

CITY OF ARMADALE

MINUTES

OF DEVELOPMENT SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 17 JUNE 2013 AT 7:00 PM.

PRESENT: Cr D M Shaw (Chair)
Cr C M Wielinga
Cr M Geary
Cr C J MacDonald
Cr M H Norman
Cr L Sargeson
Cr R Butterfield (Deputy for Cr Zelones)

APOLOGIES: Cr H A Zelones JP (Attendance at Conference)
Cr M H Norman (Leave of Absence)
Cr K Busby (Deputy for Cr Norman)

OBSERVERS: Cr G A Best

IN ATTENDANCE: Mr I MacRae Executive Director Development Services
Mr P Sanders Executive Manager Planning Services
Mr G Dine Acting Health Services Manager
Ms S Hillel Building Services Manager
Mrs N Cranfield Executive Assistant EDDS

PUBLIC: Nil

“For details of Councillor Membership on this Committee, please refer to the City’s website – www.armadale.wa.gov.au/your_council/councillors.”

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was not read by the Chair as there were no members of the public present.

DECLARATION OF MEMBERS' INTERESTS

Nil.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 20 May 2013 be confirmed.

Moved Cr L Sargeson
MOTION CARRIED (7/0)

ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 10 / 2013

- **Outstanding Matters & Information Items**
Report on Outstanding Matters - Development Services Committee
- **Health**
Health Services Manager's Report - May 2013
- **Planning**
Planning Applications Report - May 2013
Reviews before the State Administrative Tribunal (SAT)
Town Planning Scheme No.4 - Amendment Action Table
Subdivision Applications - WAPC Approvals/Refusals - May 2013
Subdivision Applications - Report on Lots Registered for 2012/2013
PAW Closure Report - Significant Actions during May 2013
Compliance Officer's Report - May 2013
- **Building**
Building Services Manager's Report - May 2013
Building Applications Monthly Statistics - May 2013

Committee noted the information and no further items were raised for discussion and/or further report purposes.

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DEVELOPMENT SERVICES COMMITTEE

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1.1 - IMPACT OF BUILDING ACT ON CITY'S BUILDING DEPARTMENT

WARD : ALL
FILE No. : M/356/13
DATE : 31 May 2013
REF : IM
RESPONSIBLE : EDDS
MANAGER

In Brief:

- The *Building Act 2011* was introduced on 2nd April 2012. The legislation has had a major impact on the City's processes and revenue raising capability. This report provides a summary of these impacts following the completion of the first year of operation.
- Recommend that the information be noted and forwarded to local MPs and WALGA.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Long term planning and development that is guided by a balance between economic, social and environmental objectives.

Legislation Implications

Building Act 2011
Building Regulations 2012

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

The report reviews the financial implications for the City of the Building Act 2011.

Consultation

- Building Department

BACKGROUND

On 25 January 2010 following a Council resolution the City wrote to the Minister for Commerce, WALGA and local Members of Parliament MPs expressing its concerns regarding the new Building legislation. These concerns included the following:

- The risk to public health and safety from introducing a system wherein the certifier is likely to be heavily influenced by the developer to overlook BCA requirements.
- Whether local government would be liable where documents are wrongly certified remains an open question which officers of the Building Commission have so far failed to answer. In fact a number of areas of definitional and legal uncertainty were identified.
- The lack of recognition in the Bill of the synergy in most local governments between the building and planning sections. This results in avoidance of the issuing of building approval for buildings non-compliant with planning requirements. Private building surveyors operating throughout the state will not be familiar with the specific town planning requirements in a local government and this is likely to result in errors being made.
- The legislation would present difficulties to the City's Building Department as, at least initially, it would prove harder to attract and retain qualified staff and the revenue from applications would fall.

It was concluded that on balance the Building legislation would not be in the public interest. Notwithstanding these concerns the Government finalised the legislation and it was brought into operation in early April 2012. The Building Act has now been in operation for a full year and therefore it is timely to consider its effect on the City's administration and finances, particularly in the light of the concerns formerly raised.

1. Implementation of new procedures

Over the past year much staff time has been committed to training on the new processes. Many meetings have also been held with the Building Commission to discuss these processes. One of the new requirements relates to rigid timelines which impose a requirement on the City to issue permits within ten days (certified) and 25 days (uncertified) or risk having to return the fee. This requirement has proved difficult to achieve requiring prioritization of each step in the lodgement, registration, assessment and notification processes.

2. The Building Commission

The Commission commenced with limited staff and remains under-resourced, however, considerable fee revenue is now being captured by the Commission via the Building Services Levy (formerly the BRB Levy) so there are expectations that the responsibilities should be met in the future. A large number of documents have been released by the Commission over the past year – these were asked for by the City prior to the introduction of the Act but instead the City had to design its processes in isolation of appropriate procedural guidelines. There is still the tendency of Commission staff to deflect City enquiries by suggesting that the City procures its own legal advice rather than the Commission seek such advice on behalf of all affected. This has created, due to differing legal opinions, inconsistencies across the industry rather than uniformity, which was the intent of the Building Act.

3. Operation of private certifiers

The City's concern that private certifiers would submit incomplete or inaccurate applications has proved correct. There has been some debate regarding whether the City is liable to any extent if it approves a Building Permit incorrectly certified by a private building surveyor. The balance of legal advice appears to conclude that the City would be liable to some degree and accordingly it is not appropriate for the City to "rubber stamp" permits without having some process to check at least a cross section of permit applications. It would appear that the Government's intention of providing greater competition amongst certifiers has been successful with a considerable number of Building Surveyors going private and competitive prices being offered. Recent anecdotal evidence has revealed pricing undercutting within the private sector, which may lead to substandard data being provided in Building Applications.

4. Planning and Building.

The Building Commission initially did not fully comprehend the likely difficulty for private certifiers being able to guarantee that all the planning requirements had been met prior to submitting the permit application (as required under section 20(1)(n) of the Act). As predicted private certifiers have expected the City to ascertain whether there are any outstanding planning conditions needing to be met. This approach results in costs to the City for which some fee is justifiable.

5. Staffing

The need to understand and adopt new processes and ensure that applications are determined within strict timelines has placed considerable pressure on staff. Accordingly the City's Building Department has been under considerable stress over the past year. Currently there are six vacancies due to recent resignations and due to a deliberate policy of not filling all vacancies until it had been established what the implications of the legislation would be. The City has been more fortunate than many other local governments in attracting staff from other local governments and overseas. It should be noted that there are relatively few suitably qualified building surveyors available in Western Australia.

6. The Builders

Some of the smaller builders have been reluctant to change their practices and allocate time to undertake appropriate training. They continue to rely heavily on the Building Department to advise on procedures and processes. The larger project builders have generally embraced the new opportunities for quick approvals provided by the legislation. The Building Department has invited builders in to the City offices to explain the City's certification services and the Building Act procedures to assist builders/building designers and promote the City's services.

7. Revenue

There was concern that the City would suffer a revenue shortfall making it difficult to continue to offer the services provided in the past. Table 1 illustrates the gradual increase in building activity within the City over the past decade with a parallel increase in fees. On average over the past decade for every \$million in building works approved, the City has attracted \$3,748 in fees.

Table 1: Ratio of revenue to value of buildings – 2002/03 – 2012/13

Year	Revenue(\$000s)	Value of building (\$M)	Fees per \$million development
2002/03	233	51	4569
2003/04	280	61	4590
2004/05	340	73	4658
2005/06	708	168	4214
2006/07	886	249	3558
2007/08	970	273	3553
2008/09	1036	287	3610
2009/10	1252	346	3618
2010/11	1190	273	4359
2011/12	1082	325	3329
10 Year average	797	210	3748
2012/13	885 (11mths)	413 (1 mths)	2143

As Table 2 illustrates, revenue has fallen substantially since the new legislation was introduced (from \$1.074million in the year prior to the changes to \$.760million for the year following). This is despite record development occurring in the City over the past year (\$413million development in the past year up to May 31st). Certainly revenue and development paused following the introduction of the Building Act, however the development picked-up rapidly thereafter. The City only received \$2,143 of revenue for every \$1million of development over the past year compared with (on average) \$3,748 for every \$1million in the previous decade. If the legislation had not been introduced the City could have expected to have received \$1,220,000 in building fees, as opposed to only \$760,000, over the first year of its introduction (a 38% reduction).

