 | 0.5190 ha |
| | Baileys Branch Drain Realigned 15m wide corridor | 1.1197 ha |
| | Existing Road Reserves* (Anstey & Allen Road) | 3.3400 ha |
| | Anstey Road Widening* (3m total) | 0.3041 ha |
| | Senior Sized Playing Field (Road widening included seperately) | 4.8446 ha |
| | Armadale Road | 0.8471 ha |
| | Non-Residential Land Use | 1.7281 ha |
| | Existing House Land | 4.8976 ha |
| | Sewer Pump Station | 0.1484 ha |

* = To be confirmed



Development Contribution Plan 4
Anstey Keane Precincts and Deductions Plan



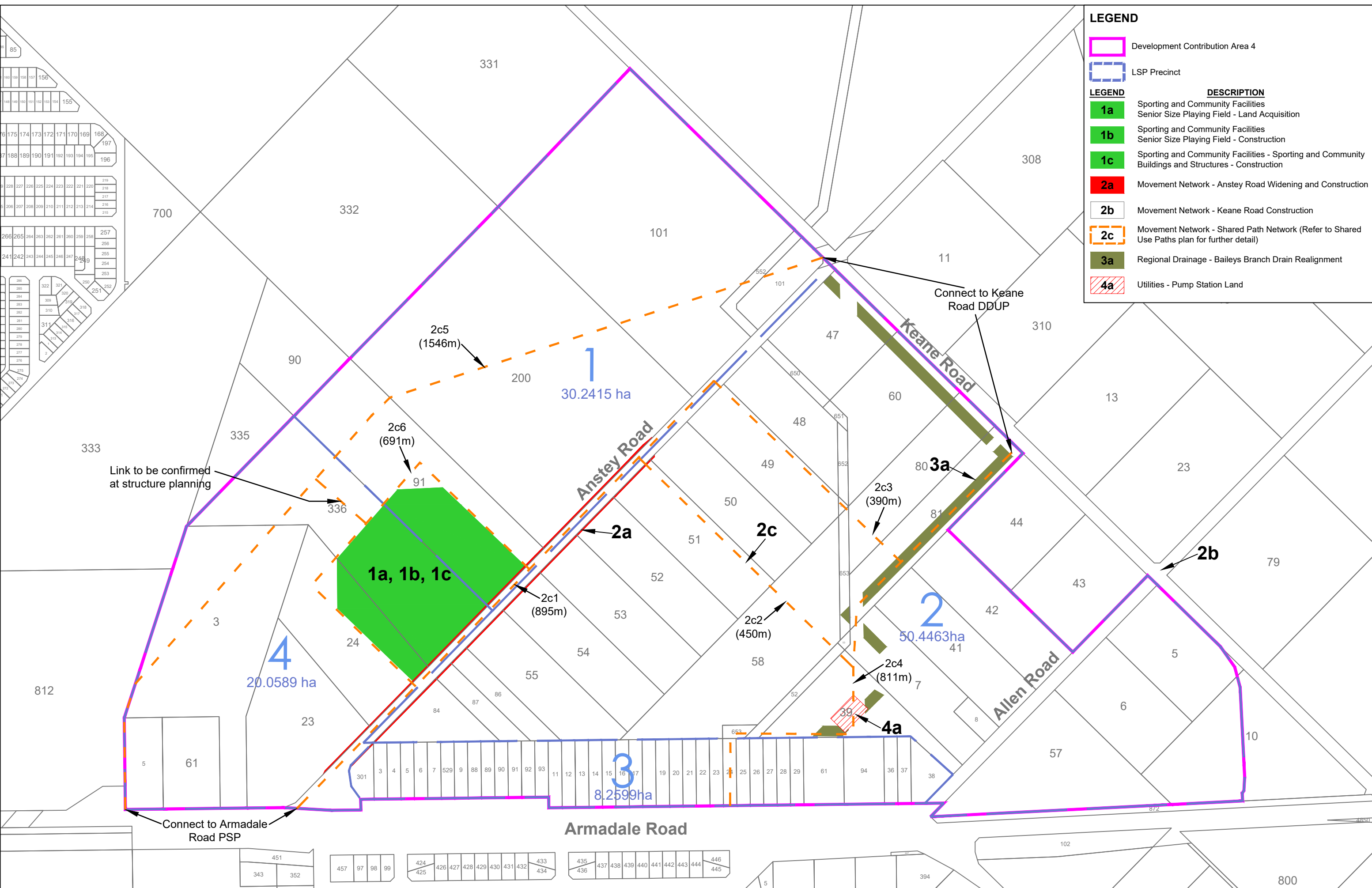
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C. Infrastructure Items Plan

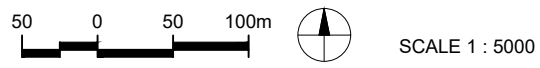
LEGEND

- Development Contribution Area 4
- LSP Precinct

| LEGEND | DESCRIPTION |
|--|---|
| 1a | Sporting and Community Facilities Senior Size Playing Field - Land Acquisition |
| 1b | Sporting and Community Facilities Senior Size Playing Field - Construction |
| 1c | Sporting and Community Facilities - Sporting and Community Buildings and Structures - Construction |
| 2a | Movement Network - Anstey Road Widening and Construction |
| 2b | Movement Network - Keane Road Construction |
| 2c | Movement Network - Shared Path Network (Refer to Shared Use Paths plan for further detail) |
| 3a | Regional Drainage - Baileys Branch Drain Realignment |
| 4a | Utilities - Pump Station Land |



Development Contribution Plan 4
Anstey Keane Infrastructure Items



DATE 6 February 2019 - REVISION 1902
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D. Infrastructure Cost Schedule

INFRASTRUCTURE COST SCHEDULE 2019

Contribution Cost Summary

| Infrastructure Items per hectare calculation for entire Development Contribution Area base rate | |
|---|-----------------|
| Total Gross Costs for Items Covered by Entire DCA | \$19,928,840.00 |
| Total Net Developable Area (HA) | 73.0444 |
| Total Cost Per HA (Base Rate) | \$272,831.87 |

| Infrastructure Items per hectare calculation for additional rate for Precinct 2 within the Development Contribution Area | |
|--|--------------|
| Total Gross Costs for Additional Item Covered by Precinct 2 in DCA Only | \$278,573.00 |
| Total Net Developable Area (HA) of Precinct 2 | 39.2726 |
| Total Cost Per HA for Additional Item (Additional Rate) | \$7,093.32 |

| Total Developable Area of Precincts within DCA | | | |
|--|-----------------|-----------------|----------------|
| Precinct | Gross Area (HA) | Deductions (HA) | Net Area (HA) |
| 1 | 30.2415 | 11.7297 | 18.5118 |
| 2 | 50.4463 | 11.1737 | 39.2726 |
| 3 | 8.2599 | 5.3712 | 2.8887 |
| 4 | 20.0589 | 7.6876 | 12.3713 |
| Totals | 109.0066 | 35.9622 | 73.0444 |

| Cost Contribution for Developable Area | | | | Notes |
|--|----------------|-------------------|---------------------|---|
| Precinct | Net Area (HA) | Total Cost Per HA | Total Due | |
| 1 | 18.5118 | \$272,831.87 | \$5,050,609 | Base Rate only Applies |
| 2 | 39.2726 | \$279,925.19 | \$10,993,390 | Base Rate and Additional Rate Applies to Precinct 2 |
| 3 | 2.8887 | \$272,831.87 | \$788,129 | Base Rate only Applies |
| 4 | 12.3713 | \$272,831.87 | \$3,375,285 | Base Rate only Applies |
| Totals | 73.0444 | | \$20,207,413 | |

Forecast Contribution Cost by Lot

| | | Legend | | Total Cost Per HA | | | | | | | | | | | | | | | | | | | |
|-------------|---------------|---------------|----------|-------------------|----------------|----------------|--------------------|------------------|-------------------|----------------------|----------------------------|---------------|--------------------------|---------------------|--------------------|--------------------------|----------------------|-----------------------------|-----------------------|---------------------|--|--|--|
| | | Precinct 1 | | \$272,831.87 | | | | | | | | | | | | | | | | | | | |
| | | Precinct 2 | | \$279,925.19 | | | | | | | | | | | | | | | | | | | |
| | | Precinct 3 | | \$272,831.87 | | | | | | | | | | | | | | | | | | | |
| | | Precinct 4 | | \$272,831.87 | | | | | | | | | | | | | | | | | | | |
| | Lot Number | Road Name | CCW Core | CCW & TEC Buffer | Primary School | DBNGP Easement | Powerline Easement | BBD Lot 24 & 552 | BBD Realigned 15m | Anstey Road Widening | Senior Sized Playing Field | Armadale Road | Non-Residential Land Use | Existing House Land | Sewer Pump Station | Total Deductions Per Lot | Total site area (ha) | Total Developable Area (ha) | Contribution Cost Due | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Cedar Woods | 91 | Anstey Road | | 0.6564 | | 0.3614 | | | | 0.0284 | 1.6227 | | | | | 2.6689 | 4.8957 | 2.2268 | \$607,542.01 | | | | |
| | 101 | Anstey Road | | 3.4862 | | 0.8616 | | | | | | | | | | 4.3478 | 11.3676 | 7.0198 | \$1,915,225.16 | | | | |
| | 200 | Anstey Road | 0.8215 | 1.7149 | | 1.0752 | | | | 0.0547 | | | | | | 3.6663 | 12.9315 | 9.2652 | \$2,527,841.84 | | | | |
| | 552 | Anstey Road | | | | | | 0.3166 | | | | | | | | 0.3166 | 0.3166 | 0.0000 | \$0.00 | | | | |
| | | | | | | | | | | | | | | | | 0.7301 | 0.7301 | N/A | N/A | | | | |
| | | | | | | | | | | | | | | | | Total | 11.7297 | 30.2415 | 18.5118 | \$5,050,609 | | | |
| LWP/Housing | Pt 5 | Allen Road | | | | | | | | | | | 1.0473 | | | 1.0473 | 1.9641 | 0.9168 | \$256,635.41 | | | | |
| | 7 | Allen Road | | | | | 0.1265 | 0.0614 | | | | | | | | 0.1879 | 1.8337 | 1.6458 | \$460,700.88 | | | | |
| | Pt 10 | Keane Road | | | | | | | | | 0.1384 | 0.6763 | | | | 0.8147 | 1.7240 | 0.9093 | \$254,535.98 | | | | |
| | 39 | Allen Road | | | | | 0.2172 | 0.0980 | | | | | | | 0.1484 | 0.4636 | 1.8661 | 1.4025 | \$392,595.08 | | | | |
| | 41 | Allen Road | | | | | | | | | | | | | | 0.0000 | 2.0626 | 2.0626 | \$577,373.70 | | | | |
| | 42 | Allen Road | | | | | | | | | | | | | | 0.0000 | 2.0628 | 2.0628 | \$577,429.68 | | | | |
| | 47 | Keane Road | | | | | 0.3787 | 0.1401 | | | | | | | | 0.5188 | 1.9053 | 1.3865 | \$388,116.28 | | | | |
| | 48 | Anstey Road | | | | | | | | | | | | | | 0.0000 | 1.5830 | 1.5830 | \$443,121.58 | | | | |
| | 49 | Anstey Road | | | 1.7345 | | | | | | | | | | | 1.7345 | 2.0404 | 0.3059 | \$85,629.12 | | | | |
| | 50 | Anstey Road | | | 2.0603 | | | | | 0.0019 | | | | | | 2.0622 | 2.0628 | 0.0006 | \$0.00 | | | | |
| | 51 | Anstey Road | | | | | | | | 0.0180 | | | | | | 0.0180 | 2.0627 | 2.0447 | \$572,363.04 | | | | |
| | Pt 52 | Anstey Road | | | | | | | | 0.0180 | | | | | | 0.0180 | 2.0627 | 2.0447 | \$572,363.04 | | | | |
| | 53 | Anstey Road | | | | | | | | 0.0180 | | | | | | 0.0180 | 2.0626 | 2.0446 | \$572,335.04 | | | | |
| | 54 | Anstey Road | | | | | | | | 0.0180 | | | | | | 0.0180 | 2.0625 | 2.0445 | \$572,307.05 | | | | |
| | 55 | Anstey Road | | | | | | | | 0.0180 | | | | | | 0.0180 | 1.8677 | 1.8497 | \$517,777.62 | | | | |
| | 57 | Allen Road | | | | | | | | | | 0.4981 | 0.0045 | | | 0.5026 | 3.2684 | 2.7658 | \$774,217.09 | | | | |
| | Pt 58 | Armadale Road | | | 0.2037 | | | | | | | | | | | 0.2037 | 4.3465 | 4.1428 | \$1,159,674.08 | | | | |
| | 60 | Keane Road | | | | | | 0.3760 | 0.1961 | | | | | | | 0.5721 | 2.3458 | 1.7737 | \$496,503.31 | | | | |
| | 80 | Keane Road | | | | | | 0.1997 | 0.1091 | | | | | | | 0.3088 | 2.0054 | 1.6966 | \$474,921.08 | | | | |
| | 81 | Keane Road | | | | | | 0.1663 | 0.4958 | | | | | | | 0.6621 | 2.0062 | 1.3441 | \$376,247.45 | | | | |
| | 8 | Allen Road | | | | | | | | | | | | | | 0.0000 | 0.2000 | 0.2000 | \$55,985.04 | | | | |
| | Pt 52 | Armadale Road | | | | | | | | | | | | | | 0.0000 | 0.2886 | 0.2886 | \$80,786.41 | | | | |
| | 86 | Anstey Road | | | | | | | | 0.0073 | | | | | | 0.0073 | 0.5890 | 0.5817 | \$162,832.48 | | | | |
| | 87 | Anstey Road | | | | | | | | 0.0073 | | | | | | 0.0073 | 0.4855 | 0.4782 | \$133,860.23 | | | | |
| | 84 | Anstey Road | | | | | | | | 0.0287 | | | | | | 0.0287 | 0.9097 | 0.8810 | \$246,614.09 | | | | |
| | 6 | Allen Road | | | | | | | | | | | | | | 0.0000 | 1.9905 | 1.9905 | \$557,191.09 | | | | |
| | 650 | Anstey Road | | | | | | | | | | | | | | 0.0000 | 0.1963 | 0.1963 | \$54,949.31 | | | | |
| | 651 | Anstey Road | | | | | | | | | | | | | | 0.0000 | 0.0661 | 0.0661 | \$18,503.06 | | | | |
| | 652 | Anstey Road | | | | | | | | | | | | | | 0.0000 | 0.1676 | 0.1676 | \$46,915.46 | | | | |
| | 54 | Armadale Road | | | | | | | | | | | | | | 0.0000 | 0.0225 | 0.0225 | \$6,298.32 | | | | |
| 653 - 1 | Armadale Road | | | | | | | 0.0192 | | | | | | | 0.0192 | 0.2785 | 0.2593 | \$72,584.60 | | | | | |
| 53 | Armadale Road | | | | | | | | | | | | | | 0.0000 | 0.0289 | 0.0289 | \$8,089.84 | | | | | |
| 653 - 2 | Armadale Road | | | | | | | | | | | | | | 0.0000 | 0.0849 | 0.0849 | \$23,765.65 | | | | | |
| | | | | | | | | | | | | | | | | 1.9429 | 1.9429 | N/A | N/A | | | | |
| | | | | | | | | | | | | | | | | Total | 11.1737 | 50.4463 | 39.2726 | \$10,993,390 | | | |
| | 3 | Armadale Road | | | | | | | | 0.0002 | | | | 0.1028 | | 0.1030 | 0.1702 | 0.0672 | \$18,334.30 | | | | |
| | 4 | Armadale Road | | | | | | | | | | | | 0.1027 | | 0.1027 | 0.1702 | 0.0675 | \$18,416.15 | | | | |
| | 5 | Armadale Road | | | | | | | | | | | | 0.1027 | | 0.1027 | 0.1702 | 0.0675 | \$18,416.15 | | | | |
| | 6 | Armadale Road | | | | | | | | | | | | 0.1027 | | 0.1027 | 0.1702 | 0.0675 | \$18,416.15 | | | | |
| | 7 | Armadale Road | | | | | | | | | | | | 0.1027 | | 0.1027 | 0.1702 | 0.0675 | \$18,416.15 | | | | |
| | 9 | Armadale Road | | | | | | | | | | | | 0.1030 | | 0.1030 | 0.1702 | 0.0672 | \$18,334.30 | | | | |

Land Area Deductions and Land Area Summary by Precinct

| Land Area Deductions | Precinct 1 | Precinct 2 | Precinct 3 | Precinct 4 | Total Deductions |
|--|----------------|----------------|---------------|---------------|------------------|
| Conservation Category Wetland (CCW) core | 0.8215 | | | | 0.8215 |
| CCW and TEC buffer | 5.8575 | | | 2.1136 | 7.9711 |
| Primary and Secondary School Sites | | 3.9985 | | | 3.9985 |
| Dampier to Bunbury Natural Gas Pipeline (DBNGP) Easement Area | 2.2982 | | | 1.3985 | 3.6967 |
| Powerline Easement Area | | 1.4644 | 0.2614 | | 1.7258 |
| Bailey's Branch Drain @ Lots 101 & 24 | 0.3166 | | 0.2024 | | 0.5190 |
| Realigned Bailey's Branch Drain | | 1.1197 | | | 1.1197 |
| Existing Anstey and Allen Road Reserves | 0.7301 | 1.9429 | | 0.6670 | 3.3400 |
| Anstey Road Widening Land | 0.0831 | 0.1352 | 0.0098 | 0.0760 | 0.3041 |
| Senior Sized Playing Field | 1.6227 | | | 3.2219 | 4.8446 |
| Armadale Road | | 0.6365 | | 0.2106 | 0.8471 |
| Non-residential land use areas if such areas are deemed by the Local Government to not create demand on Infrastructure | | 1.7281 | | | 1.7281 |
| Existing House Land | | | 4.8976 | | 4.8976 |
| Sewer Pump Station | | 0.1484 | | | 0.1484 |
| Totals | 11.7297 | 11.1737 | 5.3712 | 7.6876 | 35.9622 |

| | |
|-------------------------------------|-----------------|
| Total Deductions | 35.9622 |
| Gross Developable Area P1 | 30.2415 |
| Gross Developable Area P2 | 50.4463 |
| Gross Developable Area P3 | 8.2599 |
| Gross Developable Area P4 | 20.0589 |
| Total Gross Developable Area | 109.0066 |
| Net Developable Area | 73.0444 |

Infrastructure Cost Summary

| Item | Description | Cost |
|--|--|----------------|
| Community Infrastructure | | |
| 1a | Full costs to acquire land for a minimum of 4.9ha of Public Open Space at a location approved by the City within Development Contribution Area 4. | \$4,895,807.42 |
| 1b | Full costs to construct a minimum of 4.9ha of public open space, including a senior sized multi use playing field area, to the specifications and dimensions approved by the City and at a location approved by the City within Development Contribution Area 4 minus contributions from other sources if and when they become available. | \$4,590,974.00 |
| 1c | Full costs to construct sporting and community buildings and structures at the public open space included under Infrastructure Items 1a and 1b minus contributions from other sources if and when they become available. | \$2,823,600.00 |
| 1b and 1c | 1b and 1c Allowances | \$1,727,000.00 |
| Movement Network | | |
| 2a | Full cost to upgrade Anstey Road, including road widening land, from Armadale Road to the Primary School as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule. | \$3,787,243.85 |
| 2b | Contribution towards the upgrade Keane Road as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule. | \$102,194.02 |
| 2c | Fixed maximum contribution towards a shared path network within the Anstey Keane Urban Precinct as detailed in the Development Contribution Plan Report. | \$718,053.24 |
| Public Open Space and Drainage | | |
| 3a | Fixed maximum contribution to the realignment and construction of the Baileys Branch Drain within a multiple use corridor consistent with the Landscape Masterplan concept or as otherwise approved by the Local Government. The contribution shall be based on the cost and development of land that would be provided on lots with a shortfall of Public Open Space within Precinct 2 of DCA 4 as detailed in the Infrastructure Cost Schedule. Paid on a per liner metre basis upon construction to the satisfaction of the City. | \$278,573.00 |
| Utilities | | |
| 4a | Contribution towards the acquisition of land for a sewer pump station as designated on the approved structure plan. | \$149,867.53 |
| Administration Costs | | |
| Administration Costs as specified in the Infrastructure Cost Schedule associated with administering the development contribution plan including but not limited to: legal expenses, valuation fees, design costs, estimation and certification of costs, audit fees, consultant and contract services, project management, financing costs including interest charges, proportion of City staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court of Tribunal or arbitration or any compensation paid or payable for or in respect of the provision of any of the infrastructure, land or facilities included in the Plan, whether incurred before or after the incorporation of the Development Contribution Plan in Schedule 9B. | | \$1,454,600.00 |

| | |
|---|---------------------|
| Total Costs for Items Covered by Entire DCA minus Interest Earnings Forecast | \$19,928,840 |
| Total Extra Costs for Extra Items Covered by Precinct 2 in DCA only | \$278,573 |
| Total Net Costs / Infrastructure Works Costs | \$20,207,413 |

Community Facilities

| Item | Total Cost |
|---------|-----------------|
| 1a | \$4,895,807.42 |
| 1b | \$4,590,974.00 |
| 1c | \$2,823,600.00 |
| 1b & 1c | \$1,727,000.00 |
| Total | \$14,037,381.42 |

1a Infrastructure Item - Sporting and Community Facilities - Senior Size Playing Field - Land Acquisition

Full costs to acquire land for a minimum of 4.9ha of Public Open Space at a location approved by the City within Development Contribution Area 4.

| Item | Area (m2) | Value Per m2 | Total | Total Cost Including 10% Solatium | Notes |
|--|-----------|--------------|----------------|-----------------------------------|-------|
| Land Acquisition - Lot 336 Anstey Road | 24810 | \$91.87 | \$2,279,294.70 | \$2,507,224.17 | |
| Land Acquisition - Lot 24 Anstey Road | 7409 | \$91.87 | \$680,664.83 | \$748,731.31 | |
| Land Acquisition - Lot 91 Anstey Road | 16227 | \$91.87 | \$1,490,774.49 | \$1,639,851.94 | |

| | |
|-------|----------------|
| Total | \$4,895,807.42 |
|-------|----------------|

1b Infrastructure Item - Sporting and Community Facilities - Senior Size Playing Field – Construction

Full costs to construct a minimum of 4.9ha of public open space, including a senior sized multi use playing field area, to the specifications and dimensions approved by the City and at a location approved by the City within Development Contribution Area 4 minus contributions from other sources if and when they become available.

| Item | Cost | Notes |
|---|----------------|--|
| Demolition of Existing Buildings and Structures | \$214,720.00 | |
| Site Clearance | \$132,498.00 | |
| 900mm of imported clean fill laid to appropriate levels | \$1,829,170.00 | 900mm @ \$37.33/m2 |
| Playing Field and Landscaping | \$2,325,786.00 | |
| Perimeter Road Pavement Widening / Carbays | \$88,800.00 | 45 car bays and 1.0m of additional pavement. |

| | |
|-------|----------------|
| Total | \$4,590,974.00 |
|-------|----------------|

1c Infrastructure Item - Sporting and Community Facilities - Sporting and Community Buildings and other Structures – Construction

Full costs to construct sporting and community buildings and structures at the public open space included under Infrastructure Items 1a and 1b minus contributions from other sources if and when they become available.

| Item | Cost | Notes |
|--------------------|----------------|-------|
| Construction Costs | \$2,823,600.00 | |

| | |
|-------|----------------|
| Total | \$2,823,600.00 |
|-------|----------------|

General 1b and 1c Allowances

| Item | Cost | Notes |
|---------------------------------------|--------------|-------|
| Design Contingency | \$575,000.00 | |
| Construction Contingency | \$412,000.00 | |
| Loose Furniture and AV | \$175,000.00 | |
| Headworks Fee and Charges | \$250,000.00 | |
| External Site Infrastructure Services | \$315,000.00 | |

| | |
|-------|----------------|
| Total | \$1,727,000.00 |
|-------|----------------|

Movement Network

| Item | Total Cost |
|-------|----------------|
| 2a | \$3,787,243.85 |
| 2b | \$102,194.02 |
| 2c | \$718,053.24 |
| Total | \$4,607,491.11 |

2a Infrastructure Item – Movement Network – Anstey Road Widening and Construction

Full cost to upgrade Anstey Road, including road widening land, from Armadale Road to the Primary School as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule.

| Item | Area (m2) | Value Per m2 | Total | Total Cost Including 10% Solatium | Notes |
|--|-------------|--------------|---------------------|-----------------------------------|-------|
| Land Acquisition - Lot 23 Anstey Road | 199 | \$91.87 | \$18,282.13 | \$20,110.34 | |
| Land Acquisition - Lot 24 Anstey Road | 270 | \$91.87 | \$24,804.90 | \$27,285.39 | |
| Land Acquisition - Lot 336 Anstey Road | 291 | \$91.87 | \$26,734.17 | \$29,407.59 | |
| Land Acquisition - Lot 91 Anstey Road | 280 | \$91.87 | \$25,723.60 | \$28,295.96 | |
| Land Acquisition - Lot 200 Anstey Road | 547 | \$91.87 | \$50,252.89 | \$55,278.18 | |
| Land Acquisition - Lot 50 Anstey Road | 19 | \$91.87 | \$1,745.53 | \$1,920.08 | |
| Land Acquisition - Lot 51 Anstey Road | 180 | \$91.87 | \$16,536.60 | \$18,190.26 | |
| Land Acquisition - Lot 52 Anstey Road | 180 | \$91.87 | \$16,536.60 | \$18,190.26 | |
| Land Acquisition - Lot 53 Anstey Road | 180 | \$91.87 | \$16,536.60 | \$18,190.26 | |
| Land Acquisition - Lot 54 Anstey Road | 180 | \$91.87 | \$16,536.60 | \$18,190.26 | |
| Land Acquisition - Lot 55 Anstey Road | 180 | \$91.87 | \$16,536.60 | \$18,190.26 | |
| Land Acquisition - Lot 86 Anstey Road | 73 | \$91.87 | \$6,706.51 | \$7,377.16 | |
| Land Acquisition - Lot 87 Anstey Road | 73 | \$91.87 | \$6,706.51 | \$7,377.16 | |
| Land Acquisition - Lot 84 Anstey Road | 287 | \$91.87 | \$26,366.69 | \$29,003.36 | |
| Land Acquisition - Lot 3 Armadale Road | 2 | \$91.87 | \$183.74 | \$202.11 | |
| Land Acquisition - Lot 301 Armadale Road | 96 | \$91.87 | \$8,819.52 | \$9,701.47 | |
| Total | 3037 | | \$279,009.19 | \$306,910.10 | |

| Item | Cost | Notes |
|--|----------------|--|
| Road Upgrade / Construction | \$1,895,240.00 | |
| Landscaping | \$284,000.00 | |
| Water Reticulation | \$76,500.00 | Local |
| Atco Gas | \$149,900.00 | Low Pressure |
| Telstra Relocation | \$175,000.00 | |
| Powerline Undergrounding Adjacent to DOS | \$78,000.00 | Remainder of undergrounding to be funded by adjoining landowners |
| Consultancy Fees | \$334,500.00 | |
| Closure of Redundant Portion of Anstey | \$100,490.00 | |
| 12.5% Contingency | \$386,703.75 | |

Total \$3,787,243.85

2b Infrastructure Item – Movement Network – Keane Road Widening and Construction

Contribution towards the upgrade Keane Road as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule.

| Item | Area (m2) | Value Per m2 | Total | Total Cost Including 10% Solatium | Notes |
|--------------------------------------|-----------|--------------|-------------|-----------------------------------|-------|
| Land Acquisition - Lot 43 Keane Road | 256.4 | \$91.87 | \$23,555.47 | \$25,911.02 | |

| Item | Cost | Notes |
|---|-------------|-------|
| Contribution to Allen and Keane Road Roundabout | \$76,283.00 | |

| | |
|--------------|---------------------|
| Total | \$102,194.02 |
|--------------|---------------------|

2c Infrastructure Item – Movement Network – Shared Path Network

Fixed maximum contribution towards a shared path network within the Anstey Keane Urban Precinct as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule.

| Item | Length (m) | Allocation/m | Total | Notes |
|---|-------------|--------------|---------------------|-------------|
| 2c1 - Anstey Road | 895 | \$136.37 | \$122,051.15 | Concrete |
| 2c2 - Primary School South | 450 | \$136.37 | \$61,366.50 | Concrete |
| 2c3 - Primary School North | 390 | \$136.37 | \$53,184.30 | Concrete |
| 2c4 - Baileys Branch Drain | 811 | \$143.30 | \$116,216.30 | Red Asphalt |
| 2c5 - Gae Pipeline and Link to POS | 1546 | \$163.27 | \$252,415.42 | Red Asphalt |
| 2c6 - Community and Sporting Facility Perimeter | 691 | \$163.27 | \$112,819.57 | Red Asphalt |
| Total | 4783 | | \$718,053.24 | |

Public Open Space and Drainage

| Item | Total Cost |
|------|--------------|
| 3a | \$278,573.00 |

3a Infrastructure Item – Local Precinct Drainage and POS – Baileys Branch Drain Realignment

Fixed maximum contribution to the realignment and construction of the Baileys Branch Drain within a multiple use corridor as detailed in the Development Contribution Plan Report and Infrastructure Cost Schedule. The contribution is based on the cost and development of land that would be provided on lots with a shortfall of Public Open Space within Precinct 2 of DCA 4. Paid on a per liner metre basis upon construction to the satisfaction of the City.

| Item | POS Deficit (m2) | POS Development Cost Allocation | Total Costs | Notes |
|---|------------------|---------------------------------|--------------|--|
| Lot 6 | 836 | \$66.50 | \$55,594.00 | |
| Lot 8 | 84 | \$66.50 | \$5,586.00 | |
| Lot 84 | 382 | \$66.50 | \$25,403.00 | |
| Portion of Lot 52 (existing dwelling lot) | 199 | \$66.50 | \$13,233.50 | |
| Portion of Lot 52 (existing dwelling lot) | 175 | \$66.50 | \$11,637.50 | |
| Portion of Lot 54 (existing dwelling lot) | 83 | \$66.50 | \$5,519.50 | |
| Total | 1759 | | \$116,973.50 | \$65 estimate provided by Emerge Associates and \$68 estimate provided by City's Parks Department. Median of \$66.50 proposed. |

| Item | Area (m2) | Value Per m2 | Total | Notes |
|-------------------|-----------|--------------|--------------|-------|
| Lot 6 | 836 | \$91.87 | \$76,803.32 | |
| Lot 8 | 84 | \$91.87 | \$7,717.08 | |
| Lot 84 | 382 | \$91.87 | \$35,094.34 | |
| Portion of Lot 52 | 199 | \$91.87 | \$18,282.13 | |
| Portion of Lot 52 | 175 | \$91.87 | \$16,077.25 | |
| Portion of Lot 54 | 83 | \$91.87 | \$7,625.21 | |
| Total | 1759 | | \$161,599.33 | |

| | |
|--------------|------------------|
| Total | \$278,573 |
|--------------|------------------|

| | |
|--|-----------------|
| Per Liner Metre Rate - Based on 885m total length | \$314.77 |
|--|-----------------|

Movement Network

| Item | Total Cost |
|------|--------------|
| 4a | \$149,867.53 |

4a Infrastructure Item – Utilities – Pump Station Land

Contribution towards the acquisition of land for a sewer pump station as detailed on the approved structure plan.

| Item | Area (m2) | Value Per m2 | Total | Total Cost Including 10% Solatium | Notes |
|-------------------|-----------|--------------|--------------|-----------------------------------|-------|
| Pump Station Land | 1483 | \$91.87 | \$136,243.21 | \$149,867.53 | |

| | |
|-------|--------------|
| Total | \$149,867.53 |
|-------|--------------|

Administrative Costs

| Item | Total Costs |
|----------------------------|----------------|
| Administrative Costs | \$1,454,600.00 |
| Forecast Interest Earnings | -\$320,500.00 |

Full costs associated with preparing and administering Development Contribution Plan 4

| Item | Costs | Comment |
|--|----------------|--|
| All costs incurred by the Local Government associated with the preparation, processing and gazettal of the Development Contribution Plan No. 4 and subsequent amendments and Infrastructure Cost Schedule. | | |
| Preparation Cost Prefunded by Landowners | \$150,000.00 | Final Costs TBC at final adoption of ICS |
| Local Government Costs | \$74,100.00 | Final Costs TBC at final adoption of ICS |
| Subtotal | \$224,100.00 | |
| Administration Costs incurred by the Local Government associated with administering Development Contribution Plan 4 including but not limited to: legal expenses, valuation fees, design costs, estimation and certification of costs, audit fees, consultant and contract services, project management, financing costs including interest charges, proportion of City staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court of Tribunal or arbitration or any compensation paid or payable for or in respect of the provision of any of the infrastructure, land or facilities included in the Plan, whether incurred before or after the incorporation of the DCP in Schedule 9B. | | |
| Administration Charges including contribution towards salaries and on cost for staff supporting the administration of Development Contribution Plan 4. | \$510,000.00 | |
| Compensation Allocation | \$400,000.00 | |
| Consultant Fees | \$160,000.00 | |
| Audit Fees | \$55,000.00 | |
| Valuation Charges | \$100,000.00 | |
| Bank Fees and Interest Charges | \$5,500.00 | |
| Sub Total | \$1,230,500.00 | |
| Total | \$1,454,600.00 | |

| | | |
|--|-------|--|
| Admin Cost Percentage of total DCP Value | 4.11% | Doesn't include Preparation Costs or Compensation Allocation |
|--|-------|--|

| Forecast Interest Earnings | |
|----------------------------|---------------|
| 2020 | \$0.00 |
| 2021 | -\$17,500.00 |
| 2022 | -\$97,000.00 |
| 2023 | -\$74,000.00 |
| 2024 | -\$12,000.00 |
| 2025 | -\$93,000.00 |
| 2026 | -\$27,000.00 |
| 2027 | \$0.00 |
| 2028 | \$0.00 |
| 2029 | \$0.00 |
| 2030 | \$0.00 |
| Total | -\$320,500.00 |

E. Infrastructure Cost Estimates

ANESTY KEANE COMMUNITY INFRASTRUCTURE PROJECT

**REPORT:
INDICATIVE COST ESTIMATE**

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Project Details

Description

Basis of Estimate

This Indicative Order of Cost Estimate is based upon the information received on 25th & 26th September 2018, plus the email from Andrew Barnett dated 30th January 2019, to which we have applied rates and prices that are applicable at the date of this report.

We highlight that the level of information the attached estimate has been based on is extremely high level. The values should be utilised as a guide for strategic master planning review and options analysis only. They should not be used for decision making analysis to commit to a project (including acquisition, finance approval, equity approval or the like). We recommend that a more detailed design and cost planning be prepared before such commitment is to be considered.

Items Specifically Included

This Indicative Order of Cost Estimate specifically includes the following:

- Demolition and Site Preparation
- New Build Construction and Landscaping Works
- Design Contingency (7.5%)
- Construction Contingency (5%)
- Loose Furniture & Equipment
- Audio Visual & IT
- Headworks Fees & Charges
- Public Art

Items Specifically Excluded

This Indicative Order of Cost Estimate specifically excludes the following:

- Removal of Hazardous Materials (including asbestos and acid sulphate soils)
- Dewatering
- Excavation in Rock
- Professional Fees
- City of Armadale Fees and Charges
- Land Costs
- Escalation
- GST

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Project Details

Description

Documents

This Indicative Order of Cost Estimate has been based on the following:

- Anstey Keane Precinct - Community Infrastructure Cost-Estimate Table 1: Community Building Components
- Anesty Keane Urban Precinct - Playing Field Concept with Aerial dated 23 July 2018 - Revision 1802
- Andrew Barnett's email to Adam Robinson dated 30 January 2019

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Summary

FECA: Fully Enclosed Covered Area
Rates Current At January 2019

| Report: | FECA m ² | Cost/m ² | Total Cost |
|--|---------------------|---------------------|-----------------------|
| A DEMOLITION AND SITE PREP | | | 2,190,349.42 |
| B COMMUNITY BUILDING | 1,043 | 2,707 | 2,823,600.00 |
| C PLAYING FIELDS AND LANDSCAPING | | | 2,325,786.00 |
| D EXTERNAL SITE INFRASTRUCTURE SERVICES | | | 315,000.00 |
| ESTIMATED NET COST | 1,043 | \$7,339 | \$7,654,735.42 |
| MARGINS & ADJUSTMENTS | | | |
| Preliminaries | | | Incl. |
| Builders Margin | | | Incl. |
| CONSTRUCTION SUB-TOTAL | 1,043 | \$7,339 | \$7,654,735.42 |
| Design Contingency | 7.5 % | | \$575,000.00 |
| Construction Contingency | 5.0 % | | \$412,000.00 |
| Loose Furniture & Equipment | 1.2 % | | \$100,000.00 |
| Audio Visual and IT | 0.9 % | | \$75,000.00 |
| Statutory Fees & Charges | 0.0 % | | \$0.25 |
| Professional Fees | | | Excl. |
| City of Armadale Direct Fees and Charges | | | Excl. |
| Headworks Fees and Charges | 2.8 % | | \$250,000.00 |
| Public Art | 1.0 % | | \$90,667.38 |
| Land Costs | | | Excl. |
| Escalation beyond October 2018 | | | Excl. |
| GST | | | Excl. |
| ESTIMATED TOTAL COST | 1,043 | \$8,780 | \$9,157,403.05 |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

A DEMOLITION AND SITE PREP

Rates Current At January 2019

| Description | Unit | Qty | Rate | Total |
|---|----------------|----------|--------|-----------------------|
| AR Alterations and Renovations to Existing Buildings | | | | |
| 23 Demolish existing buildings and structures | m ² | 1,581.0 | 120.00 | 189,720.00 |
| 78 Allowance for sundry demolition | Item | | | 25,000.00 |
| <i>Alterations and Renovations to Existing Buildings</i> | | | | \$214,720.00 |
| XP Site Preparation | | | | |
| 24 Site clearance | m ² | 49,374.0 | 2.00 | 98,748.00 |
| 25 Allowance for clearing of mature trees | No | 45.0 | 750.00 | 33,750.00 |
| 26 900mm of imported clean fill laid to appropriate levels (as advised bu CoA Parks and Community Services) | m ² | 49,374.0 | 37.33 | 1,843,131.42 |
| 65 No allowance for removal of contaminated material (asbestos and acid sulphate soils etc.) | Item | | | Excl. |
| 66 No allowance for dewatering | Item | | | Excl. |
| 67 No allowance for retaining | Item | | | Excl. |
| <i>Site Preparation</i> | | | | \$1,975,629.42 |
| <i>DEMOLITION AND SITE PREP</i> | | | | \$2,190,349.42 |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

FECA: 1,043 m² Cost/m²: \$2,707
Rates Current At January 2019

B COMMUNITY BUILDING

| Description | Unit | Qty | Rate | Total |
|--|--|-------|----------------------------|---------------------|
| FT Fitments | | | | |
| 58 Allowance for signage including City logo, name etc | Item | | | 25,000.00 |
| | Fitments | | \$24/m² | \$25,000.00 |
| SE Special Equipment | | | | |
| 62 Allowance for Club Room Kitchenette / Kiosk Fitout | Item | | | 25,000.00 |
| 63 Allowance for Main Hall Kitchen Fitout | Item | | | 40,000.00 |
| | Special Equipment | | \$62/m² | \$65,000.00 |
| XR Roads, Footpaths and Paved Areas | | | | |
| 38 Allowance for external building surround pavements | Item | | | 100,000.00 |
| 40 Allowance for external stairs and ramps | Item | | | 20,000.00 |
| | Roads, Footpaths and Paved Areas | | \$115/m² | \$120,000.00 |
| XB Outbuildings and Covered Ways | | | | |
| 64 Allowance for covered terrace and verandah areas | m ² | 250.0 | 450.00 | 112,500.00 |
| | Outbuildings and Covered Ways | | \$108/m² | \$112,500.00 |
| XK External Stormwater Drainage | | | | |
| 37 Allowance for building stormwater drainage (including retention cells etc.) | Item | | | 50,000.00 |
| | External Stormwater Drainage | | \$48/m² | \$50,000.00 |
| XD External Sewer Drainage | | | | |
| 61 Allowance for grease trap | Item | | | 30,000.00 |
| | External Sewer Drainage | | \$29/m² | \$30,000.00 |
| XW External Water Supply | | | | |
| 80 Allowance for drinking station | No | 1.0 | 7,500.00 | 7,500.00 |
| | External Water Supply | | \$7/m² | \$7,500.00 |
| XE External Electric Light and Power | | | | |
| 32 Allowance for external light and power | Item | | | 25,000.00 |
| | External Electric Light and Power | | \$24/m² | \$25,000.00 |
| XC External Communications | | | | |
| 33 No allowance for building PA system | Item | | | Excl. |
| | External Communications | | | Excl. |
| XS External Special Services | | | | |
| 34 No allowance for external security / CCTV | Item | | | Excl. |
| | External Special Services | | | Excl. |
| BA Building Areas | | | | |
| 1 Club Room | m ² | 80.0 | 2,400.00 | 192,000.00 |
| 2 Multi-Purpose Activity Space | m ² | 80.0 | 2,400.00 | 192,000.00 |
| 3 Main Hall | m ² | 160.0 | 2,400.00 | 384,000.00 |
| 4 Meeting Room | m ² | 30.0 | 2,600.00 | 78,000.00 |
| 5 Club Room Kitchenette/Kiosk | m ² | 30.0 | 2,800.00 | 84,000.00 |
| 6 Main Hall Kitchen | m ² | 30.0 | 2,800.00 | 84,000.00 |
| 7 Change rooms (x4) | m ² | 100.0 | 2,500.00 | 250,000.00 |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

FECA: 1,043 m² Cost/m²: \$2,707
Rates Current At January 2019

B COMMUNITY BUILDING (continued)

| Description | Unit | Qty | Rate | Total |
|---------------------------------------|----------------|-------|------------------------------|-----------------------|
| 8 Change Room Showers/Toilets | m ² | 60.0 | 3,400.00 | 204,000.00 |
| 9 Toilets (male and female) | m ² | 30.0 | 3,400.00 | 102,000.00 |
| 10 Parenting Room | m ² | 12.0 | 2,550.00 | 30,600.00 |
| 12 UAT | m ² | 12.0 | 3,600.00 | 43,200.00 |
| 13 Umpire room | m ² | 12.0 | 2,900.00 | 34,800.00 |
| 14 First Aid Room | m ² | 12.0 | 2,500.00 | 30,000.00 |
| 15 Kitchen/Kitchenette Storage Spaces | m ² | 20.0 | 2,400.00 | 48,000.00 |
| 16 Chair/Table Store Rooms | m ² | 25.0 | 2,000.00 | 50,000.00 |
| 17 Internal Storage Space | m ² | 60.0 | 1,800.00 | 108,000.00 |
| 18 External Storage Space | m ² | 75.0 | 900.00 | 67,500.00 |
| 19 Communication/Plant | m ² | 5.0 | 4,000.00 | 20,000.00 |
| 20 Circulation | m ² | 195.0 | 1,800.00 | 351,000.00 |
| 21 Cleaners Room/Toilet Ducts | m ² | 5.0 | 2,700.00 | 13,500.00 |
| 22 Bin Store Room | m ² | 10.0 | 2,200.00 | 22,000.00 |
| Building Areas | | | \$2,290/m² | \$2,388,600.00 |
| COMMUNITY BUILDING | | | \$2,707/m² | \$2,823,600.00 |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

C PLAYING FIELDS AND LANDSCAPING

Rates Current At January 2019

| Description | Unit | Qty | Rate | Total |
|--|----------------|----------|-----------|-----------------------|
| SE Special Equipment | | | | |
| 45 Cricket Nets including slab, artificial grass, fencing etc | m ² | 431.0 | 150.00 | 64,650.00 |
| 46 Basketball half court (2no) | m ² | 183.0 | 120.00 | 21,960.00 |
| 73 Allowance for central concrete and synthetic turf cricket pitch | No | 2.0 | 15,000.00 | 30,000.00 |
| 74 Allowance for playing field sporting equipment (goal posts etc.) | Item | | | 20,000.00 |
| 75 No allowance for linemarking | Item | | | Excl. |
| Special Equipment | | | | \$136,610.00 |
| XP Site Preparation | | | | |
| 70 Associated fill included in 'Demolition and Site Prep' | Item | | | Incl. |
| Site Preparation | | | | Incl. |
| XR Roads, Footpaths and Paved Areas | | | | |
| 44 Bitumen at grade car parking (150 bays) including kerbing, line marking and lighting etc. | m ² | 3,818.0 | 120.00 | 458,160.00 |
| 51 Allowance for road infrastructure to Anstey to accommodate carpark entries | Item | | | 10,000.00 |
| 52 No allowance for Anstey Road widening | Item | | | Excl. |
| 68 Allowance for external footpaths and pathways etc. | m ² | 500.0 | 75.00 | 37,500.00 |
| Roads, Footpaths and Paved Areas | | | | \$505,660.00 |
| XN Boundary Walls, Fencing and Gates | | | | |
| 79 Allowance for site fencing | m | 900.0 | 61.00 | 54,900.00 |
| Boundary Walls, Fencing and Gates | | | | \$54,900.00 |
| XB Outbuildings and Covered Ways | | | | |
| 50 Shelter structure including concrete pad | m ² | 70.0 | 350.00 | 24,500.00 |
| Outbuildings and Covered Ways | | | | \$24,500.00 |
| XL Landscaping and Improvements | | | | |
| 39 Allowance for low level native landscaping | m ² | 2,117.0 | 40.00 | 84,680.00 |
| 42 Play equipment | m ² | 700.0 | 350.00 | 245,000.00 |
| 47 Grass including topsoil etc. to oval and surrounding areas | m ² | 29,000.0 | 12.00 | 348,000.00 |
| 48 Reticulation to turf and landscape areas | m ² | 31,117.0 | 8.00 | 248,936.00 |
| 53 Tree | No | 173.0 | 500.00 | 86,500.00 |
| 54 No allowance for manual scoreboard | Item | | | Excl. |
| 60 No allowance for tiered sport viewing seating | Item | | | Excl. |
| 81 Double BBQ including electrical connection | No | 2.0 | 12,500.00 | 25,000.00 |
| 82 Allowance for park furniture including bins, park benches and picnic settings etc. | Item | | | 30,000.00 |
| 83 Concrete mowing kerb | m | 200.0 | 30.00 | 6,000.00 |
| Landscaping and Improvements | | | | \$1,074,116.00 |
| XK External Stormwater Drainage | | | | |
| 72 No allowance for sub-soil drainage to playing fields | Item | | | Excl. |
| 77 No allowance for swales etc. | Item | | | Excl. |
| External Stormwater Drainage | | | | Excl. |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