Table 2: Value of Building Works approved compared with fees received in the year prior to and following the introduction of the Building Act

Month	2011/2012 value of Building Works (000s)	Fees to City	2012/2013 value of Building Works (000s)	Fees to City
April	22149	72,104	3426	10,358
May	16222	136,882	16867	42,007
June	21285	76,942	23215	62,912
July	34062	76,673	19242	58,671
August	24883	97,646	43678	60,899
September	36841	110,486	27463	91,320
October	30067	70,467	31885	86,588
November	42165	94,155	44013	90,066
December	31033	129,882	41416	49,452
January	24704	69,013	47130	64,789
February	22768	66,724	44707	65,235
March	35383	73,265	41571	77,737
TOTAL	340,561	1,074,243	384,613	760,040

(Note, the Building Act was introduced on 2nd April 2012)

8. Certified and Uncertified Applications

The comparison in Table 3 is in relation to the pre-Building Act 2012 (April 2011– March 2012) to post Building Act (April 2012-March 2013). The trend away from the traditional deposited application, where Council provided the assessment, now called “Un-Certified”, to the pre-assessed application - “Certified” is illustrated. This is occurring month by month. As the data indicates from slow beginnings we are now past the 50-50 split of Certified to Un-Certified heading towards a 60-40 split in favour of Certified. The implications of this to the City are significant in that revenue to the City derived from Certified applications is far less than that from Uncertified applications.

The net result is a direct loss of assessment fees for the year from the 778 Certified applications.

Table 3 - Certified and uncertified applications

Month 2011/12	Applications Pre- Act	Month 2012/13	Certified	Un-Certified	CDC Service	Other*
April 2011	171	April 2012	0	198	2	5
May	146	May	6	150	1	13
June	104	June	20	138	1	13
July	156	July	39	150	3	5
August	204	August	56	144	3	18
September	217	September	73	171	2	17
October	248	October	90	152	4	19
November	371	November	102	145	1	27
December	201	December	61	67	1	21
January 12	171	January 13	115	85	3	28
February	172	February	108	103	0	18
March	285	March	108	106	1	22
Total	2446	Total	778	1609	23	199

*Other includes - BAC/CBC/Demolition/CCC/Occupancy Permit

9. Workload

Despite the introduction of private certification, there is no evidence that the Building Department has had a reduced work-load over the past year. Indeed the rigid timelines of ten and 25 working days after which the City would be required to return fees to applicants where permits had not been determined places the City in the situation where it is obliged to maintain staff levels even where there is some fall-off in demand. The consequence of private certification has been largely to take the more lucrative commercial applications (of which there have been 135 over 11 months) from the City, while the vast majority of actions which relate to the approval of single houses (1,153 July 1st 2012 to May 31st 2013) and minor structures (924) have remained with the City.

The ‘Certification Services’ being offered by the City are growing strongly, however, the Building Commission provides false and misleading information in its publications to imply that all commercial applications are required to be certified by a private practitioner – which is not the case.

OPTIONS

Council could:

1. Note the implications to the City’s future revenue as identified in the report.
2. Note the report and forward the information to local members of Parliament/WALGA.

CONCLUSION

Council’s concerns regarding the Government’s changes to the Building legislation, as identified in January 2010, have been confirmed.

The State Government’s actions through enacting the Building Act have resulted in significant revenue being diverted from the City to the private sector, and the increased use of private certifiers has resulted in risk that the provisions of the Building Code and other planning requirements will not be met. However, the responsibilities under the Act have not significantly diminished while there are new obligations to perform within tight deadlines. The options available to the City are to reduce staffing costs (which is difficult in view of the responsibilities imposed under legislation and the enormous amount of building activity in the City), increase fees upon building activity or allocate Municipal Funds requiring the general ratepayer to meet the additional costs.

Unfortunately the City has few opportunities to increase its fees as these are in most cases regulated by the Minister, and thereby subject to Ministerial timetables rather than responding to CPI increases. Where advice is sought outside the standard application then it is possible for the City to charge fees. While the City has traditionally charged less than other metropolitan local governments (partly to encourage development within the City) when Council reviews its fees and charges during the Budget process it would be appropriate to bear in mind the need to maximize the opportunities to recoup costs through fees and at least ensure that the fees reflect those charged by other local governments and private Building Surveying Practitioners. The forthcoming budget report on fees and charges will detail the increases proposed to non-statutory services with a view to recouping some of the revenue shortfall.

ATTACHMENTS

There are no attachments for this report.

D35/6/13 RECOMMEND

That Council:

- 1. Note the information regarding the implementation of the Building Act 2011 in its first year and the implications for the City's finances;**
- 2. Forward the information contained in the report to local Members of Parliament and the West Australian Local Government Association.**

**Moved Cr C J MacDonald
MOTION CARRIED (7/0)**

1.2 - REMOVAL OF DELEGATION FROM AUTHORISED OFFICERS - BUILDING ACT 2011

WARD : ALL
FILE No. : M/378/13
DATE : 10 June 2013
REF : DH
RESPONSIBLE : EDDS
MANAGER

In Brief:

- Under the provisions of the Building Act 2011 Council acting as a Permit Authority is required to approve delegations to Building Surveying Officers to issue Permits and Certificates and appoint Authorised Officers.
- In appointing authorised officers, delegations were added in error for the issue of Permits and Certificates which are reserved for suitably qualified officers.
- Correction of the error is required to remove delegations from officers lacking requisite qualifications for decision making under the Act.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

- 4.1.1 Strengthen the governance role of Councillors by informing, resourcing, skilling and supporting their role.
- 4.5.1 Provide professional administrative services to support Council operations and services.

Legislation Implications

Building Services (Registration) Act 2011
Building Act 2011
Building Regulations 2012

BACKGROUND

Council approved (26th March 2012) (D18/3/12) delegation powers to Building Surveyor Practitioners to issue Permits and Certificates in accordance with the Building Act 2011. In addition the appointment of Authorised Officers for inspection of authorised structures and the investigation of unauthorised structures within their own districts was approved.

Following the recruitment process, the services of Martin O'Shea and Matthew Waters (Building Surveyors) were employed to assist the Building Services Department to deal with Building Permit applications, however these officers did not have the requisite qualifications for decision making under the Building Act.

Council (308/8/12 on 27th August 2012) approved the delegation and authorisation to these additional officers. Whilst the Authorisation is required and will be maintained, the delegation should not have been included for officers at this level.

Council should note that the delegation powers have not been used by these officers.

DELEGATION (to be removed)

Section 127 of the new Building Act 2011 enables a local government (Permit Authority) to delegate any of its powers or duties to an employee (officer). The Act specifically requires delegation to be to a person rather than a position. Consequently when new officers are engaged a new instrument of delegation will be required.

The following sections of the Building Act require delegation to specified officers.

- (Section 19) Assess and issue a Certificate of Design Compliance.
Note: A Certificate of Design Compliance can only be delegated to Building Services Manager, the Building Services Coordinators, Senior Building Surveyors and Building Surveyors. (as level of qualification designated by the Building Commission).
- (Section 20) Approve or refuse to grant a building Permit.
- (Section 21) Approve or refuse to grant a Demolition Permit.
- (Section 58) Issue an Occupancy Permit or a Building Approval Certificate.
- (Section 65) Consider extending the period of duration of an Occupancy Permit or a Building Approval Certificate.
- (Section 110) Issue Building Orders.
- (Section 117) Revoke Building Orders.

OPTIONS - DELEGATIONS

Council could;

1. Not to remove the delegations from the specified officers (**Not recommended**)
2. Remove the delegations for Building Surveyors, Martin O'Shea and Matthew Waters, to operate from 24th June 2013 in accordance with the *Building Act 2011* thus more effectively discharging the duties required as a 'Permit Authority' (**Recommended**).

ATTACHMENTS

There are no attachments for this report.

D36/6/13 RECOMMEND

That Council:

- 1. Pursuant to Section 127 of the Building Act 2011 remove the following delegations;**
 - **Section 20 - Approve or refuse to grant a Building Permit.**
 - **Section 21 - Approve or refuse to grant a Demolition Permit.**
 - **Section 58 - Grant an Occupancy Permit or Building Approval Certificate.**
 - **Section 65 - Consider extending the period of duration of an Occupancy Permit or a Building Approval Certificate.**
 - **Section 110 - Issue Building Orders.**
 - **Section 117 - Revoke Building Orders.**

From Building Surveyors - Martin O'Shea and Matthew Waters.

**Moved Cr R Butterfield
MOTION CARRIED (7/0)**

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LOCATION PLAN
LOT 22 No 56 SCOTT ROAD,
KELMSCOTT
DATE 6 May/2013 - REVISION 1301


CITY OF Armadale

Aerial photograph supplied by Landgate. Photographs by NeaMap
Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2010)

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**2.1 - CHANGE OF USE - PLACE OF WORSHIP - LOT 22 (56) SCOTT ROAD,
KELMSCOTT**

WARD : JARRAH
FILE No. : M/208/13
APPLN NO. : 10.2012.302.1
DATE : 22 March 2013
REF : EP
RESPONSIBLE MANAGER : EMPS
APPLICANT : Tholla Chan
LANDOWNER : The Cambodian Buddhist Society of WA Inc.
SUBJECT LAND : Property size 1.97 ha
ZONING :
MRS : Rural
TPS No.4 : Rural Living 2

In Brief:

- The City has received an application for a change of use from residential to “Place of Worship”.
- The application was advertised for a period of 2 weeks. A total of seven (7) submissions were received including four (4) objections, two (2) support and one (1) conditional support.
- The application was also referred to the Health Department of WA, Swan River Trust and the Water Corporation.
- The application as proposed complies with the TPS No.4 requirements.
- Recommend that the Council approve the application subject to appropriate conditions.