C PLAYING FIELDS AND LANDSCAPING (continued)

Rates Current At January 2019

| Description | Unit | Qty | Rate | Total |
|---|------|-----|-----------|-----------------------|
| XW External Water Supply | | | | |
| 76 Allowance for a bore to service reticulation | Item | | | 200,000.00 |
| External Water Supply | | | | \$200,000.00 |
| XE External Electric Light and Power | | | | |
| 49 Light towers (lighting 150lux with future expansion) | No | 4.0 | 70,000.00 | 280,000.00 |
| 71 Allowance for sundry external lighting | Item | | | 50,000.00 |
| External Electric Light and Power | | | | \$330,000.00 |
| PLAYING FIELDS AND LANDSCAPING | | | | \$2,325,786.00 |

Anesty Keane Community Infrastructure Project

Indicative Cost Estimate

Location Elements Item

D EXTERNAL SITE INFRASTRUCTURE SERVICES

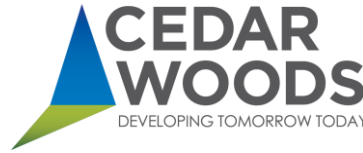
Rates Current At January 2019

| Description | Unit | Qty | Rate | Total |
|--|------|-----|------|---------------------|
| XD External Sewer Drainage | | | | |
| 27 Allowance for external sewer drainage | Item | | | 35,000.00 |
| External Sewer Drainage | | | | \$35,000.00 |
| XW External Water Supply | | | | |
| 35 Allowance for external water supply | Item | | | 30,000.00 |
| External Water Supply | | | | \$30,000.00 |
| XG External Gas | | | | |
| 36 Allowance for gas supply | Item | | | 30,000.00 |
| External Gas | | | | \$30,000.00 |
| XF External Fire Protection | | | | |
| 28 Allowance for external fire protection services (no allowance for fire tanks and pumps) | Item | | | 25,000.00 |
| External Fire Protection | | | | \$25,000.00 |
| XE External Electric Light and Power | | | | |
| 29 Allowance for new substation and site main switchboard | Item | | | 120,000.00 |
| 31 Allowance for electrical mains | Item | | | 75,000.00 |
| External Electric Light and Power | | | | \$195,000.00 |
| EXTERNAL SITE INFRASTRUCTURE SERVICES | | | | \$315,000.00 |

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31 January 2018

Mr Ray Tame
Chief Executive Officer
City of Armadale
7 Orchard Avenue
ARMADALE WA 6112

By email: psanders@armadale.wa.gov.au
cmannucci@armadale.wa.gov.au

Attention Messrs. Paul Sanders and Carlo Mannucci

Dear Ray

UPGRADE OF KEANE ROAD, FORRESTDALE:

- **SUBMISSIONS TO AMENDMENT 96 TO CITY OF ARMADALE LOCAL PLANNING SCHEME 4; AND**
- **POSITION ON DRAFT ANSTEY – KEANE DEVELOPER CONTRIBUTION PLAN**

Collaborative Response

Cedar Woods and LWP (formally PRM) continue to work collaboratively in providing input to the Developer Contribution Plan (**DCP**) and other initiatives relating to the Anstey – Keane Urban Precinct (**A-KUP**). Consequently, this is a collaborative submission.

Metropolitan Redevelopment Authority (MRA) and LandCorp submissions on Amendment 96

MRA and LandCorp each provided comment on Amendment No.96 to the City's TPS 4. This submission specifically addresses those comments relating to the upgrading of Keane Road and the intersection of Keane Road / Armadale Road. Key points being addressed include:

MRA

TPS4 4 - Schedule 8 should include a requirement for a Traffic Impact Assessment (TIA), in accordance with the WAPC's TIA Guidelines (2016), to determine and appropriately manage traffic generated within the A-KUP, including any road or intersection upgrades.

Amendment 96 confirms that a DCP will be prepared for the A-KUP. Given that the potential need for road upgrades associated with residential traffic have not been confirmed, the A-KUP DCP should include a contribution to widen and upgrade Keane Road and upgrade the Keane Road / Armadale Road intersection.

LandCorp

The Forrestdale Business Park West (FBPW) Structure Plan and supporting TIA, endorsed by the MRA and the City, closes Allen Road off from Keane Road, to stop industrial traffic travelling through the rural/residential area. There is no consideration of residential traffic from within the A-KUP using Keane Road. Therefore, a broader traffic assessment is needed to review the impact of the revised trip distribution and additional residential traffic on the FBPW road network.

The draft A-KUP DCP does not include any contribution for the upgrade of Keane Road. In line with the principles set out in the WAPC State Planning Policy 3.6 – Development Contributions for Infrastructure, it would be unfair for landowners within the FBPW to fully fund Keane Road and the

intersection of Keane Road / Armadale Road. Preliminary traffic figures show close to 50% of residential vehicles travelling on Keane Road. Therefore, the A-KUP DCP should contribute.

Response to Key Issues

1. TIAs for the A-KUP have been submitted as part of the Local Structure Plan processes running concurrent with Amendment No.96. They are not a requirement of the amendment / rezoning process.
2. Cedar Woods and LWP commissioned Transcore to further examine the nexus between the proposed generation of residential traffic within the A-KUP, the use of Keane Road and the existing need to upgrade Keane Road and the Keane Road / Armadale Road intersection. A copy of the Transcore advice is attached. Key findings are as follows.
 - a. The FBPW planning for Keane Road has always recognized and accepted the potential for Keane Road to be used by residential traffic from the surrounding area, as well as industrial traffic associated with the FBPW itself.
 - b. The design work undertaken since 2015, and corresponding developer contribution models, have been based on future traffic flows which include residential traffic directly from the A-KUP and with direct road access to Keane Road.
 - c. The proposed upgrade standard of Keane Road is in excess of that required for the forecast traffic volumes alone and is dictated by the requirements of the FBPW (including drainage requirements and provision of oversized vehicles carrying high / wide loads to and from industrial land uses, such as Hitachi).
 - d. The component of future traffic flows on Keane Road, generated by the A-KUP has no significant impact on the cost of construction of Keane Road, thereby eliminating any nexus for a contribution being made through the draft A-KUP DCP.
 - e. The proposed upgrade to a roundabout at Keane Road / Allen Road (instead of a Give Way sign-controlled intersection) and the proposed left-in / left-out intersection treatment on Keane Road, midway between Allen Road and Anstey Road, are directly attributed to traffic generated within the A-KUP. Accordingly, provision is already made in the draft DCP to cover the additional costs to provide these intersection treatments.
 - f. Any requirement to upgrade the proposed Keane Road / Armadale Road signalized intersection beyond the intersection layout currently agreed between Main Roads WA (MRWA) and MRA will be due to regional traffic growth and the requirements of MRWA's new operational modelling guidelines. It is not a result of traffic movements generated by the A-KUP.
3. MRA has now released the Draft Forrestdale Business Park West Development Contribution Plan (Precincts 8 and 8A) for public comment. In relation to Road Works, Section 4.2.7 – Keane Road and Section 4.2.8 – Armadale Road and Keane Road Intersection, the draft DCP acknowledges that both infrastructure items are to be fully funded by the FBPW DCP. There is no established nexus and need associated with the impact of traffic generated within the A-KUP, assumedly for the reasons outlined above.

4. As noted, the draft A-KUP DCP already nominates a cost estimate of \$83,600, associated with modifications to intersection treatments along Keane Road. As a gesture of goodwill, both Cedar Woods and LWP agree to this amount being increased to a fixed contribution of \$100,000, payable to MRA as part of the FBPW DCP, as a contribution towards both modifications to the intersection treatments along Keane Road, as originally intended, and for general purposes relating to the upgrade of Keane Road.

Yours sincerely,



Karl White
Senior Manager, Planning & Sustainability
CEDAR WOODS



Alf Lay
Group Manager, Development
LWP PROPERTY GROUP

Attach Anstey Road, Forrestdale – Developer Contribution Plan Traffic Contributions on Keane Road, 30 January 2019.

| | |
|---|------------------|
| Technical Note: No. 2 | Date: 30/01/2019 |
| Project No: t18.082 | |
| Project: Anstey Road, Forrestdale – Developer Contributions Plan | |
| Subject: Traffic Contributions on Keane Road | |

1. Introduction

Structure planning is currently progressing for several local structure plan areas in the Anstey/Keane Precinct in Forrestdale, which extends east and west of Anstey Road between Armadale Road and Keane Road, Forrestdale, as shown in Figure 1. This area is also referred to as Development Contribution Area 4 within the City of Armadale.

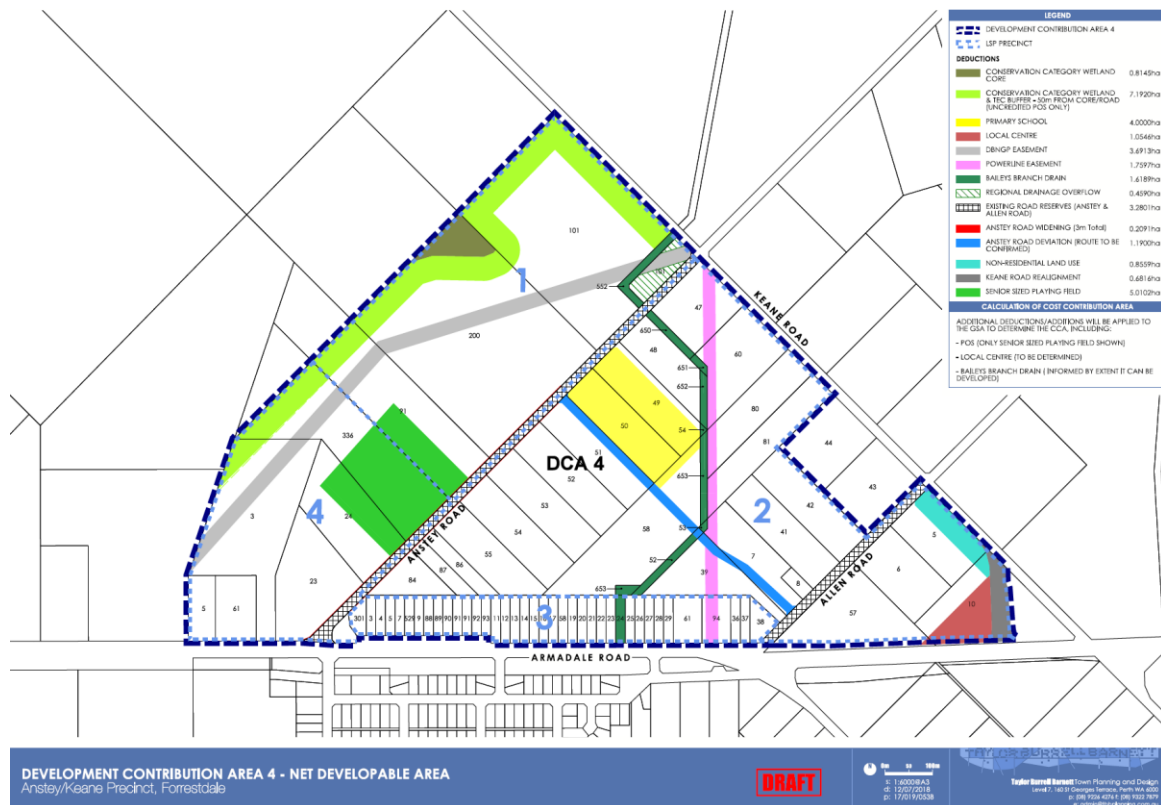


Figure 1: DCA4 - Anstey / Keane Precinct, Forrestdale

Keane Road forms the boundary between the Anstey/Keane Precinct and the Forrestdale Business Park West Local Structure Plan (FBPW) area east of Keane Road and will carry traffic flows generated by this precinct and FBPW.

Transcore previously prepared the Transport Assessment report for FBPW for the Metropolitan Redevelopment Authority (MRA) and more recently has prepared

Transport Impact Assessment reports for two of the LSP areas within the Anstey/Keane Precinct on behalf of Cedar Woods and PRM (now LWP).

Accordingly, Cedar Woods and LWP have asked Transcore to assist with a response to the comments raised by MRA and LandCorp, submitted in response to TPS4 – Amendment 96.

2. Industrial and Residential Traffic on Keane Road

The MRA submission contends that the approved Forrestdale Business Park West Structure Plan and associated traffic and transport studies specifically sought to minimise potential conflict between industrial vehicles and the area south of Keane Road.

The LandCorp submission notes that the FBPW Structure Plan and its supporting traffic assessment indicates that Allen Road was intended to be closed with a cul-de-sac constructed to the south-west of Keane Road, to prevent industrial traffic travelling through the rural/residential area. It therefore concludes that the current Traffic Assessment for FBPW does not consider any traffic utilising Keane Road from the Anstey-Keane Urban Development Precinct.

However, those submissions do not acknowledge that the FBPW Transport Assessment (2014) was written when the proposal to extend Keane Road through to Harrisdale was still under consideration and provided traffic forecasts for two scenarios; with and without that Keane Road connection through to Harrisdale. Therefore there was no presumption that residential traffic would not (or should not) use this section of Keane Road.

Transcore subsequently undertook further traffic modelling and intersection analysis for MRA, which is documented in Transcore's *Technical Note No.1: Forrestdale Business Park West Intersection Review – Traffic Forecasts and Armadale Rd / Keane Rd Intersection* (Transcore reference t15138-rw-tn01) dated 16/07/2015. The purpose of that technical note was to review the intersection requirements at the Armadale Rd / Keane Rd intersection in particular, following the November 2014 decision by the Minister for Environment to refuse permission for the proposed Keane Road link to Harrisdale through the Bush Forever site west of Anstey Road.

However, it is important to note that the road network modelled for that 2015 technical note includes a road link to "Forrestdale Urban Residential Precinct (3)" on the southwest side of Keane Road midway between Anstey and Allen Roads. Anstey and Allen Roads were modelled as cul-de-sacs southwest of Keane Road but that midblock connection was modelled in accordance with discussions with City of Armadale at that time. The modelled 2031 daily traffic flows from that 2015 technical note are shown in Figure 2.

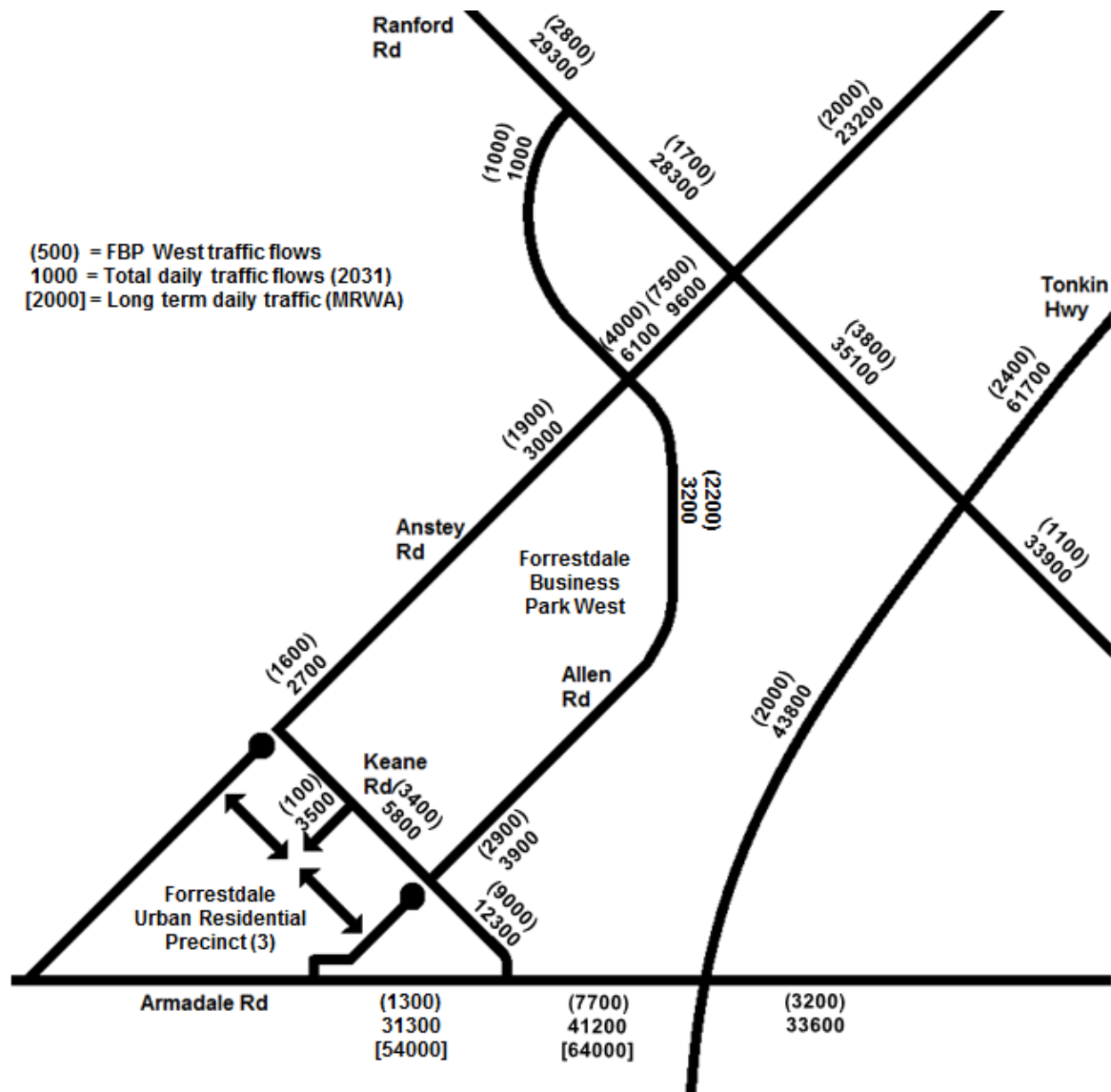


Figure 2: 2031 Daily Traffic Volumes from 2015 Technical Note

Therefore it must be acknowledged that the FBPW planning for Keane Road has always recognised and accepted the potential for this road to be used by residential traffic from surrounding areas as well as industrial traffic associated with FBPW itself. The design work undertaken since 2015 and corresponding developer contributions proposals have been based on future traffic flows that include residential traffic from future urban development southwest of Keane Road with direct connection from that area to Keane Road.

The most recent 2031 daily traffic projections for Keane Road are provided in Transcore's *Technical Note No.1 - Anstey Road, Forrestdale - Developer Contributions Plan - Traffic Contributions on Anstey Road* (Transcore reference t18082-rw-tn01) dated 16/11/2018. The modelled 2031 daily traffic flows from that 2018 technical note are shown in Figure 3.

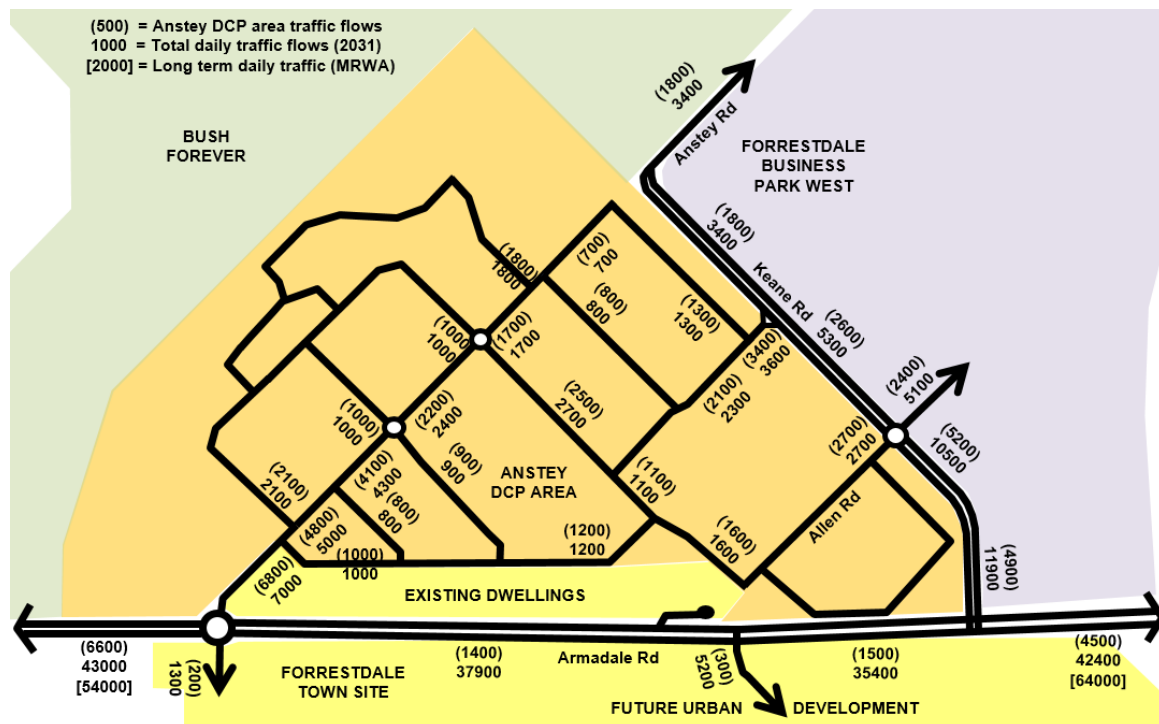


Figure 3: 2031 Daily Traffic Volumes from 2018 Technical Note

3. Proposed Road Standard of Keane Road

The MRA submission recommends “that an additional DCP item is included for any required widening and upgrade of Keane Road and the Armadale Road intersection to accommodate traffic to and from the Anstey-Keane Precinct”.

The LandCorp submission recommends “the DCP prepared for the Anstey-Keane Urban Development Precinct should include a contribution towards Keane Road, together with any other road infrastructure upgrades triggered by additional residential traffic utilising Keane Road”.

In both Figure 2 and Figure 3 above, the 2031 daily traffic volumes on Keane Road are modelled as less than 7,000vpd between Anstey Rd and Allen Rd, and less than 15,000vpd between Allen Rd and Armadale Rd.