Tabled Items

Nil

Officer Interest Declaration

Nil

Strategic Implications

2.3 Diverse and attractive development that is integrated with the distinctive character of the City.

Legislation Implications

Planning and Development Act 2005
Town Planning Scheme (TPS) No.4
Local Planning Strategy 2003
Metropolitan Region Scheme
Environmental Protection Act



AERIAL PHOTOGRAPH

LOT 22 No 56 SCOTT ROAD,
KELMSCOTT

DATE 6 May 2013 - REVISION 1301



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

Council Policy/Local Law Implications

- PLN 2.5 Erosion Preventions & Sediment Control
- PLN 2.6 Water Sensitive Design
- PLN 2.9 Landscaping

Budget/Financial Implications

Nil

Consultation

- Swan River Trust
- Health Department WA
- Water Corporation
- City's Technical Services
- Development Control Unit

BACKGROUND

Lot 22 (56) Scott Road is located at the cul-de-sac head of Scott Road and is 1.9ha in size. The site slopes down from Scott Road towards the Canning River to the rear and is bisected by a Water Corporation drainage lot through the middle of the lot separating a 5633sqm land area from the front portion of the lot. The front portion of the land contains trees and supports a residence, three outbuildings and retaining walls while the rear portion is vacant and sparsely vegetated.

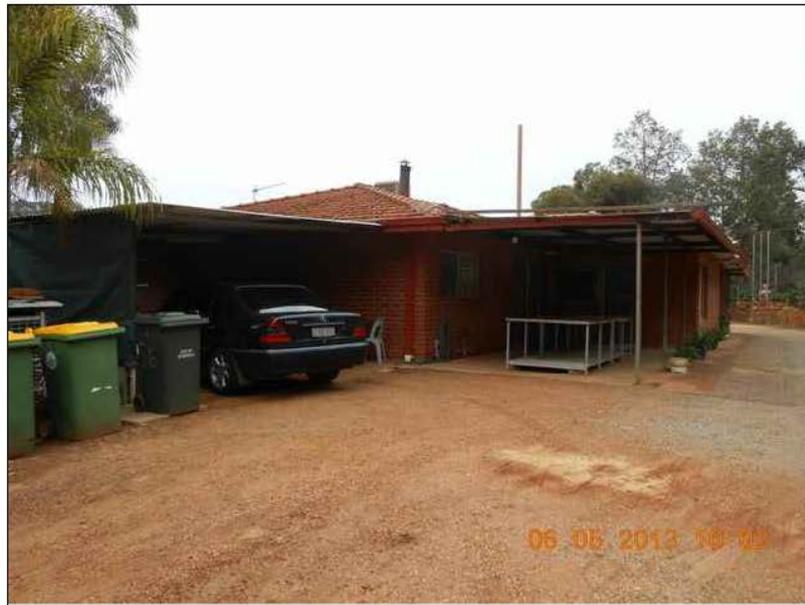
The subject property is bounded by a heavily vegetated 10ha 'Rural Living' zoned land to the eastern side, rural/residential properties to the south (over the road) and western side and the Canning River foreshore to the north.

Since the lodgement of the above development application it has been brought to the City's attention that some land fill has been imported to the site without the City's approval. This matter does not impact on this proposal and the City's Compliance Officers have requested the applicant to cease all filling activities and to lodge a development application for land filling for City's consideration. The owner has advised that they will lodge the application shortly.

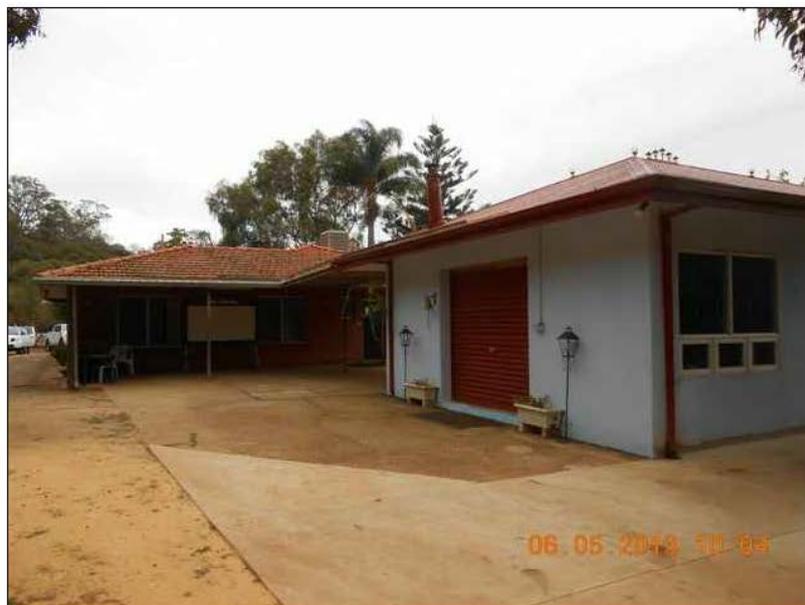
DETAILS OF PROPOSAL

The application proposes the change of use of the existing residential building and associated outbuildings into a "Place of Worship" (Buddhist monastery).

The proposed modifications to the building consist of internal cosmetic changes to the existing layout arrangement, including fitting of new doors, windows and internal structural integrity improvements. An existing patio is to be removed and a rain water discharge system will be implemented. The existing car parking area will be formalised and constructed with the existing crossover being upgraded.



FRONT ELEVATION OF THE EXISTING BUILDING TO BE USED FOR
"PLACE OF WORSHIP"



FRONT ELEVATION OF EXISTING BUILDING TO BE USED AS THE
SHRINE ROOM

The proposal involves the following:

1. Conversion of the existing residential building and associated outbuildings on site to a “place of worship”;
2. The monastery will be open to the public and offer meditation classes and retreats;
3. Other temple activities will include dhamma (Buddhist) talks, prayers, sharing meals, etc.;
4. The temple will be open from 10:00am to 4:00pm seven days a week;
5. Meditation for small groups (10 - 12 persons) will be held occasionally from 6:00pm to 8:00pm;
6. Accommodation for approximately 4 monks will be provided on site;
7. The maximum number of people attending at one time will be 20;
8. Forty two (42) car parking bays will be provided on site;
9. There will be three (3) main functions a year (April, September/October and November) with a maximum of 50 people; and
10. Occasional workshops (3 per year) will be held for professionals with no more than 20 participants.

The applicant advises that the existing residence has been occupied by Buddhist monks since 2007 and have been providing spiritual guidance and blessings to the public. All public consultations are by prior appointment. All temple activities will be managed by the Cambodian Buddhist Society.

The applicant also asserts that the location has been chosen for its quiet peaceful nature as it will be an ideal location for meditation. A monastery by nature maintains quiet and tranquillity and provides spiritual guidance to the public who seek solace.

The application also incorporated the following:

- A copy of the temple’s committee meeting minutes of May 2012;
- A list of temple’s membership as of October 2010 that comprised of thirty four (34) names and addresses; and
- A petition signed by 16 Scott Road residents supporting the establishment of the monastery.

A traffic assessment report prepared by ‘Shawmac’ Consulting & Traffic Engineers, a drainage report and a temple activity management plan were also submitted by the applicant at the City’s request.

COMMENT

Swan River Trust (SRT)

In accordance with Clause 30A (2) b (i) of the *Metropolitan Region Scheme*, the application was referred to the Swan River Trust (SRT) for comment. The SRT has no objections to the proposal subject to a number of conditions.

Health Department of WA

The Health Department of WA has approved the Wastewater Treatment Plant proposal (Bio System B 3.6(A) Model) submitted by the applicant subject to a number of conditions.

Water Corporation

As the property is bisected by a Water Corporation drainage lot, the application was referred to the Water Corporation for comment. The Water Corporation has advised that it has no objection and has provided general information on services.

Development Control Unit (DCU)

At its meeting held on 7 May 2013, DCU recommended that it had no objections to the proposal subject to compliance with appropriate conditions.

Traffic

The Traffic Impact Assessment report prepared by “Shawmac” Consulting Engineers has made the following recommendation:

“The traffic generated by the activities can be comfortably accommodated within the practical capacity of the adjacent local road system with no local road improvements required and minimal impact on the anticipated future operations at the upgraded crossover to Scott Road.

An assessment of required sight distance at the proposed site crossover to Scott Road indicates there is sufficient sight distance at this location for inbound and outbound vehicles as well as for the proposed visitor car parking arrangements (both layout and supply) and that the combined crossover will meet acceptable sight distance requirements. The proposed road seal on the internal local road system, internal to the site, is considered to be acceptable”.

The City’s Technical Services has accepted and agrees with the findings of the above report.

Drainage

The City’s Technical Services has also advised that the proposed drainage for the building/development is acceptable provided the flow path is not concentrated and/or directed towards the river or neighbouring properties whereby erosion and sedimentation transportation would become an issue.

City's Health Department

The City's Health Department has considered the noise related issues raised by the submitters and has advised that, based on the rural setting, setbacks from adjoining neighbours with the nearest residence being 93m from the subject building and the hours of operation, there was no justifiable argument to request the submission of a noise report for the proposal.

Further the Environmental Protection (Noise) Regulation 1997 states the following with regard to the use of land for "worship" purposes:

"Under the Environmental Protection (Noise) Regulations 1997, particularly regulation 16, noise emitted from a premises used solely for worship is exempt from the prescribed standards of regulations 7 & 8. Also, noise from the 'propulsion and braking systems of vehicles' are also exempt. Nevertheless, if the noise is assessed, including that from engine noise, compliance is predicted with the Environmental Protection (Noise) Regulations 1997"

Public Advertising

The application was advertised for two weeks, closing on 31 August 2012. Advertising was carried out by way of letters to affected and nearby landowners.

Total No. of letters sent to residents/land owners	:	15
Total No. of submissions received	:	10
No. of submissions of conditional support/no objection	:	3
No. of submissions of objection	:	4
No. of submissions of general advice by Service Agencies	:	3

It should be noted that out of the twenty one (21) properties (landowners) along Scott Road, four (4) landowners have objected to the proposal. The supporting submissions include 16 signatories on the petition supporting the proposal and three (3) positive responses received as part of the City's advertising (It should be noted that two (2) nearby landowners who supported the proposal initially have made negative submissions during the City's advertising).

The main issues raised in submissions, together with a comment on each issue are outlined below:

Key Issues

Issue 1. - Objection towards the increase in traffic volume on this narrow (located at the cul-de-sac head of Scott Road) no through road which is already in a poor condition.

Comment

The traffic study report prepared by "Shawmac" Consulting and Traffic Engineers states that *"the proposed development is expected to contribute a maximum additional 4 to 5 vehicle trips during the roadway peak hour"*. Based upon a review of the anticipated daily and peak hour traffic generation associated with the site, the report concludes that *"the traffic generated by the activities can be comfortably accommodated within the practical capacity of the adjacent local road system with no local road improvements required and minimal impact on the anticipated future operations at the upgraded crossover to Scott Road"*.

The City's Technical Services has accepted the findings and recommendations of this report after consideration of all aspects of the traffic issues involved.

Recommendation

That the issue is not supported.

Issue 2 – Concerns regarding the proposal's impact of development on the abutting Canning River and the bush land.

Comments

As the subject property abuts the Canning River foreshore towards the rear of the site, the application was referred to the Swan River Trust for comment. The Swan River Trust has no objection to the proposal. If the proposal is approved, a number of conditions could be imposed to minimise any impact on the river and the foreshore area.

Recommendation

That the issue is not supported.

Issue 3 – The development is not in keeping with the existing peaceful, serene and quite environment and lifestyle of the residents within this semi-rural area.

Comments

The property is zoned 'Rural Living 2' under the City's Town Planning Scheme No.4 and 'Rural' under the Metropolitan Region Scheme. The proposed use is discretionary ('A' use) under the current Town Planning Scheme No.4.

The applicant asserts that temples (monasteries) by nature are quiet and peaceful as the majority of activities such as meditation, retreat and prayer, conducted on the premises are of a quiet nature. Given the comparatively large size of the property and its location being at a cul-de-sac head with no through traffic, it is unlikely that the temple activities will cause any significant detrimental impact to the existing life style within the locality.

Recommendation

That the issue is not supported.

Issue 4 – De-valuation of surrounding properties

No substantiating evidence has been provided to support this matter and this is not considered a planning related issue that can be taken into consideration as part of an assessment of a development application.

Recommendation

That the issue is not supported.

Issue 5 – Increased noise generated from the activity.

Comment

As commented at Issue No.3 above and advised by the applicant, activities such as meditation and prayer that will be carried out from the premises for small groups which are unlikely to generate any significant noise levels that would be detrimental to the neighbourhood. It is stated by the applicant that there will only be three (3) religious functions a year associated with the monastery, which can be conveniently accommodated on site given the extensive ground area of the property and ample over flow parking on site.

Recommendation

That the issue is not supported.

ANALYSIS

Town Planning Scheme No.4 (TPS No.4)

The property is zoned ‘Rural Living 2’ under the City’s Town Planning Scheme No.4 and ‘Rural’ under the Metropolitan Region Scheme. The proposed “Place of Worship” is a discretionary ‘A’ use (*the use is not permitted unless the City has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4*) under the City’s Town Planning Scheme No.4.

The objectives of the ‘Rural Living’ zone are as follows:

- a) To provide for a variety of rural living environments based on defined lot sizes, land form and natural environmental characteristics.
- b) To provide for a range of associated compatible development, consistent with the environmental opportunities and constraints applicable to individual sites.
- c) To ensure development is sited, designed and managed in harmony with the natural environment and so as to protect the rural landscape and amenity.

Car Parking

The parking requirement for a Place of Worship under the City’s Town Planning Scheme No.4 – Schedule 11A – Car parking Standards is 1 space for every 2.5m² of seating area plus 1 space per every staff member present during peak operation.

The application proposes a maximum capacity of 50 people (during festival times) with the provision of 42 parking bays including disabled vehicle parking on site with ample space for overflow parking if required. The City’s Technical Services has requested minor changes to the submitted parking layout, which can be imposed as a condition if the application is approved.

The existing tree line along the front perimeter of the site with installation of further landscaping will assist with appropriately screening the car parking area from the road.

Landscape and Bushland Protection Area (TPS No.4 Clause 6.5)

The subject Lot 22 (56) Scott Road is located within the Prime Landscape Quality Area under the TPS No.4.

Landscape and Bushland Protection Areas are defined on the Scheme Map based on mapping work undertaken by the Department for Planning and the City. The purpose of this designation is to highlight the importance of areas of quality landscapes and bushland resources and to provide a basis for the avoidance and/or minimisation of degradation associated with development in the resource areas and in some circumstances the enhancement of landscape and bushland values.

Clause 6.5.3 states that:

“ In its determination of any application for planning approval and its advice in relation to land subdivision, the City is to have particular regard to:

- (a) the potential impact of the proposal on the value of the resource, including its ecological and landscape values and its value as a corridor for fauna movement;*
- (b) the practicability and cost of any ameliorative measures proposed for the protection of the resource;*
- (c) the existing level of protection of the resource provided, with reference to fencing and/or management of land and visibility of any buildings; and*
- (d) the nature, location and performance of any existing or proposed effluent disposal system”.*

As the proposed development will be utilising the existing buildings for the worship activity there will be no significant impact on the existing landform of the land. Imposition of a condition to enhance the landscaping by further planting may also assist in improving the protection of this Prime Landscape Quality Area.

Local Planning Strategy 2005

The subject site is identified as being located within the Bedfordale (Hills South Precinct) neighbourhood precinct under the City’s Local Planning Strategy. This precinct is comprised predominantly of regional parks and recreation reserves, including ‘Armadale Settlers Common’ and ‘Bungendore Park’ and rural development. This precinct’s emphasis is placed on achieving a safe and attractive living environment with dwellings having minimum impact on neighbouring allotments and the natural landscape.

The application as submitted is considered to be consistent with the above objective. Given that no additional building construction or vegetation removal will be involved, the development will assist in maintaining the existing rural character and improving the landscape by further vegetating the site.

OPTIONS

1. That Council approve the application for a ‘Place of Worship’ at Lot 22 (56) Scott Road, subject to appropriate conditions; or
2. That Council refuse the application for a ‘Place of Worship’ at Lot 22 (56) Scott Road, and state the reasons for doing so.

CONCLUSION

In summary, out of the twenty one (21) properties (landowners) along Scott Road only four (4) landowners have objected to the proposal.

The subject land is bordered by large ‘Rural Living’ properties on three sides with the closest residence being located approximately 93m away from the proposed temple building. The location being on a cul-de-sac head with no through traffic and passers-by is considered an appropriate setting for a use of this nature that will have limited impact on the surrounding rural/residential properties.