If the standard of Keane Road was being planned now in accordance with the WAPC Liveable Neighbourhoods Policy the section from Allen Rd to Armadale Rd would be proposed as an Integrator B (29.2m road reserve, two 5.0m carriageways (3.5m traffic lane + 1.5m cycle lane) and 6.0m median). The section of Keane Rd from Anstey Rd to Allen Rd would be proposed as a Neighbourhood Connector A (24.4m road reserve, two 5.0m carriageways and 2.0m median).

Instead the planned standard of Keane Road from Allen Rd to Armadale Rd is typically a 33m road reserve, one 8.5m carriageway (2 x 3.5m traffic lanes + 1.5m cycle lane), one 12m (approx.) carriageway (2 x 3.5m traffic lanes + 3.5m red asphalt truck lane + 1.5m cycle lane) and median varying from 2m to 6m wide. The section of Keane Rd from Anstey Rd to Allen Rd is typically 26m road reserve, two 5.0m carriageways and 6.0m median with central drainage swale.

The planned road standard of Keane Road is in excess of that required for the forecast traffic volumes alone and is dictated by the requirements of FBPW (including drainage requirements and provision for oversize vehicles carrying high/wide loads to and from industrial land uses such as Hitachi). The component of future traffic flows on Keane Road generated by urban development in the adjacent Anstey/Keane Precinct has no significant impact on the cost of construction of Keane Road, so no developer contribution should be required from future urban development in the Anstey/Keane Precinct for the construction of Keane Road.

The proposed upgrade to a roundabout at Keane Rd / Allen Rd (instead of a Give Way sign-controlled intersection) and the proposed left in / left out intersection treatment on Keane Rd midway between Allen Rd and Anstey Rd are directly attributable to future urban development in the adjacent Anstey/Keane Precinct and accordingly provision is already made in the DCP to cover the additional costs to provide these intersection treatments.

4. Armadale Road / Keane Road Signalised Intersection

The MRA and LandCorp submissions recommend that provision should be made in the DCP for further upgrade of the Armadale Road / Keane Road intersection to accommodate traffic to and from the Anstey-Keane Precinct.

However, comparison of the 2015 and 2018 traffic projections for 2031 daily traffic volumes in Figure 2 and Figure 3 indicates that the traffic volumes on Keane Rd north of Armadale Road have actually decreased slightly in the latest projections (down from 12,300vpd in the 2015 technical note to 11,900vpd in the 2018 technical note).

The current planned signalised intersection treatment at the Armadale Rd / Keane Rd intersection is understood to have been approved by Main Roads WA based on the traffic projections and SIDRA intersection analysis in the 2015 Transcore technical note and subsequent Linsig intersection analysis by Cardno in 2017.

The current planned Armadale Rd / Keane Rd signalised intersection includes a 220m long right turn lane on Armadale Road, which is consistent with the 2015 SIDRA analysis. However, it has a pedestrian movement across the eastern leg of Armadale Road instead of across the western leg as was modelled in the 2015 SIDRA analysis. Locating that pedestrian crossing across the eastern leg of Armadale Road conflicts with the heavy right turn traffic flow from Armadale Rd to Keane Rd, which is anticipated to be much heavier than the right turn out from Keane Rd to Armadale Rd. The 2015 SIDRA analysis had that pedestrian crossing across the western leg which allowed it to run at the same time as that heavy right turn in and allowed the pedestrian movement to be run in two stages (across the eastbound and westbound carriageways of Armadale Rd separately), which improves the operation of critical movements at this particular intersection.

The 2015 SIDRA analysis indicated this intersection would operate at degree of saturation 0.911 in the 2031 PM peak hour with overall level of service D (the two right turns were at level of service E), which were borderline acceptable results. (Main

Roads WA guidelines generally require degree of saturation less than 0.9 for a new signalised intersection.)

In 2018 Main Roads WA introduced a new set of operational modelling guidelines which introduce significantly more onerous requirements in SIDRA analysis, etc. For example, heavy vehicles must now be modelled in four categories instead of one, with each category modelled as the maximum permissible length and mass for that category of heavy vehicles (instead of average values as previously applied in SIDRA) and a car towing a trailer now being counted as a 12.5m truck with gross mass of 22.5 tonnes (instead of being counted as a light vehicle).

Consequently, the SIDRA analysis previously presented in the 2015 technical note would now produce less favourable results and would no longer be considered acceptable. Accordingly, it is anticipated that a revised SIDRA analysis would require additional upgrade of the Armadale Rd / Keane Rd intersection (such as double right turn lanes in the median on Armadale Road) before 2031.

This type of additional upgrade of the planned Armadale Rd / Keane Rd signalised intersection will eventually be required in any case, due to ongoing growth of regional traffic flows on Armadale Road. Effectively, the more onerous requirements of the current MRWA operational modelling guidelines will make these upgrades appear to be required earlier based on the results of SIDRA intersection analysis, despite the slight reduction of 2031 forecast traffic flows on Keane Road in the latest traffic modelling results.

It is therefore submitted that any requirement to upgrade the planned Armadale Rd / Keane Rd signalised intersection beyond the intersection layout currently agreed between Main Roads WA and MRA will be due to regional traffic growth and the requirements of MRWA's new operational modelling guidelines, and not a result of traffic movements generated by urban development in the Anstey/Keane Precinct.

5. Conclusions

This technical note has been prepared by Transcore on behalf of Cedar Woods and LWP to assist with a response to the comments raised by MRA and LandCorp, submitted in response to TPS4 – Amendment 96, relating to developer contributions for upgrading of Keane Road and the Armadale Rd / Keane Rd intersection.

The Forrestdale Business Park West planning for Keane Road has always recognised and accepted the potential for this road to be used by residential traffic from surrounding areas as well as industrial traffic associated with FBPW itself. The design work undertaken since 2015 and corresponding developer contributions proposals have been based on future traffic flows that include residential traffic from future urban development southwest of Keane Road with direct connection from that area to Keane Road.

The planned road standard of Keane Road is in excess of that required for the forecast traffic volumes alone and is dictated by the requirements of FBPW (including drainage requirements and provision for oversize vehicles carrying high/wide loads to and from industrial land uses such as Hitachi). The component of future traffic flows on Keane

Road generated by urban development in the adjacent Anstey/Keane Precinct has no significant impact on the cost of construction of Keane Road, so no developer contribution should be required from future urban development in the Anstey/Keane Precinct for the construction of Keane Road.

The proposed upgrade to a roundabout at Keane Rd / Allen Rd (instead of a Give Way sign-controlled intersection) and the proposed left in / left out intersection treatment on Keane Rd midway between Allen Rd and Anstey Rd are directly attributable to future urban development in the adjacent Anstey/Keane Precinct and accordingly provision is already made in the DCP to cover the additional costs to provide these intersection treatments.

It is also concluded that any requirement to upgrade the planned Armadale Rd / Keane Rd signalised intersection beyond the intersection layout currently agreed between Main Roads WA and MRA will be due to regional traffic growth and the requirements of MRWA's new operational modelling guidelines, and not a result of traffic movements generated by urban development in the Anstey/Keane Precinct.

Anstey-Keane Urban Precinct DCP



Client: PRM Property/Cedar Woods Properties
 Date: 31/01/2019
 Revision: **D DRAFT**
 Subject: Anstey Road - Construction of NCA Between Armadale Rd & School Site
 DCP Item: 2A
 Job Number: JDS15930

Lots: 1224

| 1 | | Land Acquisition | | | | | | |
|---|--|--------------------------|-----------------|-----------|----------------|----|------------------|--|
| | Description | Length (m) | Width (m) | Area (m2) | Value (per m2) | | | |
| 1.01 | Anstey Road Widening | 728 | 2.9 | 2109 | \$ 90 | \$ | 189,900 | |
| Sub-Total Land Acquisition | | | | | | \$ | 189,900 | |
| 2 | | Infrastructure Upgrades | | | | | | |
| | Description | | | | | | | |
| 2.01 | Earthworks | | | | | \$ | 186,400 | |
| 2.02 | Demolition | | | | | \$ | 70,200 | |
| 2.03 | Roadworks | | | | | \$ | 531,700 | |
| 2.04 | Drainage | | | | | \$ | 270,400 | |
| 2.05 | Subsoil Drainage | | | | | \$ | 244,200 | |
| 2.06 | Street Lighting | | | | | \$ | 154,840 | |
| Sub-Total Infrastructure Upgrades | | | | | | \$ | 1,457,740 | |
| 3 | | Landscape Works | | | | | | |
| | Description | Number | Rate (per item) | | | | | |
| 3.01 | Street Trees (500L) | 100 | \$2,000 | \$ | | | 200,000 | |
| 3.02 | Landscaping to roundabout | | | \$ | | | 84,000 | |
| Sub-Total Landscape Works | | | | | | \$ | 284,000 | |
| 4 | | Service Relocations | | | | | | |
| | Description | | | | | | | |
| 4.01 | Anstey Road Telstra | | | | | \$ | 175,000 | |
| 4.02 | Anstey Road ATCO Gas | | | | | \$ | 149,900 | |
| 4.03 | Anstey Road Water Reticulation | | | | | \$ | 76,500 | |
| Sub-Total Service Relocations | | | | | | \$ | 401,400 | |
| 5 | | Contractor Preliminaries | | | | | | |
| | Description | | | | | | | |
| 5.01 | Mobilisation and Management (Applicable to Items 2, 3 & 4 only) | | | | | \$ | 171,500 | |
| Sub-Total Contractor Preliminaries | | | | | | \$ | 171,500 | |
| 6 | | Consultancy Fees | | | | | | |
| | Description | | | | | | | |
| 6.01 | Consultancy Fees (Applicable to Items 2,3,4 & 5 only) | | | | | \$ | 277,800 | |
| Sub-Total Contractor Preliminaries | | | | | | \$ | 277,800 | |
| 7 | | Total DCP Estimate | | | | | \$ 2,782,340 | |
| 8 | | Total Cost per Lot | | | | | \$ 2,273 | |
| 9 | | Notes and Assumptions | | | | | | |
| 9.01 | General | | | | | | | |
| a) | Costs are based on proposed draft subdivisional layouts provided. Refer attached drawings for further details. | | | | | | | |
| b) | Rates are based on current market rates, but will need to be proved at time of tender. | | | | | | | |
| c) | The effect of GST has not been included in these costings. | | | | | | | |
| d) | Estimate is based on preliminary information only and is subject to further studies. | | | | | | | |
| e) | Estimate includes nominal allowance for Contractor preliminaries (mobilisation and management) for upgrade and service relocation works. | | | | | | | |
| 9.02 | Land Acquisition | | | | | | | |
| a) | Anstey Road Widening area based on proposed widening of Anstey Road reserve based on current Traffic Consultant advice. | | | | | | | |
| 9.03 | Infrastructure Upgrades | | | | | | | |
| a) | Anstey Road Upgrade includes nominal allowances for demolition, clearing, earthworks, drainage, subsoil, road widening, asphalt re-surfacing, kerbing and street lighting associated with the proposed works up to the northern boundary of the school site. Also includes dual use path allowance both sides of road reserve. | | | | | | | |
| 9.04 | Service Relocations | | | | | | | |
| a) | Nominal allowances has been made for relocation of existing services for the proposed road widening within Anstey Road. These shall be confirmed via liaison with the affected service providers. Note undergrounding of existing power is excluded (separate allowance for DOS). | | | | | | | |
| 9.05 | Landscape works | | | | | | | |
| a) | Cost provided by Emerge Landscaping Consultants. Allowance made for 2 x 500L trees at approximately 15m intervals on both sides of the road reserve. The landscaping to the roundabout excludes entry statements, public art or signage | | | | | | | |
| 9.06 | Fees | | | | | | | |
| a) | Estimate includes 12% of construction cost including preliminaries to cover all consultancy fees. | | | | | | | |

| | | SCHEDULE | | | |
|-------------------------|---|----------|------|-------------|---------------------|
| ITEM | DESCRIPTION | QTY | UNIT | RATE | AMOUNT |
| 1.00 | Earthworks | | | | |
| 1.01 | Clearing | 1 | Item | \$75,000.00 | \$75,000.00 |
| 1.02 | Allow backfill of existing open drain both sides of 3/4 of the length of Anstey Road with import fill | 2293.2 | m3 | \$23.00 | \$52,743.60 |
| 1.03 | Allow to batter into adjacent land holdings with import fill | 2548 | m3 | \$23.00 | \$58,604.00 |
| | | | | | \$186,347.60 |
| 2.00 | Demolition | | | | |
| 2.01 | Allow to demolish existing piped culvert | 300 | m | \$30.00 | \$9,000.00 |
| 2.02 | Allow to demolish existing crossovers | 1560 | m2 | \$25.00 | \$39,000.00 |
| 2.03 | Demolish existing fencing (allow full extent on both side of the road) | 2220 | m | \$10.00 | \$22,200.00 |
| | | | | | \$70,200.00 |
| 3.00 | Roadworks | | | | |
| 3.01 | Boxout and subgrade preparation | 9,610 | m2 | \$3.04 | \$29,213.18 |
| 3.02 | Construct pavement as specified | | | | |
| | a) 200mm limestone sub-base | 9,610 | m2 | \$9.50 | \$91,291.20 |
| | b) 100mm Roadbase base | 9,610 | m2 | \$9.25 | \$88,888.80 |
| | c) Primer Seal | 9,610 | m2 | \$1.25 | \$12,012.00 |
| 3.03 | Construct pavement seal as specified | | | | |
| | 30mm black asphalt | 8,736 | m2 | \$12.75 | \$111,384.00 |
| | Allow e/o for corrector etc based on 7.5% of overlay cost | 1 | Item | \$3,498.94 | \$3,498.94 |
| 3.04 | Extruded Concrete Kerbing | | | | |
| | a) Mountable | 511 | m | \$17.00 | \$8,687.00 |
| | b) Semi-mountable | 2,455 | m | \$20.00 | \$49,100.00 |
| | c) Reinforced flush edge beam | 0 | m | \$60.00 | \$0.00 |
| | d) Extra over for key at radius <40m | 491 | m | \$12.00 | \$5,892.00 |
| 3.05 | Grade & trim verges following installation of all services prior to final pegging | 6,552 | m2 | \$0.35 | \$2,293.20 |
| 3.06 | Supply and install street furniture | | | | |
| | a) Street sign post | 7 | each | \$68.20 | \$477.40 |
| | b) Street name plates | 14 | each | \$99.00 | \$1,386.00 |
| 3.07 | Compact and trim footpath subgrade | 3,640 | m2 | \$3.04 | \$11,065.60 |
| 3.08 | Footpaths and Pramramps | | | | |
| | 100mm insitu concrete (2.0m wide) | 1,456 | m | \$70.15 | \$102,138.40 |
| | Pram ramps - Flush entrance | 18 | no. | \$210.00 | \$3,780.00 |
| | Tactile pavers (Adhesive) | 144 | no. | \$31.02 | \$4,466.88 |
| 3.09 | Quality Assurance | | | | |
| | a) Compaction testing during construction | 1 | Item | \$6,063.75 | \$6,063.75 |
| Roadworks Total: | | | | | \$531,638.35 |

| ITEM | DESCRIPTION | SCHEDULE | | | |
|--------------------------------|--|----------|-------|------------|---------------------|
| | | QTY | UNIT | RATE | AMOUNT |
| 4.00 | Drainage | | | | |
| 4.01 | Excavation and backfill to depths shown; | | | | |
| | a) 0-2m | 728 | m | \$18.90 | \$13,759.20 |
| | b) 2-3m | 728 | m | \$23.10 | \$16,816.80 |
| 4.00 | Supply, lay and bed class 2 RCP pipework | | | | |
| | a) DN300 | 364 | m | \$54.18 | \$19,721.52 |
| | b) DN375 | 364 | m | \$67.86 | \$24,701.04 |
| | c) DN450 | 364 | m | \$86.16 | \$31,362.24 |
| 4.03 | Construct access chamber complete as detailed below (1050 Liners) | | | | |
| | a) Base and bench (1050 liner) | 27 | each | \$273.11 | \$7,455.90 |
| | b) Walls and step irons | 69.0 | m | \$400.00 | \$27,600.00 |
| | c) Trap metal (20mm blue metal bed 300mm thick) (Extra over) | 0 | each | \$92.40 | \$0.00 |
| | d) Standard SEP lid (to suit 1050 liners only) | 27.3 | each | \$787.59 | \$21,501.21 |
| | e) Circular grated gully cover (1050 Liner only) | | each | \$918.74 | \$0.00 |
| | f) Standard trafficable junction pit cover (to suit 1050 liner only) | 4.0 | each | \$1,210.75 | \$4,843.00 |
| 4.04 | Quality Assurance | | | | |
| | a) Final Inspection | 1 | Item | \$1,575.00 | \$1,575.00 |
| 4.05 | Dewatering Allowance | 546 | lin m | \$85.00 | \$46,410.00 |
| 4.06 | ASS treatment allowance | 1,092 | lin m | \$50.00 | \$54,600.00 |
| Drainage Total: | | | | | \$270,345.91 |
| 5.00 | Subsoil Drainage | | | | |
| 5.01 | Excavation and backfill to depths shown; | | | | |
| | 0-2m | 1,456 | m | \$18.90 | \$27,518.40 |
| | Blue Metal Bedding for Open Pumping (Pumps covered in provisionals) | 1,456 | m | \$15.54 | \$22,626.24 |
| 5.02 | Supply, lay and bed PVC SCJ pipework | | | | |
| | DN150 - SN8 slotted with metal surround and Geofabric Wrapping | 1,310 | m | \$49.49 | \$64,851.70 |
| | DN150 - SN8 - Solid under roads | 146 | m | \$36.73 | \$5,347.89 |
| | 150 x 150 Junction | 5 | each | \$187.25 | \$936.25 |
| | Capped Ends | 8 | each | \$140.28 | \$1,122.24 |
| 5.03 | Construct Type 8 Maintenance Shaft complete | | | | |
| | base (to suit 225mm dia Subsoil) | 30.0 | each | \$1,110.90 | \$33,327.00 |
| | Class D cap and cover | 30 | each | \$492.09 | \$14,762.70 |
| | 225mm dia riser | 60 | m | \$154.04 | \$9,242.40 |
| 5.04 | Quality Assurance | | | | |
| | As constructed survey and documentation, Liaison only | 1 | item | \$2,584.62 | \$2,584.62 |
| 5.05 | Dewatering Allowance | 728 | lin m | \$85.00 | \$61,880.00 |
| Subsoil Drainage Total: | | | | | \$244,199.43 |

| | | SCHEDULE | | | |
|-------------------------------|---|----------|------|------------|-----------------------|
| ITEM | DESCRIPTION | QTY | UNIT | RATE | AMOUNT |
| 6.00 | Street Lighting | | | | |
| 6.01 | Excavation and backfill | 1,488 | m | \$15.79 | \$23,495.52 |
| 6.02 | Supply and install cable: | | | | |
| | CN41 - 16mm xlpe street light | 1,488 | m | \$10.20 | \$15,177.60 |
| | CN54 - Cable protector-plastic slab 2m | 350 | each | \$16.13 | \$5,645.50 |
| | CN61_125 - Cable protector 125 X 690m roll | 4 | each | \$394.98 | \$1,579.92 |
| 6.03 | Capped Ends: | | | | |
| | CN73 - LV10/16 - Cap ends SL LV10/16 | 70 | each | \$5.95 | \$416.50 |
| 6.04 | Supply and Install Pillars | | | | |
| | a) LU10 - Mini Pillar | 1 | each | \$700.00 | \$700.00 |
| 6.05 | Supply and install Western Power decorative street lights | | | | |
| | SL10_150 - STD pole 10.5m SOR 4L LED | 18 | each | \$3,500.00 | \$63,000.00 |
| | SL10_150 - STD pole 10.5m SOR 5L LED | 8 | each | \$5,000.00 | \$40,000.00 |
| 6.06 | Quality Assurance | | | | |
| | a) Liaison with WP for QA | 1 | Item | \$848.72 | \$848.72 |
| | b) Final inspection | 1 | Item | \$424.36 | \$424.36 |
| | c) HV & LV Testing | 1 | Item | \$2,546.16 | \$2,546.16 |
| | d) As Constructed Information | 1 | Item | \$1,007.86 | \$1,007.86 |
| Street Lighting Total: | | | | | \$154,842.14 |
| Total: | | | | | \$1,457,573.44 |

ANSTEY ROAD, FORRESTDALE
LANDSCAPE PRELIMINARY ORDER OF COST
for PRM

Emerge Associates
REV C 23-Oct-18

| No | LOCATION | COMMENTS | QTY | UNIT | RATE | COST |
|----|---|--|--------|-------|------------|------------------------------|
| 1 | Public Open Space 1 | Minimum standard POS treatment | 3,128 | m2 | \$ 65 | \$ 203,320 |
| 2 | Public Open Space 2 - Entry Park | Standard POS treatment with playground | 2,103 | m2 | \$ 80 | \$ 168,240 |
| 3 | Public Open Space 3 - Multiuse Corridor | Minimum standard POS treatment | 4,894 | m2 | \$ 65 | \$ 318,110 |
| 4 | Public Open Space 4 - Multiuse Corridor | Feature POS with significant facilities and Living Stream | 18,987 | m2 | \$ 110 | \$ 2,088,570 |
| 5 | Public Open Space 5 - Multiuse Corridor | Standard POS treatment with playground and Living Stream | 14,462 | m2 | \$ 95 | \$ 1,373,890 |
| 6 | Public Open Space 6 | Minimum standard POS treatment | 3,677 | m2 | \$ 65 | \$ 239,005 |
| 7 | Major Entry Statements | Major entry points incl larger signage, mature trees, lighting | 1 | m2 | \$ 150,000 | \$ 150,000 |
| 8 | Minor Entry Statements | Minor entry points incl smaller precinct style signage, no lighting | 3 | ea | \$ 50,000 | \$ 150,000 |
| 9 | Roundabouts | Transplant, 2 x uplights, retic, low shrub planting | 4 | ea | \$ 21,000 | \$ 84,000 |
| 10 | Street Trees to Anstey Rd | 500lit trees to both sides of Anstey Rd frontage @ 10m ctrs | 100 | ea | \$ 2,000 | \$ 200,000 |
| 11 | Public Art | Allowance for public art | 1 | sum | \$ 200,000 | \$ 200,000 |
| 12 | Bores and Electrics | Standard bore and electrics | 2 | ea | \$ 100,000 | \$ 200,000 |
| 13 | Retic Mainlines | Assume 3000 lin m | 3,000 | lin m | \$ 30 | \$ 90,000 |
| 14 | Iron Filters and enclosures | Iron staining is anticipated locally (\$75K filter plus \$15K enclosure) | 2 | ea | \$ 100,000 | \$ 200,000 |
| 15 | Construction Consolidation | 13 weeks | 13 | wks | \$ 1,950 | \$ 25,350 |
| | | | | | | SubTotal \$ 5,963,045 |
| | | | | | | GST \$ 596,305 |
| | | | | | | TOTAL \$ 6,559,350 |

| | | | |
|----------------|-----|-----------------------|-----------|
| Number of Lots | 550 | Avg Cost/lot excl GST | \$ 10,842 |
|----------------|-----|-----------------------|-----------|