The development complies with TPS No.4 requirements. Given that the nature of the activities to be carried out from the premises are quiet and largely indoors, it is unlikely to significantly impact on the lifestyle and amenity of the surrounding residents. The traffic report submitted by “Shawmac” Consulting Engineers has confirmed that increased traffic resulting from the proposed development will have a minimal impact on Scott Road, the surrounding areas and the residents. The property’s location being on a site sloping down from the road towards the river also limits any visual impact of the development from the road. Restriction on the number of attendance and the operating hours will also minimise any impact on the surrounding area.

In this regard, it is recommended that Council adopt option 1 above.

ATTACHMENTS

1. Existing Site Plan & Views - Lot 22 Scott Road, Kelmscott
2. Proposed Extension & Alterations - Lot 22 Scott Road, Kelmscott
3. CONFIDENTIAL - Schedule of Submissions - Lot 22 Scott Rd, Kelmscott - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*
4. CONFIDENTIAL - Submitter Plan - Lot 22 Scott Road, Kelmscott - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*
5. CONFIDENTIAL - Petition - Signatories Supporting Application - Lot 22 Scott Road, Kelmscott - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

D37/6/13

RECOMMEND

That Council:

A) Approve the proposed Place of Worship at Lot 22 (56) Scott Road, Kelmscott subject to the following conditions:

- 1. The operating hours shall be restricted from 10.00am to 8:00pm on weekdays, weekends and public holidays to the satisfaction of the Executive Director Development Services.**
- 2. The use of the subject site shall be restricted to a maximum of 20 people at one time with a maximum of 50 attendees during the three annual festivals to the satisfaction of the Executive Director Development Services.**
- 3. All temple activities shall be carried out in accordance with the ‘Events Management Plan’ submitted by the applicant dated 3 June 2013 to the satisfaction of the Executive Director Development Services.**
- 4. All vehicles attending the subject site shall be parked within the premises and shall not use the verge or park on the street, to the satisfaction of the Executive Director Technical Services.**
- 5. A schedule of external colours and materials of the building to be upgraded shall be submitted to and approved by the Executive Director Development Services. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
- 6. A landscape plan shall be submitted to and approved by the Executive Director Development Services. Such plan shall include:**
 - a) Plant species (predominantly West Australian natives);**
 - b) Numbers, location, container size;**
 - c) Method of irrigation of the landscaped areas;**
 - d) Treatment of adjoining verge areas;**
 - e) The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking; and**
 - f) Retention of all existing trees on site.**

All landscaping shall be installed and maintained as per the approved plan thereafter.

- 7. Submission of an amended car parking layout to demonstrate a turning circle at the eastern end of the parking area and provision for safe reversing/turning space at the entrance to the parking area to the satisfaction of the Executive Director Technical Services.**
- 8. Crossovers, driveway, car parking and vehicle manoeuvring spaces shall be constructed, drained, sealed, kerbed, marked and continuously maintained in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services.**
- 9. Submission and implementation of a stormwater management plan in accordance with water sensitive design principles to the satisfaction of the Executive Director Technical Services.**
- 10. Prior to commencement of development, detailed specifications of the proposed effluent disposal system, including its location and clearance from groundwater, shall be submitted for approval by the General Manager, Swan River Trust (refer to Advice Note F).**
- 11. The applicant shall install and connect the effluent disposal system in accordance with the plans approved by the General Manager, Swan River Trust under Condition 10, and shall complete the installation within six (6) weeks of this approval.**
- 12. The aerobic treatment unit and the associated area shall be designed and maintained to:**
 - a) have the capacity to attenuate phosphorus and nitrogen;**
 - b) have a minimum horizontal separation of 100 metres from the river, and a minimum 2.0 metre vertical separation from the highest known level of groundwater;**
 - c) contain soils which have a phosphorus retention index of 20 or more;**
 - d) maintained in accordance with the approved maintenance requirements of the system and by a suitably qualified contractor and maintenance records being maintained for a minimum period of ten (10) years; and**
 - e) grey-water not to be discharged within 100 metres of the river, or on land less than 2.0 metres above the highest known level of groundwater.**

13. The existing septic system shall be decommissioned to the satisfaction of the City within three months of installing the effluent treatment and irrigation system approved under Condition 10 (refer to Advice Note H) to the satisfaction of the Executive Director Development Services.
 14. Stormwater runoff generated by at least 1 year, 1 hour average ARI storm events shall be retained or detained on site.
 15. Stormwater runoff from developed surfaces shall be diverted around the effluent irrigation area and must be prevented from flowing onto or across the effluent irrigation area.
 16. All conditions are to be complied with prior to exercising the right of this approval, to the satisfaction of the Executive Director Development Services.
- B) In addition to standard advice notes, the applicant be advised that:
- A. Any signage associated with the proposal is subject to submission and approval of a separate application.
 - B. Use of the premises is to comply with the Environmental Protection (Noise) Regulations 1997.
 - C. Building to comply with the Health (Public Building) Regulations 1992.
 - D. Conditions A) 10 to 15 and the following advice notes E to H have been imposed at the request of the Swan River Trust.
 - E. The applicant is advised that effluent disposal systems must meet the requirements of the Health Department of Western Australia and the City of Armadale.
 - F. In relation to Condition 10, required specifications should include the proposed location, area, gradient and landscaping of the irrigation area.
 - G. Maintenance shall be conducted in accordance with standards set out in AS/NZS on-site domestic wastewater management, 1547:2012.
 - H. In relation to Condition 13, all tanks, pipes and associated drainage should be completely removed from the site, and the site should be reinstated with clean, compacted fill.
- C) That the submitters be advised of the Council decision in this regard.

Moved Cr C Wielinga
MOTION CARRIED (7/0)

**2.2 - PROPOSED WAREHOUSE (COLD STORAGE & PACKING OF FRUIT) - LOT 65
(7) ROKEWOOD WAY, KARRAGULLEN**

WARD : JARRAH
FILE No. : M/354/13
APPLN NO. : 10.2013.117.1
DATE : 31 May 2013
REF : EP
RESPONSIBLE MANAGER : EDDS
APPLICANT : Dykstra Planning
LANDOWNER : Department of Land
SUBJECT LAND : Property size: 2.9356 hectares.
ZONING
MRS / : Rural
TPS No.4 : Rural Living 4
Additional Use No.39

In Brief:

- Council at its meeting in September 2010 considered an application for a warehouse (cold storage packing of fruit) with associated car parking and resolved to approve the application subject to a number of conditions. The development did not proceed and the Planning approval has now expired.
- The applicant has now submitted the same application for Planning Approval.
- The application was advertised for public comment for a period of two weeks. A total of 2 submissions were received, one objecting to the proposal and one offering comment.
- The circumstances of the previously approved application have not changed.
- Recommend that the Council approve the application subject to appropriate conditions.

Tabled Items

Nil

Officer Interest Declaration

Nil

Strategic Implications

- 2.1 Long term planning and development that is guided by a balance between economic, social and environmental objectives.
- 2.1.1 Review, update and implement the City's Town Planning Scheme, taking into account the Local Biodiversity Strategy and other environmental considerations.
- 2.5 Safe and efficient movement of goods, services and people.
- 2.5.5 Provide appropriate on-road and off-street car parking.

Legislation Implications

Planning and Development Act 2005
Environmental Protection (Noise) Regulations 1997
Town Planning Scheme (TPS) No.4
Local Planning Strategy 2005
Metropolitan Region Scheme



AERIAL PHOTOGRAPH
LOT 65 ROKEWOOD WAY, KARRAGULLEN

DATE 4 June 2013 - REVISION 1301



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

Council Policy/Local Law Implications

PLN 2.9 Landscaping

PLN 4.2 Signage (Advertisements)

Budget/Financial Implications

Nil.

Consultation

- Development Control Unit.
- Advertised for public comment for 14 days.

BACKGROUND

Council at its meeting in September 2010 approved an application for a Warehouse (cold storage and packing of fruit) for this site subject to a number of conditions. The development did not proceed and the Planning approval has now expired. The applicant has resubmitted the same proposal and plans to reflect the original approval with the exception of some additional parking bays requested by the City.

As no significant changes have been proposed to the September 2010 submitted and approved application/plans the previous report is reproduced hereunder with appropriate updates.

The subject land does not currently contain any structures and has significant vegetation coverage. The western portion of the lot contains a large cleared area and surrounding vegetation is predominantly coppiced regrowth, indicating that the land has been logged at some time in the past. The eastern portion of the lot is more densely vegetated and has a larger variety of understorey as well as trees.

A dirt track traverses the centre of the property, marking the location of a decommissioned railway track once located on the property. The railway line was extended to Karragullen from its previous terminus at Canning Mills in 1912. The line, known as the Upper Darling Range Railway, extended from Midland Junction to Karragullen. The main purpose of the railway line was to transport logs used to make railway sleepers to Midland Junction. The line was closed in 1949.

The property is gently sloping and grades downwards in a south-westerly direction away from its frontage with Rokewood Way (where elevations are approximately 303 metres AHD) to Canning Road (where elevations are approximately 295 metres AHD).

The proponent has operated the Karragullen Cool Stores from a property on the corner of Rokewood Way and Old Station Road (Lot 888) since the 1960's. For a number of years the existing facility has been inadequate to meet the requirements of the business due to increasing volumes of regional and local produce. The proponent negotiated for many years with the Department of Planning and Infrastructure to provide a suitable alternative location for the facility. In 2006 the proponent entered into a conditional purchase lease agreement for Lot 65 with the Department of Planning and Infrastructure. Completion of the purchase was dependent upon the land being rezoned (completed 2009) and the building being constructed to plate height. The applicant advises that the land settlement has now gone through but the land has still not been transferred.

Scheme Amendment

On 13 March 2009 Scheme Amendment No.36 was gazetted and this amendment involved Lot 65 (7) Rokewood Way being rezoned to Additional Use and added to Schedule 2 Additional Uses of Town Planning Scheme No.4 (TPS 4). This listing (Additional Use 39) enabled the following additional land uses (uses not normally permitted in a particular zone) to be permitted on the land subject to adherence to a number of provisions:

- Warehouse (Cool Storage/Packing Facility);
- Incidental car park, office and Exhibition Centre.

DETAILS OF PROPOSAL

The applicant proposes the construction of a 5355m² warehouse facility on Lot 65 Rokewood Way, which includes the following:

- The building is proposed to be constructed using a combination of painted tilt-up concrete panels and Colorbond sheeting.
- The warehouse is designed to incorporate unloading and loading of produce within the building.
- Vehicles crossovers providing access to the site for trucks and staff cars will only be located on Old Station Road (entry) and Canning Road (exit).
- The new building will include facilities for administration, staff amenities, cool storage, other storage and grading/packing of fruit.
- Car parking for 43 vehicles (including disabled parking) is proposed to be provided on site.
- A 15 metre minimum vegetation buffer (incorporating additional landscaping as required) is proposed to be maintained between the proposed facility/car parking areas and property boundaries.
- All drainage will occur on site using a combination of a bio-retention swale and water storage tanks. An alternative treatment system will be installed for effluent disposal.
- The eastern portion of Lot 65 is to remain undeveloped.

Water

The applicant advises that the existing packing facility currently uses bore water for washing fruit and this washing activity will simply be relocated to the new facility and will also use bore water. The applicant advises that the new facility will result in the more efficient use of water and therefore any future increase in activity will result in only a minimal increase in water usage. Three (3) 100KL rain water tanks are also proposed on site to store rainwater runoff for additional use and emergency fire management purposes.

Effluent Disposal

As there is no reticulated sewerage system available to the site, effluent disposal will be treated on site using an appropriately designed Alternative Treatment Unit (ATU) system. Further details in relation to the system will be provided at the Building Permit stage.

Drainage

Drainage management advice was prepared by Belleng VDM in 2006 to accompany the original scheme amendment request. The advice was based on the original Concept Development Plan which in principle is not substantially different from the Development Site Plan forming part of this application.

The drainage management measures address the need for the quantity and quality of pre-development discharges to be maintained through bio-retention and on-site detention.

Existing Cold Store Facility

The stated intention has been to move the primary operations from the existing cold storage and packing facility on Lot 888 (42) Rokewood Way. However, the applicant advises that the existing facility would still be used for storage.

COMMENT

Development Control Unit (DCU)

Environmental Health

The Acoustic Report dated January 2007, submitted by Herring Storer, advises that noise from the proposed cold stores will not exceed the level set by the *Environmental Protection (Noise) Regulations 1997*. This conclusion has been calculated by assuming that the cool room condensers and compressors are placed within the roof structure. If they are placed outside of the roof structure it is likely that there will be a considerable increase in the noise levels.

It is recommended that the following condition be imposed:

Cool room condensers and compressors are to be placed within the roof space of the cold store to the satisfaction of the Executive Director Development Services. Alternatively, if they are placed elsewhere an acoustic consultant is to be engaged to advise of any measures required to ensure that the noise from condensers and compressors does not exceed the allowable level set by the Regulations. Any such advice/recommendation made by the consultant is to be implemented by the cold store owner/occupier.

Technical Services

1. The traffic impact assessment (report) makes recommendations on modification of the proposed exit location for the site to provide a better turning movement allowance. The applicant should be instructed to amend the proposal to reflect this recommendation.
2. Appropriate signage is to be installed as part of this exit treatment to clearly indicate to vehicles that it is an exit only so as to deter incorrect traffic access movements.
3. All hard standing areas including car parking areas, crossovers and driveway vehicle manoeuvring spaces shall be designed, constructed, drained, sealed, kerbed, marked and continuously maintained in accordance with approved site plans to the satisfaction of the Executive Director Technical Services.

4. Although no access to this site is indicated from Rokewood Way, previous discussions referred to upgrading of the road and installation of kerbing adjacent to this site.
5. A stormwater drainage plan for car parking, internal driveways and buildings that reflects Water Sensitive Design Principles is to be submitted to the Executive Director Technical Services and such plan approved prior to the issue of a building licence. All drainage work to be constructed as per the approved plan.

With regard to points 1 to 5 above, conditions have been included in the recommendation addressing these matters.

Public Advertising

The current application was advertised for two weeks, closing on 30 May 2013. Advertising was carried out by way of letters to affected and nearby landowners, City's website and placement of sign on site.

Total No. of letters sent to residents/owners	:	26
Total No. of submissions received	:	2
No. of submissions of comment	:	1
No. of submissions of objection	:	1

The main issues raised in submissions, together with a comment on each issue are outlined below.

Key Issues

Issue 1. – Noise issues related to existing Cool Storage Business

The existing cool storage business over the road operates five (5) days a week from early morning to late hours and the neighbours have to deal with excessive noise generated from the activity.

Comment

The objection to the current proposal is based on noise issues related to the existing cool storage facility which has been operating from a property on the corner of Rokewood Way and Old Station Road (Lot 888) since the 1960's. The subject land has undergone a rezoning process to allow the proposed use. Such 'Additional Use No.39' zoning provisions stipulates appropriate requirements to minimise any potential adverse noise and visual impact to the neighbours which will be imposed as conditions of any approval of the development. The Acoustic Report, submitted by Herring Storer, advises that noise from the proposed cold stores will not exceed the level set by the *Environmental Protection (Noise) Regulations 1997*.

Recommendation

That the issue is not supported.

Issue 2- visual appearance of the development

As no plans of the proposed development were viewed we are not certain as to the finished appearance of the building and do not want to be looking at a warehouse wall.

Comment

The application was advertised for public comment inviting the neighbours to visit the City officers to view details and plans of the development. Details were also placed on City's website for public perusal.

The land has undergone a rezoning process to allow the proposed use with appropriate requirements such as high quality painted masonry walls and vegetation buffers along all property boundaries to minimize any visual impact from the adjacent residential properties.

Recommendation

That the issue is not supported.

Issue 3 – Provision of financial donations to offset removal of vegetation.

Roleystone and Karragullen areas are currently experiencing significant mature tree loss due to Dieback and Marri canker. The number of tree loss through the proposal to construct this large building is significant and needs to be recognised through a significant financial offset. This money should be spent on the revegetation and management of the Council Reserve opposite to this site (Thomas Price Reserve). It should be noted that the Black Cockatoos have a massive roosting area at Canning Dam and use this area as part of their feeding habitat.

Comment

Recognising the importance of retaining as much vegetation as possible, when this land was rezoned to allow the additional use of 'Warehouse' specific provisions were included in TPS No.4 Schedule 2 – Additional Uses 39 to prevent the remainder of the site (approximately 2/3 of the property) from being developed for this purpose as follows:

- 39.1(iv) A 15.0m minimum vegetation buffer/setback to be applied from all property boundaries to any new building and car parking areas; and*
- 39.2 The eastern portion of Lot 65 Rokewood Way (east of the driveway accessing Canning Road) shall not be developed or be used for the expansion of the facility. Native vegetation on the eastern portion of Lot 65 shall be retained and maintained to the satisfaction of the City.*

The requirements of this Scheme provision should be reinforced through the inclusion of an appropriate condition.

The City is not in a position to apply a requirement of financial offsetting for vegetation loss as this land is not a City's owned reserve and is privately owned. However, a fencing condition can be imposed to ensure that the area of native vegetation is protected.