MAINTENANCE

POS Area m2 (incl verges) 50,658

| No | Year | Description | QTY | UNIT | RATE | COST |
|----|---|--|-----|------|----------|----------------------------|
| 16 | Year 1 (after 13 wks const'n consolidation) | All POS (50,658m2 x \$2/m2 = \$101,500 for 52 weeks) | 39 | wks | \$ 1,950 | \$ 76,050 |
| 17 | Year 2 | All POS (50,658m2 x \$2/m2 = \$101,500 for 52 weeks) | 52 | wks | \$ 1,950 | \$ 101,400 |
| | | | | | | SubTotal \$ 177,450 |
| | | | | | | GST \$ 17,745 |

Notes:

- POS m2 areas increased by 5% to allow for POS road verges
- Lot walls, fencing, gates in civil package
- Assume no planted medians or median trees
- 2 x bores and iron filters with mainline linkages are proposed
- 660 Residential street trees form part of Front Yard Packages budget
- Anstey Rd verge ground treatment covered by Front Yard Package
- Assume no works to Primary School required

EXPECTED 1:5 DRAINAGE COST SPLIT

| No | LOCATION | COMMENTS | QTY | UNIT | RATE | COST |
|----|---|----------------------|-------------------------|---------------|-----------|---------------------|
| 18 | Public Open Space 3 - Multiuse Corridor | Above 1:5 flood zone | 3,744 | m2 | \$ 56 | \$ 208,860 |
| | | Below 1:5 flood zone | 1,150 | m2 | \$ 95 | \$ 109,250 |
| | | | Total (as above) | 4,894 | m2 | \$ 318,110 |
| 19 | Public Open Space 4 - Multiuse Corridor | Above 1:5 flood zone | 15,847 | m2 | \$ 113 | \$ 1,790,270 |
| | | Below 1:5 flood zone | 3,140 | m2 | \$ 95 | \$ 298,300 |
| | | | Total (as above) | 18,987 | m2 | \$ 2,088,570 |
| 20 | Public Open Space 5 - Multiuse Corridor | Above 1:5 flood zone | 10,422 | m2 | \$ 95 | \$ 990,090 |
| | | Below 1:5 flood zone | 4,040 | m2 | \$ 95 | \$ 383,800 |
| | | | Total (as above) | 14,462 | m2 | \$ 1,373,890 |

| | | | |
|---------------------|---------------|--|---------------------|
| Total All above 1:5 | 30,013 | | \$ 2,989,220 |
| Total All below 1:5 | 8,330 | | \$ 791,350 |

| | |
|-----------------|--------------|
| Check Total All | \$ 3,780,570 |
|-----------------|--------------|

| STAGE 1 | STAGE 2 | STAGE 3 | STAGE 4 | STAGE 5 | STAGE 6 | STAGE 7 | STAGE 8 | STAGE 9 | STAGE 10 | STAGE 11 | STAGE 12 | STAGE 13 | STAGE 14 | BY OTHERS | Check Total |
|---------------------|-------------|-------------------|-------------|-------------------|---------------------|---------------------|------------------|-------------------|-------------|-------------------|-------------|-------------|-------------------|-------------------|---------------------|
| | | | | | | | | | | | | | | \$ 203,320 | \$ 203,320 |
| \$ 440,800 | | | | | | | | | | | | | | | \$ 440,800 |
| | | | | \$ 318,110 | | | | | | | | | | | \$ 318,110 |
| | | | | | \$ 1,524,656 | \$ 417,714 | | | | \$ 146,200 | | | | | \$ 2,088,570 |
| | | | | | | \$ 686,945 | | \$ 686,945 | | | | | | | \$ 1,373,890 |
| | | | | | | | | | | | | | \$ 239,005 | | \$ 239,005 |
| \$ 150,000 | | | | | | | | | | | | | | | \$ 150,000 |
| | | | | \$ 50,000 | | | | | | | | | \$ 50,000 | | \$ 150,000 |
| \$ 21,000 | | \$ 21,000 | | \$ 21,000 | | | | | | | | | \$ 21,000 | | \$ 84,000 |
| \$ 90,000 | | \$ 30,000 | | | | | \$ 50,000 | \$ 30,000 | | | | | | | \$ 200,000 |
| \$ 60,000 | | | | | \$ 100,000 | \$ 40,000 | | | | | | | | | \$ 200,000 |
| \$ 100,000 | | | | | \$ 100,000 | | | | | | | | | | \$ 200,000 |
| \$ 59,000 | | | | \$ 4,000 | | \$ 5,000 | | \$ 3,000 | | | | | \$ 19,000 | | \$ 90,000 |
| \$ 100,000 | | | | | \$ 100,000 | | | | | | | | | | \$ 200,000 |
| \$ 5,070 | | | | \$ 3,621 | \$ 6,519 | \$ 5,070 | | \$ 2,535 | | | | | \$ 2,535 | | \$ 25,350 |
| \$ 1,025,870 | \$ - | \$ 101,000 | \$ - | \$ 346,731 | \$ 1,831,175 | \$ 1,204,729 | \$ 50,000 | \$ 722,480 | \$ - | \$ 146,200 | \$ - | \$ - | \$ 331,540 | \$ 203,320 | \$ 5,963,045 |
| \$ 102,587 | \$ - | \$ 10,100 | \$ - | \$ 34,673 | \$ 183,117 | \$ 120,473 | \$ 5,000 | \$ 72,248 | \$ - | \$ 14,620 | \$ - | \$ - | \$ 33,154 | \$ 20,332 | \$ 596,305 |
| \$ 1,128,457 | \$ - | \$ 111,100 | \$ - | \$ 381,405 | \$ 2,014,292 | \$ 1,325,202 | \$ 55,000 | \$ 794,728 | \$ - | \$ 160,820 | \$ - | \$ - | \$ 364,694 | \$ 223,652 | \$ 6,559,350 |

| | | | | | | | | | | | | | | | |
|-------|------|------|------|------|-------|-------|------|-------|------|------|------|------|------|------|--------|
| 17.2% | 0.0% | 1.7% | 0.0% | 5.8% | 30.7% | 20.2% | 0.8% | 12.1% | 0.0% | 2.5% | 0.0% | 0.0% | 5.6% | 3.4% | 100.0% |
|-------|------|------|------|------|-------|-------|------|-------|------|------|------|------|------|------|--------|

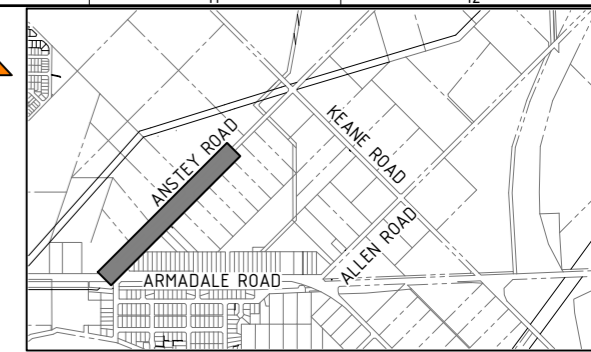
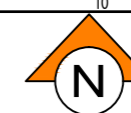
DCA4 Precinct 2 Landscaping Costs

| No | COST ESTIMATE |
|-------------------------------|--------------------|
| 1-6, 12-14 | \$4,881,135 |
| 16-17 (maintenance - 2 years) | \$177,450 |
| Total | \$5,058,585 |

City of Armadale - Shared Paths Estimate - 6/2/2019

| | Quantity | Unit | Unit rate | Total Cost | | Total Length | Total Price |
|--|----------|------|-----------|------------|--|--------------|--------------|
| Construct 3.0m wide red asphaltic footpaths to City of Armadale standards | | | | | | | |
| 20mm Red asphalt (2% red oxide) | 3 | m2 | \$11.90 | \$35.70 | | | |
| 300mm wide Reinforced flush kerbing | 0.6 | m | \$56.92 | \$34.15 | | | |
| 150mm compacted limestone base | 3.7 | m2 | \$11.63 | \$43.03 | | | |
| Subgrade preparation, trim and compact | 3.7 | m2 | \$5.96 | \$22.05 | | | |
| | | | | \$134.94 | | | |
| 10% Preliminaries | | | | \$13.49 | | | |
| 10% Contingencies | | | | \$14.84 | | | |
| | | | | \$163.27 | | 2237 | \$365,238.01 |
| Construct 2.5m wide red asphaltic footpaths to City of Armadale standards | | | | | | | |
| 20mm Red asphalt (2% red oxide) | 2.5 | m2 | \$11.90 | \$29.75 | | | |
| 300mm wide Reinforced flush kerbing | 0.6 | m | \$56.92 | \$34.15 | | | |
| 150mm compacted limestone base | 3.1 | m2 | \$11.63 | \$36.05 | | | |
| Subgrade preparation, trim and compact | 3.1 | m2 | \$5.96 | \$18.48 | | | |
| | | | | \$118.43 | | | |
| 10% Preliminaries | | | | \$11.84 | | | |
| 10% Contingencies | | | | \$13.03 | | | |
| | | | | \$143.30 | | 811 | \$116,217.52 |
| Construct 2.5m wide concrete footpath to City of Armadale standards | | | | | | | |
| 2.5m wide colour grey | 2.5 | m2 | \$37.93 | \$94.83 | | | |
| Subgrade preparation, trim and compact | 3 | m2 | \$5.96 | \$17.88 | | | |
| | | | | \$112.71 | | | |
| 10% Preliminaries | | | | \$11.27 | | | |
| 10% Contingencies | | | | \$12.40 | | | |
| | | | | \$136.37 | | 1735 | \$236,607.24 |

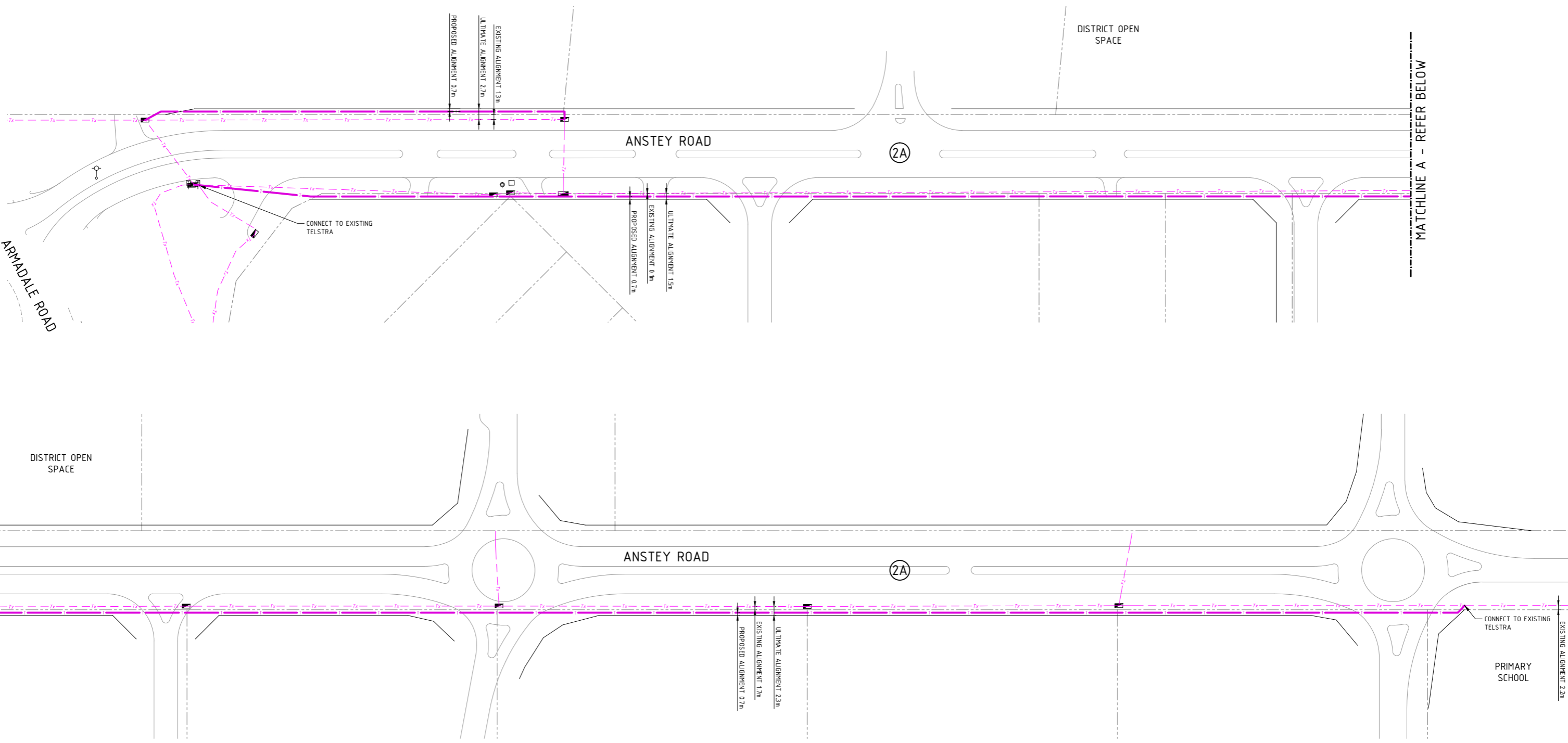
F. Infrastructure Concept Plans



LOCALITY PLAN
NOT TO SCALE

LEGEND

- PROPOSED/FUTURE ROADS
- EXISTING TELSTRA
- PROPOSED TELSTRA RE-ALIGNMENT
- EXISTING TELSTRA PITS
- ULTIMATE/PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- DCP ITEM REFERENCE NUMBER



0 5 10 20 30m
SCALE 1500 @ ORIGINAL SHEET SIZE A1

| | | | | | |
|-----|----------|-------|---------|---------------------------|--|
| | | | | | |
| B | 31.10.18 | BG | GDB | RE-ISSUED FOR INFORMATION | |
| A | 05.10.18 | AJP | | ISSUED FOR INFORMATION | |
| REV | DATE | DRAWN | CHECKED | APPROVED | |

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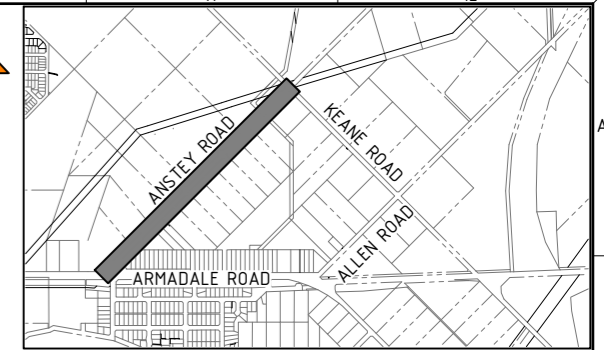
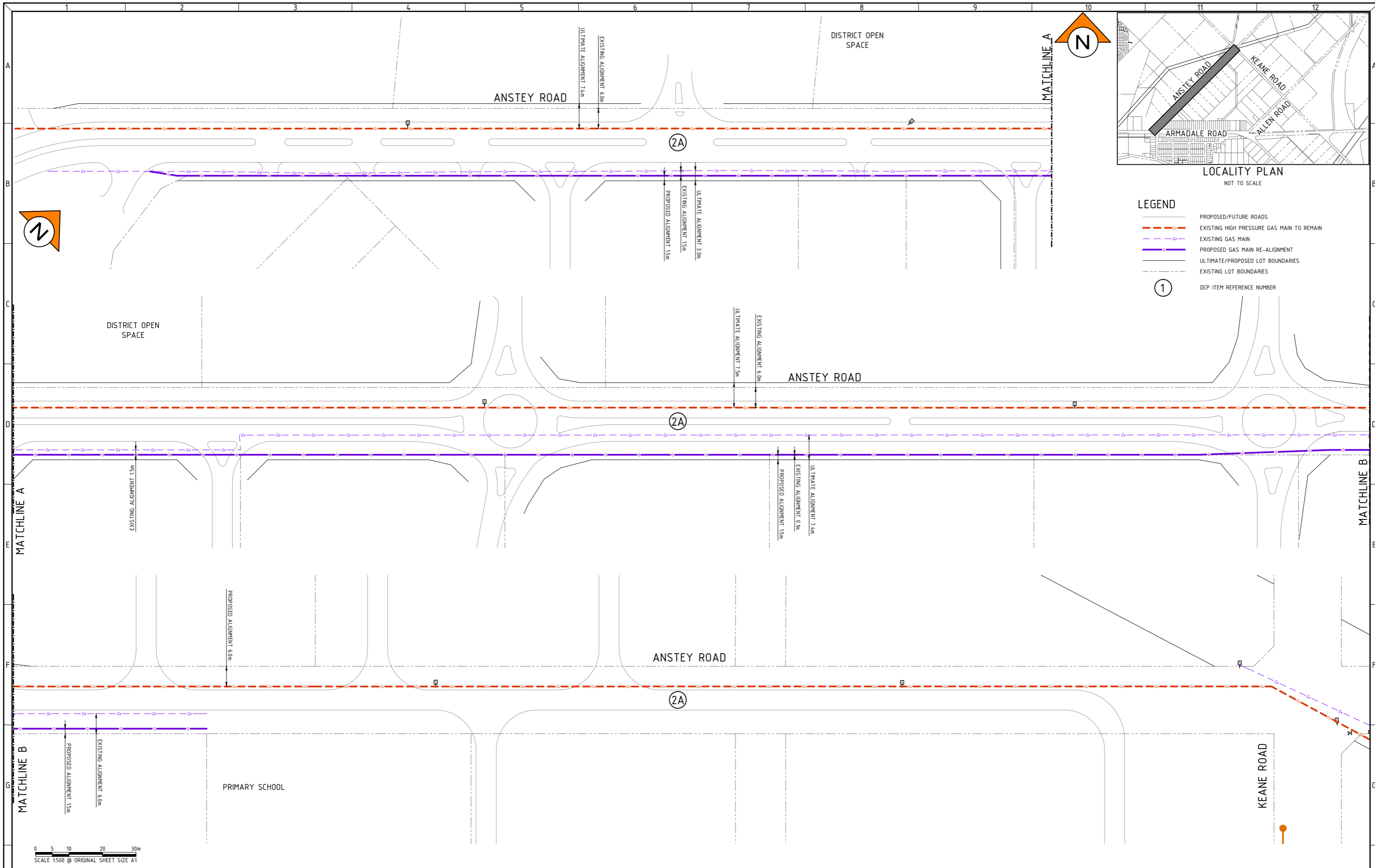
Workzone, Level 6, 1 Nash Street, Perth WA 6000
P: (08) 9227 0595 F: (08) 9227 8617

CLIENT:
PRM PROPERTY / CEDAR WOODS

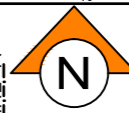
PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP

DRAWING TITLE:
**INDICATIVE EXISTING SERVICES
TELSTRA RELOCATION PLAN**

| | |
|--------------------------------|---------------------|
| DRAWN A. PANZICH | WAPC No. |
| DESIGNED A. PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK053 | REVISION B |



- LEGEND**
- PROPOSED/FUTURE ROADS
 - EXISTING HIGH PRESSURE GAS MAIN TO REMAIN
 - EXISTING GAS MAIN
 - PROPOSED GAS MAIN RE-ALIGNMENT
 - ULTIMATE/PROPOSED LOT BOUNDARIES
 - EXISTING LOT BOUNDARIES
 - DCP ITEM REFERENCE NUMBER



0 5 10 20 30m
SCALE 1:500 @ ORIGINAL SHEET SIZE A1

| | | | | |
|-----|----------|-------|---------|---------------------------|
| | | | | |
| B | 31.10.18 | BG | GDB | RE-ISSUED FOR INFORMATION |
| A | 05.10.18 | AJP | | ISSUED FOR INFORMATION |
| REV | DATE | DRAWN | CHECKED | APPROVED |

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JDSi
CONSULTING ENGINEERS
Workzone, Level 6, 1 Nash Street, Perth WA 6000
P: (08) 9227 0595 F: (08) 9227 8617

CLIENT:
PRM PROPERTY / CEDAR WOODS

PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP

DRAWING TITLE:
INDICATIVE EXISTING SERVICES GAS RELOCATION PLAN

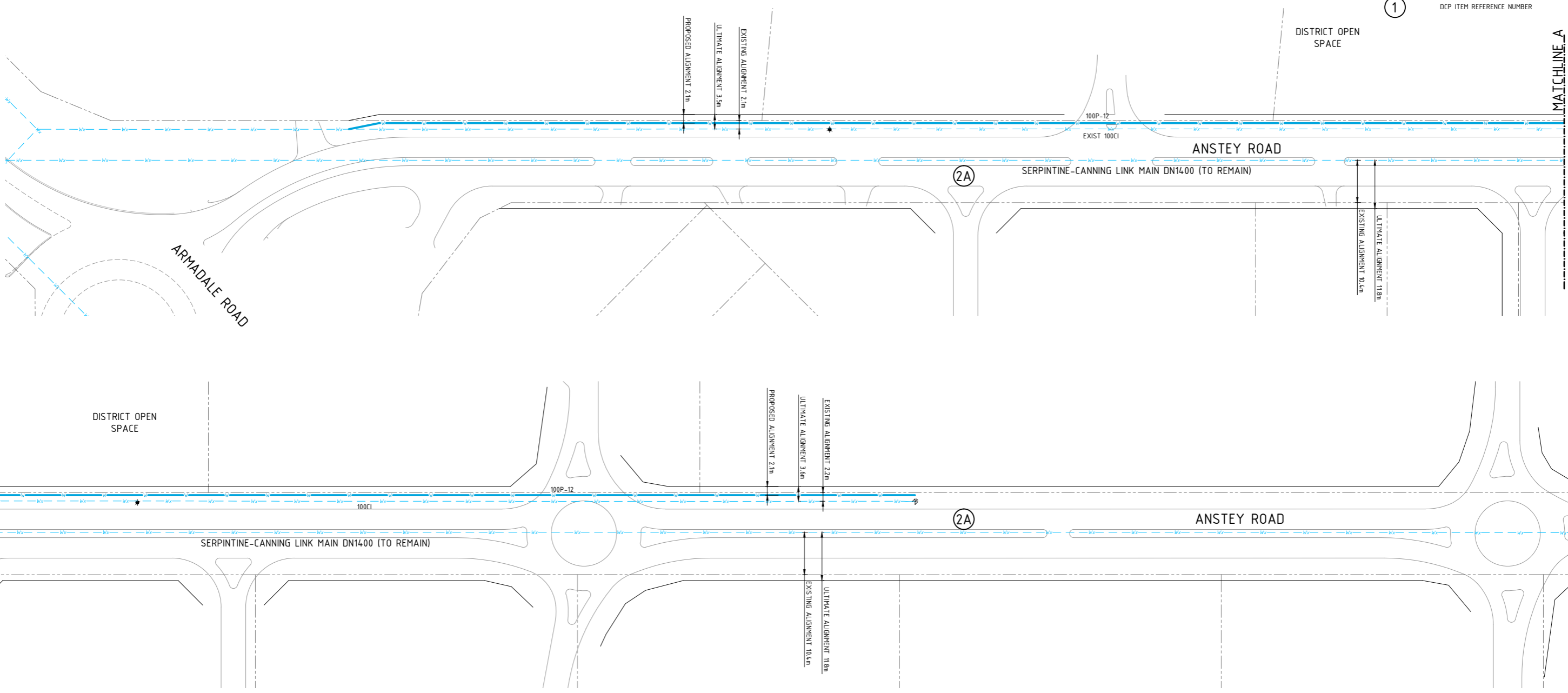
| | |
|--------------------------------|---------------------|
| DRAWN A. PANZICH | WAPC No. |
| DESIGNED A. PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK054 | REVISION B |