Recommendation

That the issue is supported in part.

ANALYSIS

Metropolitan Region Scheme

The subject land is zoned *Rural* under the Metropolitan Region Scheme (MRS). Cool storage and packing facilities associated with agriculture/horticulture can be accommodated within the MRS Rural zone.

Town Planning Scheme No.4

A number of special development conditions were included in Schedule 2 of TPS 4 and any development on the site involving the above uses requires adherence to those special conditions as follows:

39.1 Development of the site shall be generally in accordance with the adopted Concept Development Plan and shall address the following –

- *Minimisation of the visual impact of the development on adjacent residential properties by measures including the provision of high quality painted masonry walls and non-reflective roofing material.*
- *All loading and unloading activities to be carried out from inside the building.*
- *Additional landscaping to the satisfaction of the City to be provided between any new building / parking areas and the relevant street frontage of the site.*
- *A 15m minimum vegetation buffer / setback to be applied from all property boundaries to any new buildings and car parking areas.*
- *No storage outside the building or in car parking areas is permitted.*

39.2 The eastern portion of Lot 65 Rokewood Way (east of the driveway accessing Canning Road) shall not be developed or be used for the expansion of the facility. Native vegetation on the eastern portion of Lot 65 shall be retained and maintained to the satisfaction of the City.

39.3 All 'P' use classes listed for the base zone shall be 'D' (discretionary) uses notwithstanding they are 'P' in the zoning table.

39.4 A traffic study to be prepared to detail the number and direction of truck routes, driveway construction, acceptable sight lines on Canning Road and condition of road pavements to further assess the proposed traffic arrangements prior to approval of a development application for the site.

In addition to the specific provisions contained in Schedule 2 for Lot 65, TPS 4 contains provisions relating to boundary setbacks, building height and floor area for development on land within the Rural Living Zone. The table below details all of the TPS requirements relating to this property and the development's compliance with them:

TPS 4 Development Requirements	Compliance/Non-Compliance/Conditions Required
Materials and Colours – high quality painted masonry walls and non-reflective roofing material	Walls are to be tilt up panels and colorbond. Conditions included in recommendation: Schedule of colours and materials required Materials to be earthy and/or bushland tones Roofing material to be non-reflective
All loading and unloading activities to be carried out from inside the building	Plans do not show any external loading areas. Building is designed to allow trucks to drive-in/drive-out one-way through the shed and unload inside. Condition included in recommendation to reinforce the above.
Additional landscaping to the satisfaction of the City to be provided between any new building / parking areas and the relevant street frontage of the site	Condition included in recommendation requiring Landscaping Plan to be submitted, approved and implemented.
15m minimum vegetation buffer / setback to be applied from all property boundaries to any new buildings and car parking areas	Rokewood Way boundary – 17m setback Old Station Road boundary – 18m setback Canning Road boundary – 33m setback All comply
The eastern portion of Lot 65 Rokewood Way (east of the driveway accessing Canning Road) shall not be developed or be used for the expansion of the facility. Native vegetation on the eastern portion of Lot 65 shall be retained and maintained	TPS provision has adequate statutory power to enforce this requirement. However, condition included in recommendation in this regard in order to reinforce this requirement.
Building Height Rural Living Zone: Walls – max 6m Roof – max 9m Unless otherwise approved by Council.	The height of the building (walls) is proposed to be 9.0 metres and exceeds the height specified in Clause 5B.2 of TPS 4 for buildings within the Rural Living Zone. However, this kind of facility needs a certain height within the warehouse to be functional. Also, this application is being made under the Additional Use zoning applicable to the land rather than the Rural Living zoning so it could be argued that the provisions normally apply to building within the Rural Living zone do not apply to this development. 9.0 metres is not considered inappropriate in this instance and will have minimal impact on amenity.

TPS 4 Development Requirements	Compliance/Non-Compliance/Conditions Required
	The pitched roof of the building will rise to a height of 4.4 metres at its peak. However, the visual impact of the roof height will be diminished by its low-pitched slope.
Building coverage Rural Living Zone – Max 500m ²	This application is being made under the Additional Use zoning applicable to the land rather than the Rural Living zoning so it could be argued that the provisions normally apply to building within the Rural Living zone do not apply to this development. It should be noted that the floor area is consistent with the Concept Plans lodged with the City in support of the Scheme Amendment to rezone the land to allow this development.
Remnant vegetation – retain except to accommodate approved development, vehicle access or fire protection.	Conditions relating to this provision are included in the recommendation.
Off-Site Buffers - Council to have due regard to any potential environmental impact (emissions, noise, odours) on adjacent properties.	The applicant was required to submit both an Acoustic Impact Assessment and a Traffic Impact Assessment. In addition, the applicant submitted a drainage proposal. All of these studies were carried out by Engineers qualified in the relevant disciplines. The City’s Development Services and Technical Services staff have reviewed these documents, required revisions were necessary and are now satisfied with the final versions of the documents submitted. Development Services and Technical Services staff are also satisfied that the potential impacts can be maintained at an acceptable level that will not unduly impact on adjacent residences.
Car Parking 2 spaces per 100m ² storage area or 1 space per person employed which is the greater.	Warehouse storage area = 2132m ² = 43 bays required. 43 bays proposed on site including a disabled bay.

OPTIONS

That Council may:

1. Approve the application for Planning Approval subject to appropriate conditions; or
2. Refuse to approve the application for Planning Approval, specifying reasons.

CONCLUSION

The existing cold store facility on Lot 888 No.42 Rokewood Way has significantly outgrown its site. The impact of this is quite apparent in the extent of outdoor storage of crates and waste fruit bins occurring on the site. In addition, the lack of on-site car parking for staff and commercial vehicles is clearly apparent as vehicles currently park on road verges adjacent to the site. The outdoor storage and off-site car and truck parking is currently having an adverse impact on visual amenity and noise and, potentially, traffic safety and odours.

It will be difficult for the business owner to address some of these problems on the current site given its level of development. Accordingly, the business owner has sought to obtain another site from the State Government to expand the business and to accommodate the overflow from the existing site.

The new development will provide on-site car parking for staff, loading and unloading of vehicles within the cold store and space for all storage to be contained inside the building including crate storage, waste fruit bins and other waste.

Development conditions will address issues such as waste bin storage, waste bins required to be kept sealed to prevent insect and rodent problems, retention of existing vegetation, landscaping of car parking areas and planting of additional lower level screening vegetation within the vegetation buffer between the building and the street. More importantly, it will prevent over-development occurring due to strict conditions.

It is considered that the above will assist the clean-up of the existing facility and address many of the streetscape and other issues currently occurring. This should be of benefit to the amenity of Rokewood Way and Old Station Street and accordingly the amenity of nearby residential properties.

The proposal anticipates a new modern facility with significant vegetation buffers to the street, built using appropriate finishes and colours, paved on-site car parking, in-building loading and unloading facilities, engineered to not exceed legislated noise levels and designed to reduce traffic safety issues.

ATTACHMENTS

1. Site Plan - Lot 65 Rokewood Way, Karragullen
2. Elevation Plan - Lot 65 Rokewood Way, Karragullen
3. Floor Plan - Lot 65 Rokewood Way, Karragullen

The Executive Manager Planning Services tabled the Schedule of Submissions relating to the proposed development for Committee's information (refer to Attachment 5.1.1 of the Minutes).

Committee discussed the need for the careful selection of building colours and landscaping to reduce the visual impact of the building and that the areas currently used for ad hoc parking be revegetated. It was noted that condition 24 (Fire Management Plan) should be implemented without undue sacrifice of vegetation in view of the non-residential use of the development site.