LOCALITY PLAN
NOT TO SCALE

LEGEND

- PROPOSED/FUTURE ROADS
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- ULTIMATE/PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- DCP ITEM REFERENCE NUMBER



| | | | | | |
|-----|----------|-------|---------|----------|---------------------------|
| REV | DATE | DRAWN | CHECKED | APPROVED | REVISION |
| B | 31.10.18 | BG | | GDB | RE-ISSUED FOR INFORMATION |
| A | 05.10.18 | AJP | | | ISSUED FOR INFORMATION |

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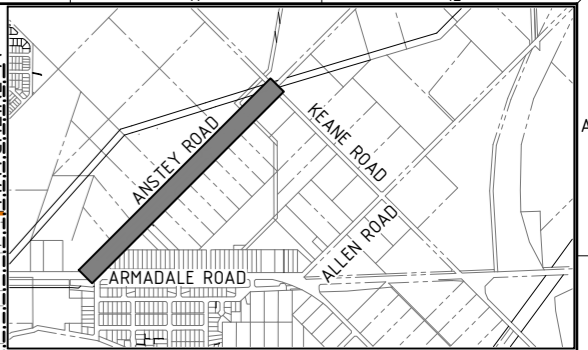
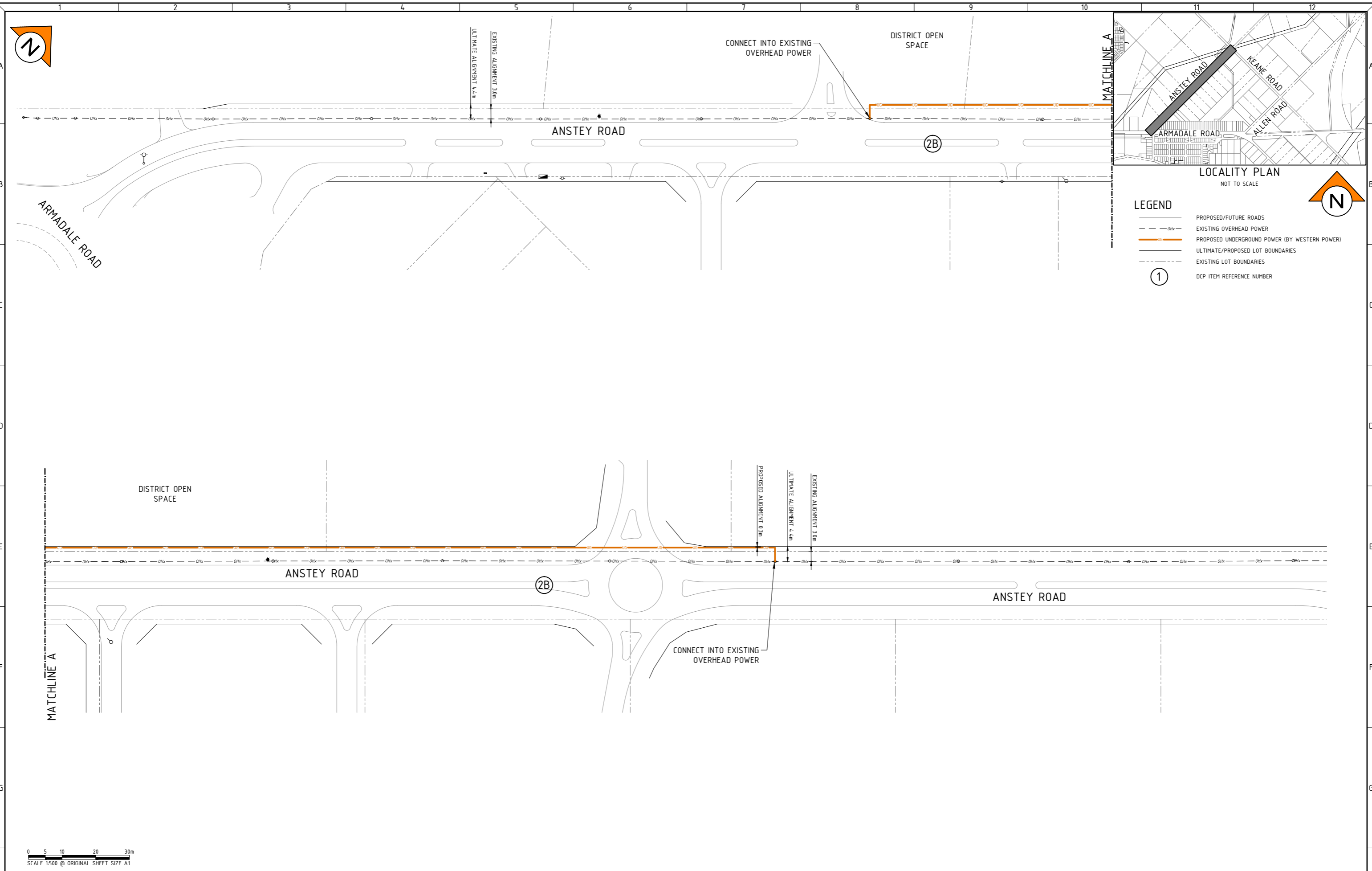
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P: (08) 9227 0595 F: (08) 9227 8617

CLIENT:
PRM PROPERTY / CEDAR WOODS

PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP

DRAWING TITLE:
INDICATIVE EXISTING SERVICES WATER RELOCATION PLAN

| | |
|--------------------------------|---------------------|
| DRAWN A. PANZICH | WAPC No. |
| DESIGNED A. PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK055 | REVISION B |



LEGEND

- PROPOSED/FUTURE ROADS
- EXISTING OVERHEAD POWER
- PROPOSED UNDERGROUND POWER (BY WESTERN POWER)
- ULTIMATE/PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- DCP ITEM REFERENCE NUMBER

0 5 10 20 30m
SCALE 1:500 @ ORIGINAL SHEET SIZE A1

| | | | | |
|-----|----------|-------|---------|---------------------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| B | 31.10.18 | BG | GDB | RE-ISSUED FOR INFORMATION |
| A | 05.10.18 | AJP | | ISSUED FOR INFORMATION |
| REV | DATE | DRAWN | CHECKED | APPROVED |

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CLIENT:
PRM PROPERTY / CEDAR WOODS

PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP

DRAWING TITLE:
UNDERGROUND OF EXISTING OVERHEAD POWER LINES

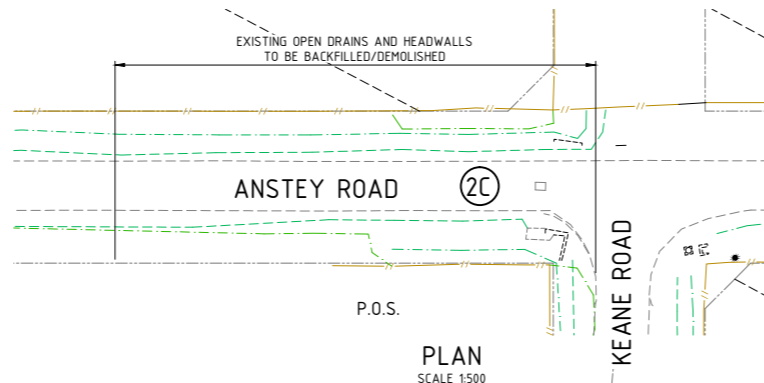
| | |
|--------------------------------|---------------------|
| DRAWN A. PANZICH | WAPC No. |
| DESIGNED A. PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK056 | REVISION B |



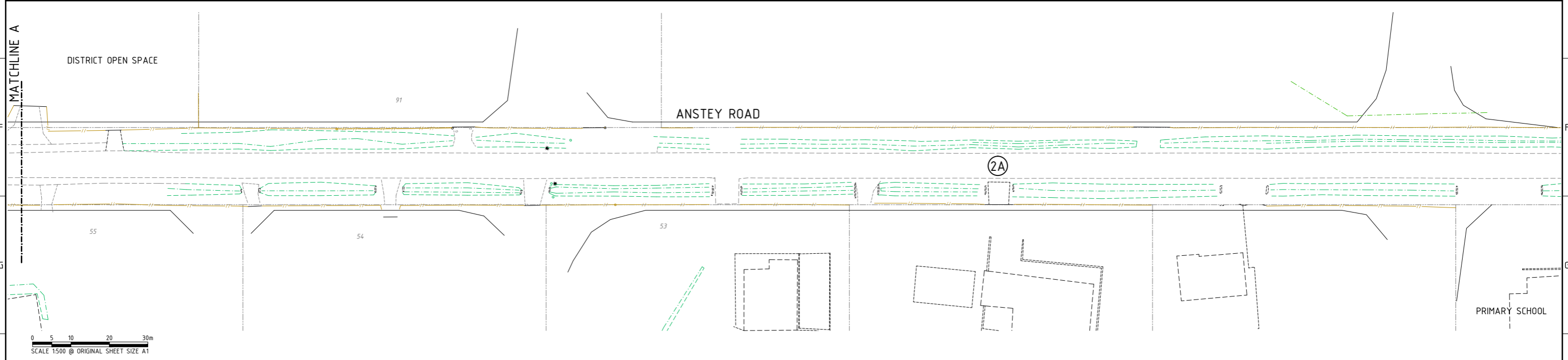
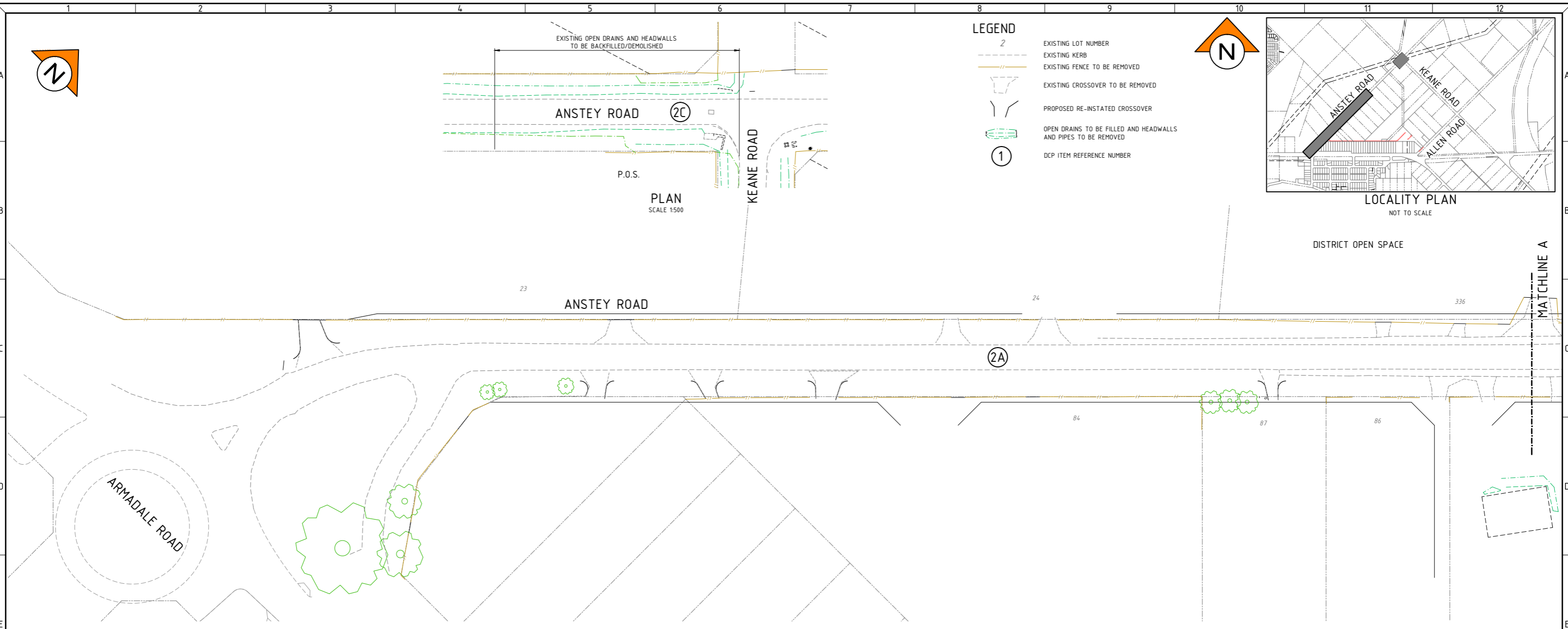
LOCALITY PLAN
NOT TO SCALE

LEGEND

- 2 EXISTING LOT NUMBER
- EXISTING KERB
- EXISTING FENCE TO BE REMOVED
- EXISTING CROSSOVER TO BE REMOVED
- PROPOSED RE-INSTATED CROSSOVER
- OPEN DRAINS TO BE FILLED AND HEADWALLS AND PIPES TO BE REMOVED
- ① DCP ITEM REFERENCE NUMBER



PLAN
SCALE 1500



0 5 10 20 30m
SCALE 1500 @ ORIGINAL SHEET SIZE A1

| | | | | | |
|-----|----------|-------|---------|----------|---|
| REV | DATE | DRAWN | CHECKED | APPROVED | RE-ISSUED FOR INFORMATION ISSUED FOR INFORMATION |
| B | 31.10.18 | BG | | GDB | |
| A | 05.10.18 | AJP | | | |

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CLIENT:
PRM PROPERTY / CEDAR WOODS

PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP

DRAWING TITLE:
DEMOLITION PLAN

| | |
|---------------------------------------|----------------------|
| DRAWN A. PANZICH | WAPC No. |
| DESIGNED A. PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK060 | REVISION B |

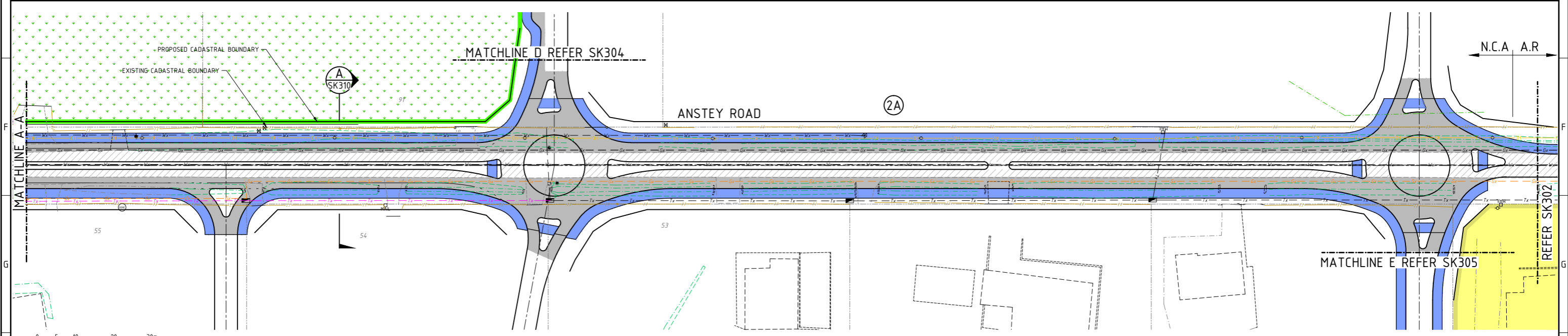
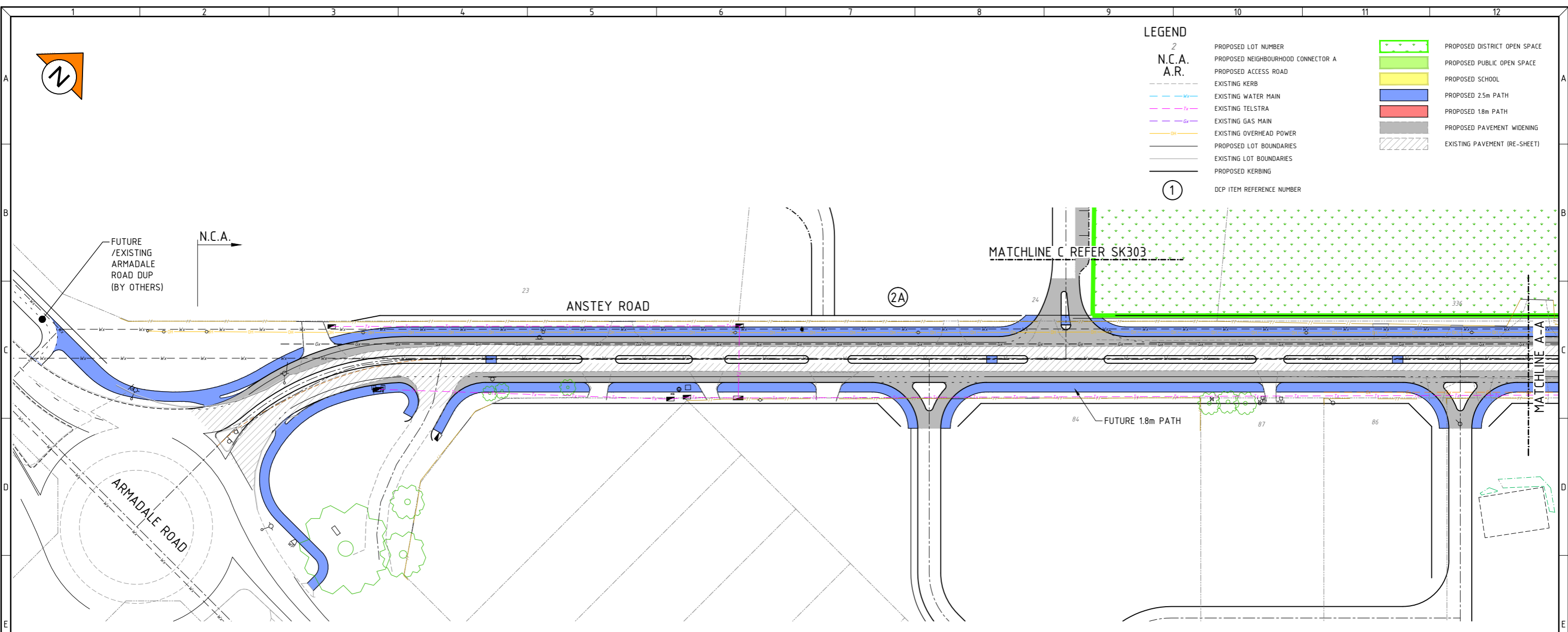


LEGEND

2
N.C.A.
A.R.

- PROPOSED LOT NUMBER
- PROPOSED NEIGHBOURHOOD CONNECTOR A
- PROPOSED ACCESS ROAD
- EXISTING KERB
- EXISTING WATER MAIN
- EXISTING TELSTRA
- EXISTING GAS MAIN
- EXISTING OVERHEAD POWER
- PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- PROPOSED KERBING
- DCP ITEM REFERENCE NUMBER

- PROPOSED DISTRICT OPEN SPACE
- PROPOSED PUBLIC OPEN SPACE
- PROPOSED SCHOOL
- PROPOSED 2.5m PATH
- PROPOSED 1.8m PATH
- PROPOSED PAVEMENT WIDENING
- EXISTING PAVEMENT (RE-SHEET)



0 5 10 20 30m
SCALE 1500 @ ORIGINAL SHEET SIZE A1

| | | | | | |
|-----|----------|-------|---------|---------------------------|--|
| | | | | | |
| C | 31.10.18 | BG | GDB | RE-ISSUED FOR INFORMATION | |
| B | 17.10.18 | SP | GDB | RE-ISSUED FOR INFORMATION | |
| A | 5.10.18 | AJP | | ISSUED FOR INFORMATION | |
| REV | DATE | DRAWN | CHECKED | APPROVED | |

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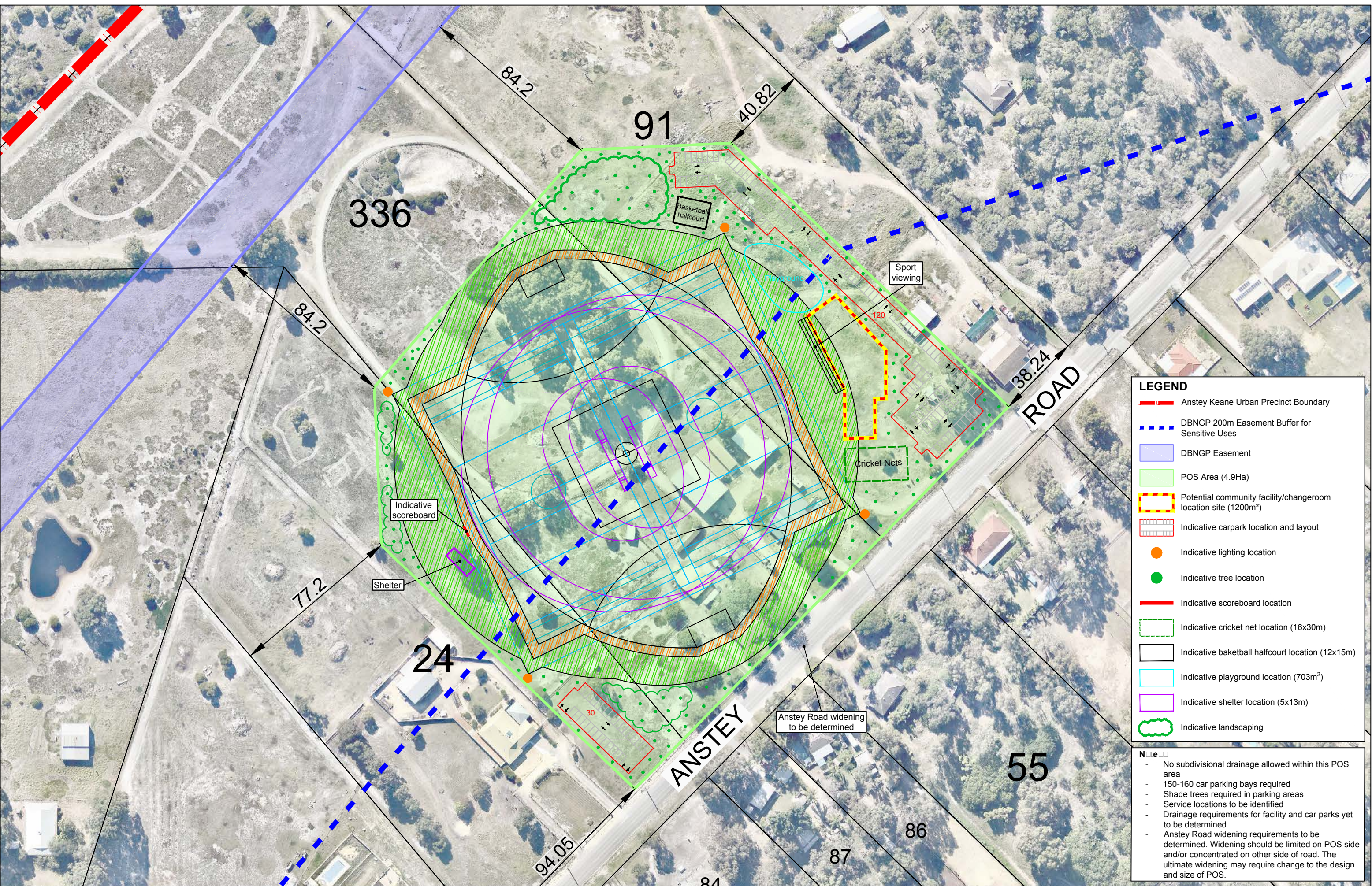
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CLIENT:
PRM PROPERTY / CEDAR WOODS

PROJECT:
ANSTEY-KEANE URBAN PRECINCT DCP ROAD WIDENING AND UPGRADES

DRAWING TITLE:
ROAD WIDENING AND UPGRADE REQUIREMENTS SHEET 1 OF 6

| | |
|--------------------------------|---------------------|
| DRAWN A PANZICH | WAPC No. |
| DESIGNED A PANZICH | SCALE @ A1 1:500 |
| PROJECT MANAGER S. FOLEY | DATUM AHD |
| JDSi PROJECT No. JDS15930.0 | CO-ORDS PCG-94 |
| DRAWING No. SK301 | REVISION C |



LEGEND

- Anstey Keane Urban Precinct Boundary
- DBNGP 200m Easement Buffer for Sensitive Uses
- DBNGP Easement
- POS Area (4.9Ha)
- Potential community facility/changeroom location site (1200m²)
- Indicative carpark location and layout
- Indicative lighting location
- Indicative tree location
- Indicative scoreboard location
- Indicative cricket net location (16x30m)
- Indicative basketball halfcourt location (12x15m)
- Indicative playground location (703m²)
- Indicative shelter location (5x13m)
- Indicative landscaping

- Note**
- No subdivisional drainage allowed within this POS area
 - 150-160 car parking bays required
 - Shade trees required in parking areas
 - Service locations to be identified
 - Drainage requirements for facility and car parks yet to be determined
 - Anstey Road widening requirements to be determined. Widening should be limited on POS side and/or concentrated on other side of road. The ultimate widening may require change to the design and size of POS.

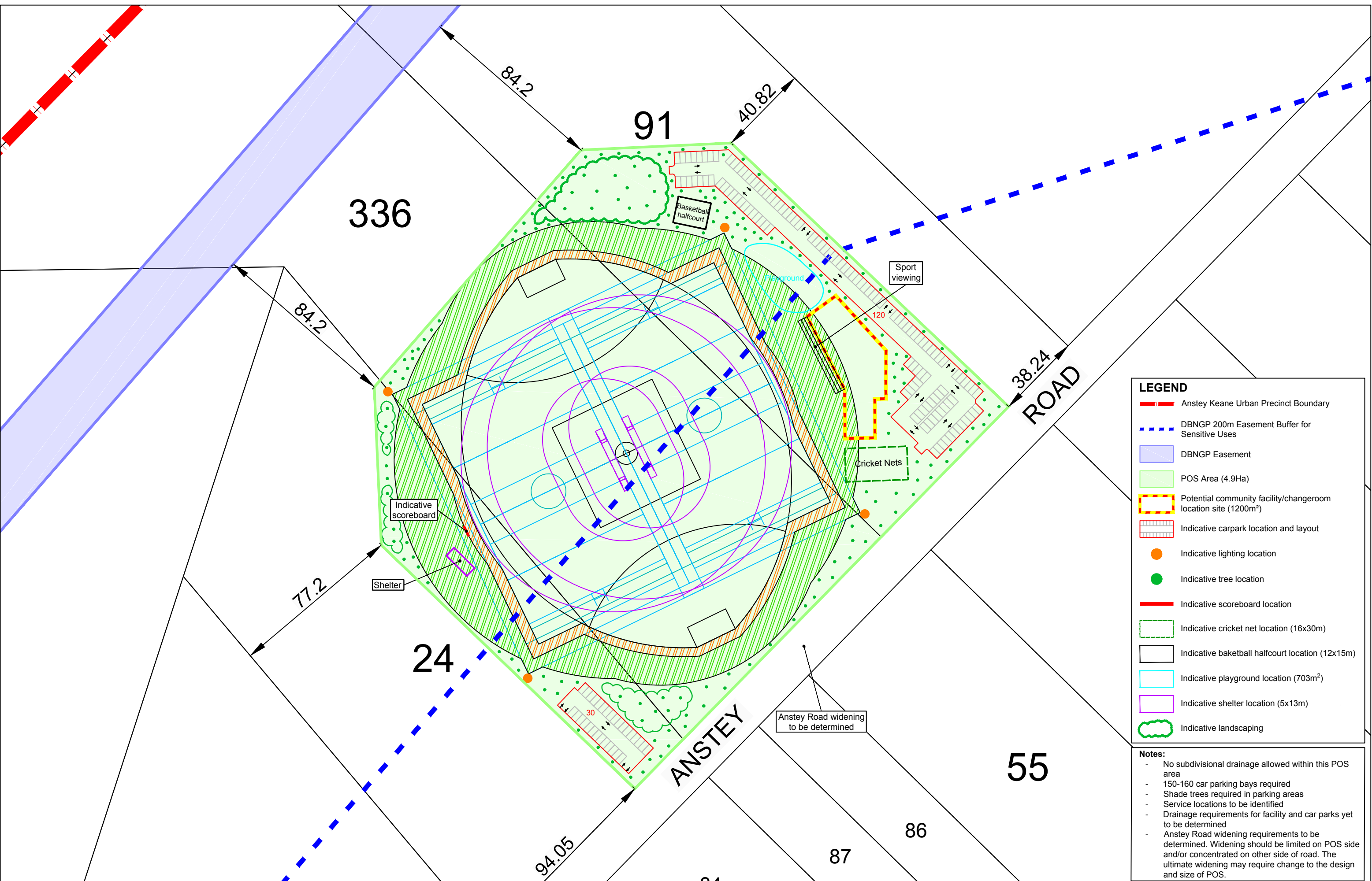
PLANNING FIELD PLAN
 With Aerial
 Anstey Keane Urban Precinct



SCALE 1 : 1500



Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate, Photomaps by NearMap.



LEGEND

- Anstey Keane Urban Precinct Boundary
- DBNGP 200m Easement Buffer for Sensitive Uses
- DBNGP Easement
- POS Area (4.9Ha)
- Potential community facility/changeroom location site (1200m²)
- Indicative carpark location and layout
- Indicative lighting location
- Indicative tree location
- Indicative scoreboard location
- Indicative cricket net location (16x30m)
- Indicative basketball halfcourt location (12x15m)
- Indicative playground location (703m²)
- Indicative shelter location (5x13m)
- Indicative landscaping

- Notes:**
- No subdivisional drainage allowed within this POS area
 - 150-160 car parking bays required
 - Shade trees required in parking areas
 - Service locations to be identified
 - Drainage requirements for facility and car parks yet to be determined
 - Anstey Road widening requirements to be determined. Widening should be limited on POS side and/or concentrated on other side of road. The ultimate widening may require change to the design and size of POS.

PLAYING FIELD CONCEPT
 Without Aerial
 Anstey Keane Urban Precinct



SCALE 1 : 1500

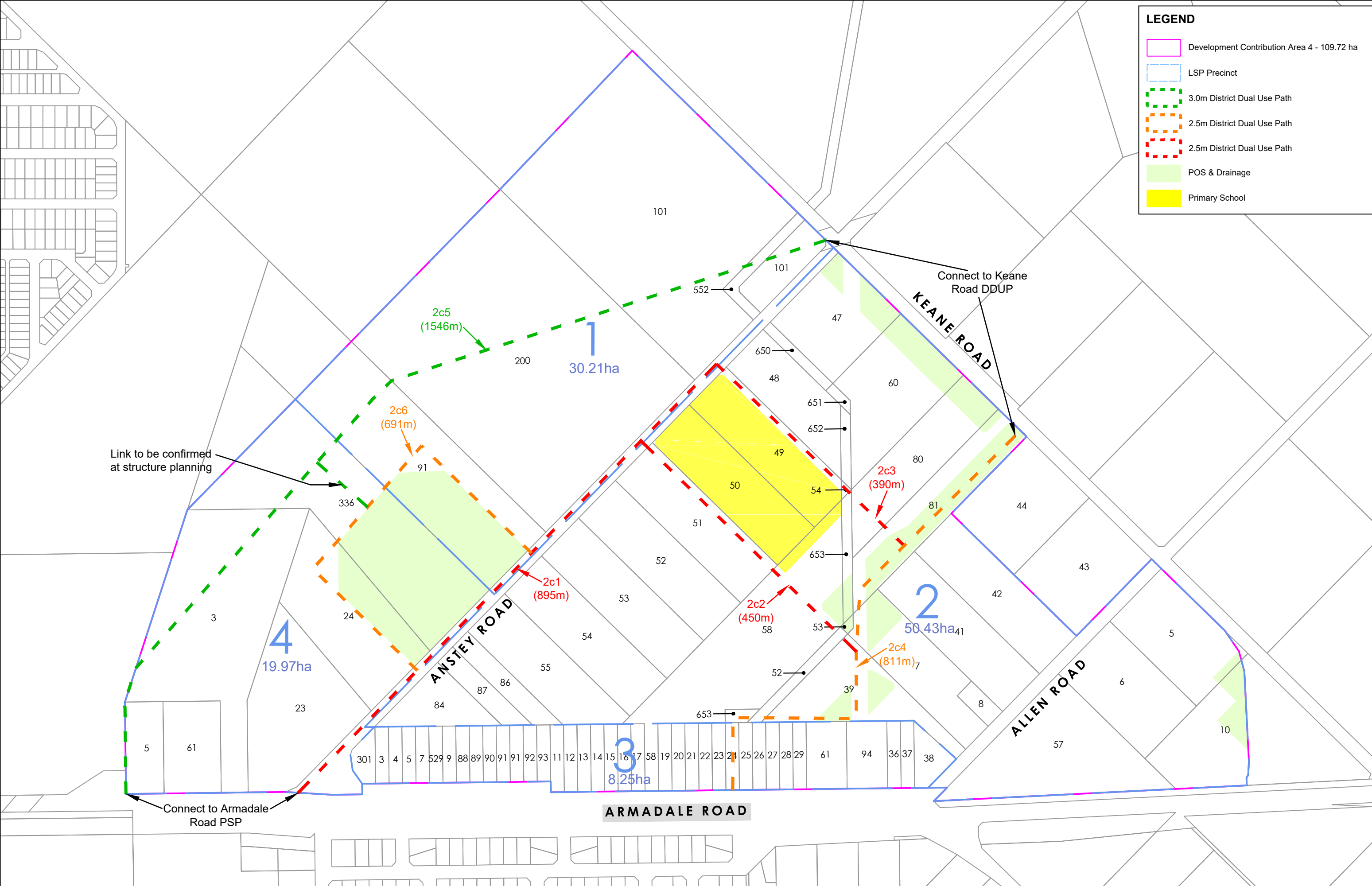
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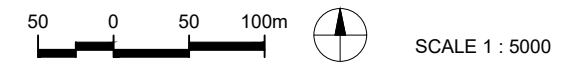
G. Shared Use Path Plan

LEGEND

- Development Contribution Area 4 - 109.72 ha
- LSP Precinct
- 3.0m District Dual Use Path
- 2.5m District Dual Use Path
- 2.5m District Dual Use Path
- POS & Drainage
- Primary School



Development Contribution Plan 4 - Shared Use Paths
Anstey Keane Precinct



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H. Initial Valuation Review



11 January 2019

Our Ref: 190016

Your Ref: 114058

Mr Carlo Mannucci

Project Manager Contributions Arrangements

City of Armadale

By Email: CMannucci@armadale.wa.gov.au

RE: Proposed Development Contribution Plan (DCP) No.4 Appraisal

Dear Sir,

Thank you for your instruction to provide an appraisal on a land only basis for the properties within the Anstey Keane Urban Precinct intended to be acquired through a proposed DCP No.4.

Our advice is effective as per the date of your instruction being 29 January 2019.

For the purpose of this letter a desktop inspection was undertaken of the properties only however the writer is familiar with the land having previously inspected the area and a number of the subject properties several times within the last 12 months.

Properties

We have been instructed to assess a likely land price for the properties within proposed DCP No.4. The following properties will be situated within the Proposed DCP No.4 and we have assessed the likely underlying land price of the parent allotments having no regard to any improvements on site.

| Item – Road Widening for Anstey Road Upgrade | Area Acquired (m ²) | Parent Allotment (m ²) |
|--|---------------------------------|------------------------------------|
| Land Acquisition - Lot 23 Anstey Road | 199 | 30,641 |
| Land Acquisition - Lot 24 Anstey Road | 270 | 30,642 |
| Land Acquisition - Lot 336 Anstey Road | 291 | 53,134 |
| Land Acquisition - Lot 91 Anstey Road | 280 | 48,957 |
| Land Acquisition - Lot 200 Anstey Road | 547 | 129,315 |
| Land Acquisition - Lot 50 Anstey Road | 19 | 20,628 |
| Land Acquisition - Lot 51 Anstey Road | 180 | 20,627 |
| Land Acquisition - Lot 52 Anstey Road | 180 | 20,626 |
| Land Acquisition - Lot 53 Anstey Road | 180 | 20,625 |



| Item – Road Widening for Anstey Road Upgrade | Acquired Area (m ²) | Parent Allotment (m ²) |
|--|---------------------------------|------------------------------------|
| Land Acquisition - Lot 54 Anstey Road | 180 | 20,625 |
| Land Acquisition - Lot 55 Anstey Road | 180 | 18,677 |
| Land Acquisition - Lot 86 Anstey Road | 73 | 5,890 |
| Land Acquisition - Lot 87 Anstey Road | 73 | 4,855 |
| Land Acquisition - Lot 84 Anstey Road | 287 | 9,097 |
| Land Acquisition - Lot 3 Armadale Road | 2 | 1,701 |
| Land Acquisition - Lot 301 Armadale Road | 96 | 2,243 |

| Item – Public Open Space | Acquired Area (m ²) | Parent Allotment (m ²) |
|--|---------------------------------|------------------------------------|
| Land Acquisition - Lot 336 Anstey Road | 24,800 | 53,134 |
| Land Acquisition - Lot 24 Anstey Road | 7,410 | 30,642 |
| Land Acquisition - Lot 91 Anstey Road | 16,100 | 48,957 |

| Item – Waste Water Pump Station Land | Acquired Area (m ²) | Parent Allotment (m ²) |
|--------------------------------------|---------------------------------|------------------------------------|
| Land Acquisition - Lot 39 Allen Road | 1,483 | 18,661 |

| Item – Road Widening for Keane Road Roundabout | Acquired Area (m ²) | Parent Allotment (m ²) |
|--|---------------------------------|------------------------------------|
| Land Acquisition - Lot 43 Keane Road | 256.4 | 21,003 |

| Item – Cost of Land Required for Public Open Space | Acquired Area (m ²) | Parent Allotment (m ²) |
|--|---------------------------------|------------------------------------|
| Lot 6 Allen Road | 836 | 19,904 |
| Lot 8 Allen Road | 84 | 2,000 |
| Lot 84 Anstey Road | 382 | 9,097 |
| Portion of Lot 52 (existing dwelling lot) | 199 | 20,626 |
| Portion of Lot 52 (existing dwelling lot) | 175 | 20,626 |
| Portion of Lot 54 (existing dwelling lot) | 83 | 20,625 |



Location and Zoning

Location The subject properties are located within Forrestdale, a suburb situated approximately 31 kilometres south east of the Perth Central Business District. More specifically, the properties are situated to the south eastern and north western side of Anstey Road, the northern side of Armadale Road and the south eastern and north western side of Allen Road. The properties lie within the local authority boundaries of the City of Armadale.

Recreational Armadale Country Club, Forrestdale Lake, Piara Nature Reserve, Jandakot Regional Park, Forrestdale Lake Nature Reserve.

Shopping Stockland Harrisdale Shopping Centre, Haynes Shopping Centre, Southern River Shopping Centre, Cockburn Gateway Shopping City, Armadale Central.

Transport Links Forrestdale Primary, St John Bosco College, Carey Baptist College, Forrestdale Campus, Willandra Primary, Piara Waters Primary.

Other Local bus services run along Armadale Road. Armadale Road connects nearby to Tonkin Highway and the other major arterial roads of Nicholson and Ranford Road's. The Kwinana Freeway is accessible west from Armadale Road.

Local Authority: City of Armadale – Town Planning Scheme No. 4

Zoning: 'General Rural' (Lots 200, 91 & 336)
'Rural Living' (remaining lots)

Metropolitan Region Scheme: 'Urban' (all lots)

Aerial




Source: Nearmap




Sales Evidence – Large Englobo Sites

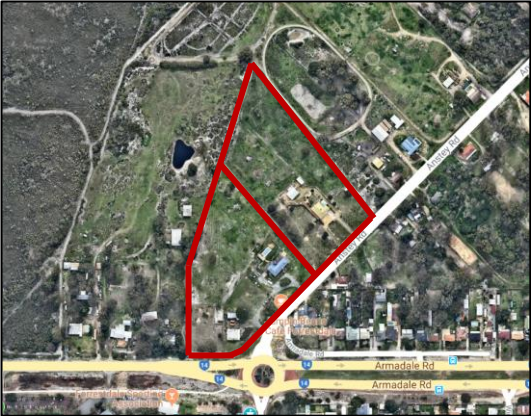
In assessing a likely land price for the subject properties we have analysed recent sales of comparable properties from throughout the Perth metropolitan area.

| 117 and 139 Wungong Road and 148 Eleventh Road, Wungong | |
|--|---|
| Sale Price: | \$4,052,520 GST free |
| Sale Dates: | August 2018 |
| Site Area: | 6.579 hectares (combined) |
| \$/ha Site Area: | \$615,978 |
|  | |
| Source: Nearmap | |
| Comment: | <p>Three allotments situated within close proximity to each other within the suburb of Wungong. 139 Wungong Road and 148 Eleventh Road are contiguous with 117 Wungong Road situated approximately 120 metres to the north east. The residential development front is situated approximately 120 metres to the north east of 117 Wungong Road. All the properties are improved with dated single level residences considered to add minimal value to the sites. The sites are predominantly flat and level.</p> <p>The properties are situated within the former 'Armadale Redevelopment Area' which is governed by the Metropolitan Redevelopment Authority and forms part of the Wungong Urban Water Master Plan area. Within the Wungong Urban Water Master Plan the properties are zoned a combination of 'Suburban' and 'Urban' with portions of 'Active Open Space' and 'Passive Open Space'. A large portion of 117 Wungong Road is impacted by 'Active Open Space'.</p> <p>General site requirements for 'Suburban' zoned land within the Wungong Urban Water Master Plan Precinct dictate a minimum lot size of 200 square metres and maximum lot size of 575 square metres with the 'Urban' land having a minimum lot size of 160 square metres and a maximum lot size of 350 square metres.</p> <p>The purchaser acquired two more properties in close proximity being 159 and 163 Eleventh Road in July 2018.</p> |



| 159 and 163 Eleventh Road, Wungong | |
|------------------------------------|---|
| Sale Price: | \$2,958,000 GST free |
| Sale Dates: | July 2018 |
| Site Area: | 4.854 hectares (combined) |
| \$/ha Site Area: | \$609,394 |
| |  |
| | Source: Nearnap |
| Comment: | <p>Two contiguous allotments fronting Eleventh Avenue within the suburb of Wungong. The residential development front is situated approximately 720 metres to the north east. 159 Eleventh Avenue is improved with a dated single level residence and 163 Eleventh Avenue is improved with an iron workshop. The improvements are considered to add minimal value to the properties.</p> <p>The properties are situated within the former 'Armada Redevelopment Area' which is governed by the Metropolitan Redevelopment Authority and forms part of the Wungong Urban Water Master Plan area. Within the Wungong Urban Water Master Plan the properties are zoned predominantly 'Suburban' with the rear portion of 163 Eleventh Road adjoining Wungong River and zoned 'Active Open Space'.</p> <p>General site requirements for 'Suburban' zoned land within the Wungong Urban Water Master Plan Precinct dictate a minimum lot size of 200 square metres and maximum lot size of 575 square metres. The purchaser acquired two more properties in close proximity being 139 Wungong Road, 148 Eleventh Road and 117 Wungong Road in August 2018.</p> |



| Lots 23 & 24 Anstey Road, Forrestdale | |
|---------------------------------------|---|
| Sale Price: | \$6,350,000 GST free |
| Sale Dates: | June 2018 |
| Site Area: | 6.1284 hectares (combined) |
| \$/ha Site Area: | \$1,036,160 |
| |  |
| | Source: Nearmap |
| Comment: | <p>Two contiguous allotments situated to the north western corner of Anstey Road's intersection of Armadale Road within the Anstey Road East Precinct. Lot 23 is improved with a circa 2006 built single level residence, a below ground pool and run down secondary residence. Lot 24 is improved with a circa 1988 built single level residence. The balance of the properties are predominantly cleared, flat and level.</p> <p>The properties are zoned 'Rural Living 2' under the City of Armadale Town Planning Scheme No.6 and 'Urban' under the MRS. The properties were purchased by Yolk Property Group and the sale price appears to be towards the top end of market parameters. We understand the properties were purchased via an assignment of option.</p> |



Various Lots – Keane, Allen, Anstey and Armadale Roads, Forrestdale

| | | |
|-------------------------|--|--|
| Sale Price: | \$33,448,881 (combined) refer below for GST status | |
| Sale Dates: | February 2018 Contracted between Dec '15 and Nov '17 | |
| Site Area: | 37.5563 hectares | |
| \$/ha Site Area: | \$890,633 | |

Comment:

17 somewhat contiguous rural lifestyle lots situated within an area of land between Armadale Road to the south, Anstey Road to the north west, Keane Road to the north east and either side of Allen Road.

The properties were all individually optioned at \$90/m² (subject to minor adjustments) by PRM and subject to both MRS and City of Armadale rezoning.

The properties were rezoned under MRS Amendment 1321/57 from 'Rural' to 'Urban' under the MRS which was gazetted on February 2018. The City of Armadale did not support a concurrent amendment citing planning for the amendment area required the resolution of 'a wide range of complex issues which are best addressed through a separate process. These issues include the location of a Primary School and shared public recreation site, environmental issues and assessments, land fragmentation and development coordination issues, district and local water management issues and developer contributions matters'.


The properties have settled despite the amendment not being supported by the City of Armadale.

The combined contract price indicated above is inclusive of GST under the Margin Scheme (if applicable) for 16 of the 17 contracted lots, with full GST to apply in addition to the purchase price for the 17th lot. GST is not expected to apply to the 16 lots as they have all been sold on a residential (Input Taxed) basis.

The properties are improved with varying quality residences and outbuildings however the contract prices reflect underlying rezoned land value only.


An initial concept plan indicates approximately 480 and 495 lots as able to be developed from the landholding.



| 82 Matison Street, Southern River | |
|--|---|
| Sale Price: | \$4,462,443 GST inclusive |
| Sale Date: | August 2016 |
| Site Area: | 4.37 hectares |
| \$/ha Site Area: | \$1,021,154 |
|  | |
| Source: Nearmap | |
| Comment: | <p>Slightly irregular shaped allotment improved with a circa 1986 built two level brick and iron residence. Ancillary improvements include an iron workshop and stables. The improvements are considered to add minimal value to the property. The property was purchased by residential developer LWP who are the adjoining owner of five additional allotments to the north east and south east and the transaction may include an element of special value.</p> <p>Zoned 'Residential Development' under the City of Gosnells LPS and 'Urban' under the MRS. The properties form part of the Southern River Precinct 3E ODP which was approved by the City of Gosnells in June 2016. The sale price appears to have sold inclusive of GST under the margin scheme.</p> |

| Lots 13, 14, 22 & 22 Southern River Road & Lot 19 Matison Street, Southern River | |
|--|---|
| Sale Price: | \$15,710,000 GST Free |
| Sale Date: | April 2016 |
| Site Area: | 16.9 hectares |
| \$/ha Site Area: | \$929,586 |
|  | |
| Source: Nearmap | |
| Comment: | <p>Five contiguous lots, four of which are situated to the southern side of Southern River Road and one which is situated to the northern side of Matison Street. The properties are zoned 'Urban' under the MRS and 'Residential Development' under the City of Gosnells LPS. More specifically the properties form part of the Southern River Precinct 3E ODP which was approved by the City of Gosnells in June 2016.</p> <p>Sold by Knight Frank through an Offers to Purchase campaign and purchased by LWP who created a new syndicate to purchase and develop the property. Sold by the Department of Housing on a GST Free basis.</p> |



| 387 Nicholson Road, Piara Waters | |
|----------------------------------|--|
| Sale Price: | \$43,833,625 GST free |
| Sale Date: | February 2016 |
| Site Area: | 38.11 hectares |
| \$/ha Site Area: | \$1,150,187 |
| |  |
| | Source: Nearmap |
| Comment: | <p>A large, predominantly vacant allotment situated to the north eastern corner of Nicholson Road and Armadale Road. The property reflects essentially the last major undeveloped, privately owned, land holding within the North Forrestdale DCS area. The property has a variety of zonings being; 'R25, R40, Local Centre, Primary School and Mixed Business / Residential'.</p> <p>At the date of sale powerlines ran through the property and we understand these will be realigned as part of the future subdivision of the site.</p> <p>We have treated the sale with a degree of caution, notwithstanding it appears to reflect market rates, given we understand the property has been subdivided into two super lots post settlement with Mirvac retaining ownership of the northern, majority residential zoned land, and the vendor's son retaining ownership (in a new entity) of the southern residential / commercial zoned land.</p> <p>Our discussions with Mirvac indicate the deal included some deferred payment terms, further details have not been disclosed. If accounting for a degree of deferred terms discloses circa \$105 - \$110/sqm on the purchase. Sale price appears GST free given the vendor wasn't registered for GST.</p> |

Appraisal Summary

Analysed sales evidence above comprises a myriad of englobo sites displaying comparable characteristics when compared to the subject land. Variance exists in terms of location, zoning, availability of services etc. The sales examined disclose a general (analysed) range of \$609,394 to \$1,150,187 per hectare GST free / exclusive, for sites ranging in size from 4.37 to 38.11 hectares.

Having regard to the evidence outlined and our comments above we are of the opinion the subject properties would support a price range between **\$850,000 to \$975,000 per hectare** on a GST exclusive basis.

Disclaimer

This advice is not a valuation and the suggested figures and advice are solely for the use of the City of Armadale for their internal purposes.

This advice is to be regarded as confidential to the party to whom it is addressed, namely the City of Armadale and is intended for the use of this party only and for the specific use for which is has been requested.



Consequently and in accordance with current practice, no responsibility is accepted to any third party who may use or rely on the whole or any part of its contents. Before the advice or any part of it is reproduced or referred to in any document, circular or statement, our written approval as to the form and context of such publication must be obtained.

Kind Regards,

A handwritten signature in black ink, appearing to read 'M. Scott', written in a cursive style.

Michael Scott AAPI
MMJ Real Estate (WA)

11 February 2019



Carlo Mannucci
Project Manager Contribution Arrangements
City of Armadale
7 Orchard Street
Armadale WA 6112

Our ref: PTH461340

Dear Carlo,

Re: Proposed Development Contribution Plan (DCP) No. 4 – Anstey Keane Urban Precinct

We refer to your instruction by email on 29 January 2019 requesting a fair and reasonable estimate of land value of properties within proposed Development Contribution Plan No.4. Specifically we have been instructed to provide a fair and reasonable estimate of land value rate range for sites within DCP 4.

On this basis we have not inspected the land within proposed DCP No. 4 however relied on comparable sales evidence in providing a value rate range.

The acquisitions relate to road widening, an area of POS and land for a waste water pump station. The Anstey Road widening is 1.45m on both sides at the affected lots.

We note that assessed values under DCP No.4 will be valued in accordance with the following Valuation principles;

In ascertaining the Assessed Value or Assessed Values under Development Contribution Plan No.4, all land shall be valued in its broad acre form as depicted on 1 January 2019, ignoring any services or infrastructure provided in-accordance with the provisions of the relevant Local Structure Plan and applying the following principles:

- i. regard is to be had to the land classifications and zonings existing at the date of valuation;*
- ii. the date of valuation is to be the date on which the City nominates;*
- iii. ignoring any improvements or works on the land;*
- iv. the land should be valued without regard to the Infrastructure work and the purpose for which the land is acquired shall not be taken into consideration;*
- v. in selecting relevant sales evidence, regard should be had first to values derived from land in the same area, and if there is not adequate evidence, from nearby or similar land in the area, in priority to any other sales evidence; and*
- vi. the method of valuation shall otherwise be in accordance with normal fair market valuation principles.*

Perth

Herron Todd White (Western
Australia) Pty Ltd
ABN 16 096 723 590

Level 3, 516 Hay Street
Subiaco WA 6008
PO Box 926
Subiaco WA 6904

Telephone 08 9388 9288
perth@htw.com.au
htw.com.au

The affected sites are as follows;

| Item – Road Widening for Anstey Road Upgrade | Area (m²) |
|---|-----------------------------|
| Land Acquisition - Lot 23 Anstey Road | 199 |
| Land Acquisition - Lot 24 Anstey Road | 270 |
| Land Acquisition - Lot 336 Anstey Road | 291 |
| Land Acquisition - Lot 91 Anstey Road | 280 |
| Land Acquisition - Lot 200 Anstey Road | 547 |
| Land Acquisition - Lot 50 Anstey Road | 19 |
| Land Acquisition - Lot 51 Anstey Road | 180 |
| Land Acquisition - Lot 52 Anstey Road | 180 |
| Land Acquisition - Lot 53 Anstey Road | 180 |
| Land Acquisition - Lot 54 Anstey Road | 180 |
| Land Acquisition - Lot 55 Anstey Road | 180 |
| Land Acquisition - Lot 86 Anstey Road | 73 |
| Land Acquisition - Lot 87 Anstey Road | 73 |
| Land Acquisition - Lot 84 Anstey Road | 287 |
| Land Acquisition - Lot 3 Armadale Road | 2 |
| Land Acquisition - Lot 301 Armadale Road | 96 |

| Item – Public Open Space | Area (m²) |
|--|-----------------------------|
| Land Acquisition - Lot 336 Anstey Road | 24800 |
| Land Acquisition - Lot 24 Anstey Road | 7410 |
| Land Acquisition - Lot 91 Anstey Road | 16100 |

| Item – Waste Water Pump Station Land | Area (m²) |
|---|-----------------------------|
| Land Acquisition - Lot 39 Allen Road | 1483 |

| Item – Road Widening for Keane Road Roundabout | Area (m²) |
|---|-----------------------------|
| Land Acquisition - Lot 43 Keane Road | 256.4 |

| Item – Cost of Land required for POS | POS Deficit Area (m²) |
|---|---|
| Lot 6 | 836 |
| Lot 8 | 84 |
| Lot 84 | 382 |
| Portion of Lot 52 (existing dwelling lot) | 199 |
| Portion of Lot 52 (existing dwelling lot) | 175 |
| Portion of Lot 54 (existing dwelling lot) | 83 |



Sales Evidence

We have examined market activity within the locality and have researched sales evidence provided by national sales data providers for details of comparable sales. The more relevant sales are summarised in the following schedule.

| No | Address | Sale Date | Sale Price (\$) | Land Area (m ²) | Rate \$/m ² |
|------------------|--|-----------|-----------------|-----------------------------|------------------------|
| 1. | Anstey Road, Keane Road, Allen Road, Forrestdale | 2/2018 | \$32,377,860 | 37.57 | \$86 |
| Comments: | <p>Comprises an agglomeration of 17 landholdings which combined have a land area of 37.57ha being bound by Anstey Road to the north, Keane Road to the east, Allen Road to the south and existing rural residential style development to the south. The landholdings are improved with various older style residences and outbuildings associated with the former rural residential nature of the area.</p> <p>The landholding was progressively optioned up by PRM Property Group between 2016 and 2017 before simultaneously settling the overall transaction with Housing Authority in February 2018. When optioned, the land was zoned "Rural" under the MRS and "Rural Living 2" under the City of Armadale Town Planning Scheme 4 however the MRS amendment to "Urban" was finalised in late 2017 prior to Housing Authority acquiring the land.</p> <p>The land is however still zoned "Rural Living 2" under the TPS pending completion of further environmental investigations and agreement with a Developer Contribution Plan with the local authority.</p> <p>Preliminary planning advice provided to us indicates the site is capable of yielding circa 481 lots averaging some 390m² and reflecting a yield of 12.80 lots/ha. This reflects a sale price of \$67,313/lot.</p> <p>Preliminary engineering advice indicated a forecast development cost, inclusive of contributions however excluding professional fees, selling costs and holding costs, of circa \$84,000/lot.</p> <p>Landgate records a sale price of combined sale price of \$32,377,860 which we have confirmed is GST inclusive acquired under the Margin Scheme. There was however no margin as the sites were all acquired on an 'input tax' basis.</p> | | | | |
| 2. | 150 Bertram Road, Wellard | 7/2018 | \$4,600,000 | 8.52 | \$54 |
| Comments: | <p>Comprises adjoining irregular shaped internal allotments with a combined land area of 8.52ha featuring a frontage of some 434 metres to Bertram Road. The land declines from the street front to the rear boundary where it abuts Wetlands. Aside from some minor stands of vegetation, plus a dilapidated residence, the land is unimproved.</p> <p>Reference to Government mapping indicates the site is at a high risk of ASS occurring, plus is also affected by a 50m buffer extending around a Conservation Category Wetland.</p> <p>The property is zoned "Development" under the City of Kwinana Town Planning Scheme No. 2, with the property falling within an approved Local Structure Plan Area. Reference to the LSP indicates the following:</p> <ul style="list-style-type: none"> • A predominant zoning of "R40"; • An anticipated yield of 108 dwellings (12.67 lots/ha); • POS areas equating to 1.754 hectares; • Roads and Drainage areas equating to 2.22 hectares. <p>Based on the above, the sale price shows \$42,592/lot and \$101/m² on net developable land area.</p> <p>Landgate reports a sale price of \$5,060,000 which we assume is GST inclusive.</p> | | | | |



| No | Address | Sale Date | Sale Price (\$) | Land Area (m ²) | Rate \$/m ² |
|--|---------------------------------|-----------|-----------------|-----------------------------|------------------------|
| 3. | Lot 81 L'Aquila Circle, Beeliar | 10/2017 | \$12,700,000 | 11.7858 | \$108 |
| <p>Comments: Comprises an irregular shaped unimproved allotment bound by existing residential development to the eastern, western and northern boundaries. The site is covered in dense natural vegetation. The property is noted to fall within a bush fire prone area. The land has a steeply undulating topography which declines from north to south also with a cross fall from east to west. The fall in elevation is circa 25m AHD.</p> <p>The property is zoned "Development" under the City of Cockburn No. 3, with the property falling within Development Area 4. Further, only 9.6622ha was contained within the "Development" zone with the remainder zoned "Rural" (designated a drainage basin) and "Special Use 11", which land is located within the Cement Works and Conservation area and appears undevelopable.</p> <p>The property at sale did not have an approved Local Structure Plan in place however preparation of this was well advanced. Our viewing of the draft LSP shows the site is designated a combination of "R20", "R25" and "R40" densities, plus POS. The site was expected to yield some 171 single residential lots reflecting 14.50 lots/ha.</p> <p>Acquired by Match Group.</p> <p>Additionally the land falls within DCA 13 (contribution equates to \$5,011/lot developed) and DCA 5 (contribution equates to \$72,188/ha).</p> <p>Under the draft local structure plan the property is identified as having ±59,699m² of net residential development area (excluding roads). Reflects 50.65% of the total site area.</p> <p>The local structure plan yield for this property reflects ±\$2,127,334/ha on the net developable area after deducting POS and internal road areas. The sale price reflects \$1,314,400/ha on the adjusted site area zoned "Development".</p> <p>Landgate reports a sale price of \$13,970,000 which we believe is GST inclusive.</p> | | | | | |
| 4. | Lot 1539 Verna Street, Gosnells | 5/2017 | \$1,650,000 | 1.4011 | 118 |
| <p>Comments: This property comprises a 20,875m² development site, which features two street frontages and an existing dated 1960's/1970's residence which is situated near the rear of the property. The majority of the property is zoned "Residential R17.5" with a portion of the northern rear corner of the property (925m²) zoned "Parks and Recreation", with a river traversing through this portion of the property. Our understanding is that at sale a development approval for 20 lots has been approved for the site, with existing residence to be included on one of the 20 lots and retained by the seller, inclusive of the rear parks and recreation portion of the property.</p> <p>As a result, the property that was being acquired was on the basis of a 19 end lot yield potential at an average end lot size of 624m². The estimated englobo site area to be sold to a developer, after removable of the rear lot to be retained by the seller, is 14,011m², of which 2,155m² (15.38%) is to be allocated to public open space.</p> <p>The property is positioned adjacent to an existing residential subdivision and thus with all necessary services available to facilitate subdivision.</p> <p>Landgate reports a selling price of \$1,650,000 which we have confirmed is GST exclusive.</p> <p>The sale price reflects a rate of \$1,177,646/ha and \$86,842/lot.</p> | | | | | |
| 5. | 686 Anketell Road, Anketell | 4/2017 | \$3,100,000 | 30,630 | 101 |
| <p>Comments: A regular shaped site with a marginal east to west cross fall featuring heavy native vegetation. Improvements include a 1980 built brick/tile residence comprising 3 bedroom 1 bathroom accommodation of modest quality. The improvements are considered of nominal added value.</p> <p>The property is zoned "Development" under the local planning scheme and "Urban" under the MRS. Approximately 50% of the site falls under the approved "Anketell North Local Structure Plan". Reference to the LSP reveals the site is designated a mixture of POS, plus medium density (R30-R60) potential. The land excluded from the LSP still requires preparation of a LSP however is likely to be suited to commercial development of some type. Servicing is still a major constraint and deep sewerage and scheme water are not available to the area.</p> <p>Our discussions with the selling agent reveals the site had been listed 'on and off' for an extended period. A cash offer was presented in May 2017 for \$3,100,000 excluding GST, which was subject to a 30 day DD period, and thereafter a 30 day settlement period.</p> <p>Landgate records a sale price of \$3,100,000 with the transaction not attracting any GST liability.</p> <p>The sale price reflects \$1,012,080/ha on site area.</p> | | | | | |



| No | Address | Sale Date | Sale Price (\$) | Land Area (m ²) | Rate \$/m ² |
|------------------|---|-----------|-----------------|-----------------------------|------------------------|
| 6. | 48 Treeby Road, Anketell | 7/2017 | \$4,200,000 | 48,006 | 87 |
| Comments: | <p>The property has a regular shape and a topography that is essentially level however falls slightly midway to the rear boundary. The property (Lot 31 in its entirety) comprises a 4.8006 hectare (48,006 square metres) englobo development site being largely unimproved and currently utilised as a market garden. Improvements to the land comprise a basic single residential dwelling constructed circa 1970's plus older style poor quality sheds. The improvements are considered to have nil added value for the site.</p> <p>The property has a "Development" zoning and is located within "Local Structure Plan: Anketell North" encompassing a portion of land south of Anketell Road and east of the Kwinana Freeway. A WAPC subdivision approval is still required to be prepared, lodged and approved to enable residential subdivision of the site to occur. Both scheme water and deep sewerage are required to be extended to the site to enable residential subdivision.</p> <p>The property comprises a share title with three registered owners. The property is therefore subject of three separate Contracts of Sale dated July 2017 providing for a combined purchase price of \$4,200,000 excluding GST. The contracts require a simultaneous settlement of all 3 offers.</p> <p>Landgate records three sale prices of \$1,400,000 (combined sale price \$4,200,000) excluding GST. The sale price reflects \$874,890/ha on site area.</p> | | | | |
| 7. | 627 Armadale Road, Piara Waters | 10/2018 | \$1,750,000 | 1.09 | \$160 |
| Comments: | <p>Comprises a regular shaped level allotment which has traditionally been utilised as a fish farm with sheds, ponds and a 1980's built residence. The improvements are considered to have nominal added value.</p> <p>The site adjoins existing residential development on both its western and northern boundaries and thus all essential subdivision services are immediately available.</p> <p>The land is zoned "Urban Development" under the City of Armadale TPS 4. Further, the land is contained within the approved "North Forrestdale Structure Plan" area where it is designated an "R40" density.</p> <p>Preliminary planning advice provided to us indicates the site is capable of yielding circa 28 lots (25.69 lots/ha). This reflects a sale price of \$62,500/lot.</p> <p>Landgate records a sale price of \$1,750,000 which we have confirmed is GST inclusive acquired under the Margin Scheme. However, our further investigations indicate the sale price was apportioned as follows:</p> <ul style="list-style-type: none"> • A main sale price of \$1,400,000 (GST inclusive – Margin Scheme) reflecting \$128/m²; • A further 'at risk' component of \$350,000 which payment is based on certain development criteria and hurdles (unknown to HTW) being met. | | | | |

Assessed Estimate of Land Value

After consideration of the aforementioned sales evidence, current market trends and attributes of the subject properties within proposed Development Contribution Area No. 4, we consider a fair and reasonable rate range generally to be **\$85/m²** to **\$100/m²** of site area in accordance with the valuation principles as detailed previously.

This correspondence and value advice is provided for internal review purposes and for the use only of **City of Armadale** to whom it is addressed and for no other purpose. No responsibility is extended to any third party who may use or rely on the whole or any part of the content of this valuation. No responsibility will be accepted for photocopied signatures.

Neither the whole nor any part of this correspondence or any reference thereto may be included in any published documents, circular or statement, nor published in part or full in any way, without written approval of the form and context in which it may appear.

This correspondence does not purport to be a site or structural survey of the land or improvements thereon, nor was any such survey undertaken. An opinion as to the condition of improvements is not given in the capacity as an expert and should not be relied upon.

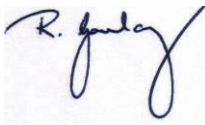


The assessed fair and reasonable estimate of land value rate range is current as at the date of this correspondence only. The value rate range assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this value rate range is relied upon after the expiration of three months from the date of the correspondence, or such earlier date if you become aware of any factors that have any effect on the assessed values.

The City of Armadale acknowledges that it accepts that this an Indicative Market Assessment is not, and will not, be construed to be a valuation in the same meaning as a valuation conducted in accordance with the general concepts, principles and definitions as detailed in standards promulgated by the Australian Property Institute, which is based on a full inspection of the subject property.

Yours faithfully,

HERRON TODD WHITE (WESTERN AUSTRALIA) PTY LTD

A handwritten signature in black ink, appearing to read 'R. Gourlay', written over a light blue grid background.

Ray Gourlay

FAPI - Certified Practising Valuer
No. 589 in Western Australia

I. DCP 4 Long Term Financial Plan

| Opinion on Probable Future Income Overall | |
|--|--------------------------------|
| Financial Year | Number of Contributions |
| 2020 | -\$944,796.50 |
| 2021 | -\$3,512,963.45 |
| 2022 | -\$3,173,993.66 |
| 2023 | -\$3,324,526.47 |
| 2024 | -\$3,627,809.37 |
| 2025 | -\$1,910,355.94 |
| 2026 | -\$1,871,118.35 |
| 2027 | -\$1,447,784.90 |
| 2028 | -\$197,032.36 |
| 2029 | -\$197,032.36 |
| 2030 | 0 |
| 2031 | 0 |
| 2032 | 0 |
| 2033 | 0 |
| 2034 | 0 |
| 2035 | 0 |
| | -\$20,207,413 |

| Opinion on Probable Income by Precinct | | | | | | | | | | | | | | | | | |
|--|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|------|------|------|------|------|------|--------------|
| Opinion on Probable Number of Contributions per year | | | | | | | | | | | | | | | | | |
| Fiencial Year | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | Comment |
| Precinct | | | | | | | | | | | | | | | | | |
| 1 | \$505,060.90 | \$656,579.17 | \$858,603.53 | \$1,414,170.52 | \$1,616,194.88 | | | | | | | | | | | | |
| 2 | \$439,735.60 | \$1,978,810.20 | \$1,539,074.60 | \$1,539,074.60 | \$1,539,074.60 | \$1,539,074.60 | \$1,539,074.60 | \$879,471.20 | | | | | | | | | |
| 3 | | | | | | | \$197,032.36 | \$197,032.36 | \$197,032.36 | \$197,032.36 | | | | | | | |
| 4 | | \$877,574.08 | \$776,315.53 | \$371,281.34 | \$472,539.89 | \$371,281.34 | \$135,011.40 | \$371,281.34 | | | | | | | | | |
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| TOTAL | \$944,796.50 | \$3,512,963.45 | \$3,173,993.66 | \$3,324,526.47 | \$3,627,809.37 | \$1,910,355.94 | \$1,871,118.35 | \$1,447,784.90 | \$197,032.36 | \$197,032.36 | 0 | 0 | 0 | 0 | 0 | 0 | \$20,207,413 |

| | |
|-----------------------|--------------|
| Base Rate: | \$272,831.87 |
| Additonal Rate | \$7,093.32 |
| Base Rate + Ad. Rate: | \$279,925.19 |

| Precinct Net Dev. Area | Area (ha) |
|------------------------|-----------|
| 1 | 18.5118 |
| 2 | 39.2726 |
| 3 | 2.8887 |
| 4 | 12.3713 |