D38/6/13 RECOMMEND

That Council:

- A) Approves the application for Planning Approval for a Warehouse (Cold Storage and Packing of Fruit) on Lot 65 (7) Rokewood Way, Karragullen subject to the following conditions:**
- 1. Cool Room condensers and compressors are to be placed within the roof space of the cold store in accordance with the recommendation of the Acoustic Assessment Report prepared by Herring Storer Acoustics dated February 2010 to the satisfaction of the Executive Director Development Services. If the condensers and compressors are proposed to be placed elsewhere then a new acoustic report carried out by a qualified acoustic consultant is to be submitted to Council to the satisfaction of the Executive Director Development Services.**
 - 2. The design and location of the vehicle egress point onto Canning Road is to comply with the recommendation and Figure 3.2 of the Traffic Impact Assessment prepared by VDM Consulting May 2010 to the satisfaction of the Executive Director Technical Services.**
 - 3. The crossover to Canning Road is to be for egress from the site only and is to be clearly signposted "Exit Only" to the satisfaction of the Executive Director Technical Services.**
 - 4. All vehicle manoeuvring spaces shall be constructed, including drainage and kerbing, in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services and continuously maintained thereafter. Relocation/removal of any services/infrastructure will be at the cost of the developer.**
 - 5. No vehicle access or egress is permitted from Rokewood Way to Lot 65 or vice versa.**

- 6. All loading and unloading of trucks is to occur within the warehouse to the satisfaction of the Executive Director Technical Services.**
- 7. A minimum of 43 parking bays including disabled bays are required to be provided on site to the satisfaction of the Executive Director Technical Services.**
- 8. Transfer of produce and other items associated with the business (eg pallets and crates) between the existing cold storage facility on the corner of Rokewood Way and Old Station Road and the new facility on Lot 65 is to be carried out by vehicles licensed to use public roads and shall not exceed 4 crossings or trips per day.**
- 9. All trucks and staff vehicles associated with the warehouse are to park within designated on-site parking areas only to the satisfaction of the Executive Director Development Services. Parking on adjacent road verges or within areas of the subject site not comprising constructed, approved, hardstand parking areas is not permitted.**
- 10. Lighting to be provided to all car parking areas and the exterior entrances to all buildings in accordance with Australian Standard AS 1158.3.1.**
- 11. All external lighting to be hooded and oriented so that the light source is not directly visible to the travelling public or adjacent residences.**
- 12. A schedule of external colours and materials shall be submitted to and approved by the Executive Director Development Services. Colours and materials to aid the minimisation of the visual impact of the development on adjacent residential properties by measures including the provision of high quality painted masonry walls and non-reflective roofing material. The development to be completed and maintained in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
- 13. A landscape plan shall be submitted to and approved by the Executive Director Development Services. Such plan shall include:**
 - a) Plant species (predominantly West Australian natives);**
 - b) Numbers, location, container size;**
 - c) Method of irrigation of the landscaped areas;**
 - d) The provision of shade trees within the car park at the rates of 1 tree per 10 metre interval along any line of car parking;**

- e) **Retention of existing trees as identified on the approved site plan;**
- f) **Additional landscaping to the satisfaction of the City to be provided between any new building / parking areas and the relevant street frontage of the site; and**
- g) **A 15m minimum vegetation buffer / setback to be applied from all property boundaries to any new buildings and car parking areas.**

All landscaping shall be installed and maintained as per the approved plan thereafter.

- 14. **The eastern portion of Lot 65 Rokewood Way (east of the driveway accessing Canning Road) shall not be developed or be used for the expansion of the facility. Native vegetation on the eastern portion of Lot 65 shall be retained and maintained to the satisfaction of the Executive Director Development Services.**
- 15. **Only clean fill (as defined by the Department of Environment and Conservation) shall be used to the satisfaction of the Executive Director Development Services.**
- 16. **No storage is permitted outside the building or in car parking areas to the satisfaction of the Executive Director Development Services.**
- 17. **To meet drainage requirements the developer/owner shall, to the specifications and satisfaction of the Executive Director Technical Services:**
 - a) **Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan thereafter;**
 - b) **Show any drainage easements as may be required on the Certificate of Title in favour of the City;**
 - c) **Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development; and,**
 - d) **All stormwater is to be disposed of on site to the satisfaction of the Executive Director Technical Services.**
- 18. **No polluted waters, including but not limited to waste waters or turbid stormwater arising from the existing or proposed development or use of this land, shall be discharged into the stormwater drainage system, any water course or off-site.**

19. **Air conditioning units, compressors and other equipment related to utilities to be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby residential properties to the satisfaction of the Executive Director Development Services.**
20. **A Waste Management Plan to be submitted to and approved by the Executive Director Technical Services and development to occur in accordance with those plans. Waste Management Plan to address issues including (but not limited to):**
 - a) **storage of waste bins;**
 - b) **The provision of sealed storage containers for putrescibles waste;**
 - c) **Cleaning of waste bins; and**
 - d) **Control of pests (rodents, insects).**
21. **The use of the office component is to be incidental to the warehouse use on site only.**
22. **The surface, kerbing, drainage and lighting of Rokewood Way, from Canning Road to Old Station Road, and Old Station Road (or part/parts thereof of these roads as deemed necessary), are to be upgraded, by or at the expense of the developer, to the satisfaction of the Executive Director Technical Services.**
23. **A post and wire / post and rail fence shall be erected and continuously maintained between the building/car parking/driveway areas and the 15 metre vegetated buffer area on the Rokewood Way, Old Station Road and Canning Road frontages of the site and the undeveloped south-eastern end of the site, prior to any site works commencing on site to the satisfaction of the Executive Director Development Services.**
24. **A Fire Management Plan being prepared and implemented to the satisfaction of the Executive Director Community Services.**
25. **All conditions are to be complied with prior to exercising the right of this approval, to the satisfaction of the Executive Director Development Services.**

Advice Notes –

- A. **It is recommended that the building be constructed in accordance with Australian Standard 3959 – Construction of Buildings in Bush Fire Prone Areas.**

- B. With regard to Condition 13, please refer to the City’s Landscaping Guidelines – Screening and Industrial and Commercial and the Landscaping Guidelines – Plants to Avoid, to assist you to formulate a satisfactory landscaping proposal. Copies of this document are available on the City’s website at: www.armadale.wa.gov.au/publications/**
 - C. With regard to Condition 15, the Department of Environment and Conservation defines clean fill as “Material that will have no harmful effects on the environment and which consists of rocks or soil arising from the excavation of undisturbed material.” Soil from demolition sites is not considered clean fill, as such sites have been disturbed and can be contaminated with pesticides (e.g. the white ant control pesticides used under building pads in the 1960’s) and hydrocarbons (e.g. waste oil inappropriately disposed of – 100ml of oil can contaminate 100,000 litres of water).**
 - D. With respect to Condition 17, Council has noted the intention for the new facility to use bore water in a more efficient way. The stormwater management plan should identify the means by which bore water draw would be minimised in recognition of the reliance of nearby landowners on the water source.**
- B) That the submitters be advised of the Council’s decision in this regard.**

Moved Cr D M Shaw
MOTION CARRIED (7/0)

**3.1 - FINAL ADOPTION INFRASTRUCTURE COST SCHEDULE 2013 FOR
DEVELOPMENT CONTRIBUTION PLAN NO.3**

WARD : LAKE
FILE No. : M/387/13
DATE : 12 June 2013
REF : SF
RESPONSIBLE : EMPS
MANAGER

Tabled Items

Nil.

Officer Interest Declaration

The City's Project Coordinator, who prepared this report, declares an interest to the extent that the Infrastructure Cost Schedule provides for the funding of the Project Coordinator position. The Project Coordinator has ensured adequate funding to match salary and on-cost information.

In Brief:

- Council at its April 2013 meeting resolved to advertise the Draft Infrastructure Cost Schedule 2013 and "Proposed Values" in accordance with the requirements of Town Planning Scheme No.4.
- The Draft Infrastructure Cost Schedule was advertised for public comment for 28 days.
- Two (2) submissions were received on the Draft Infrastructure Cost Schedule and no submissions on the Proposed Values.
- Recommend that Council adopt the Infrastructure Cost Schedule 2013 which includes a Gross Cost of Common Infrastructure Works of \$89,542,347.62, Common Infrastructure Works of \$50,475,385.63, lots to be produced in the unsubdivided balance of 3,571 and a Cost Contribution per Lot of \$14,134.91.

Strategic Implications

- 1.5 Sport, recreation and leisure opportunities that contribute to community health and wellbeing.
- 2.1 Long term planning and development that is guided by a balance between economic, social and environmental objectives.
 - 2.1.1 Review, update and implement the City's Town Planning Scheme, taking into account the Local Biodiversity Strategy and other environmental considerations.

Legislation Implications

Planning and Development Act 2005
Town Planning Scheme No.4
Local Government Act 1995
Commercial Arbitration Act 1985

Council Policy/Local Law Implications

ENG 13 – Asset Management Vision

Budget/Financial Implications

Nil - but see “Comment and Analysis - Overview - Financial Risk Management” below.

Consultation

1. Relevant City of Armadale Managers
2. Various consultants
3. City of Armadale Valuation Panel
4. Landowners and Developers within Development Contribution Area No.3
5. Advertised for public comment for 28 days.

BACKGROUND

Town Planning Scheme No.4 – Development Contribution Plan No.3

In accordance with the City of Armadale’s Town Planning Scheme (TPS) No.4, all landowners within Development Contribution Area (DCA) No.3 (*refer to Attachment*) shall equitably contribute to the cost of providing Common Infrastructure Works.

DCA No.3 encompasses the City’s western growth suburbs of Harrisdale and Piara Waters and, when fully developed, is anticipated to have a population of 25,000 residents. Development Contribution Plan (DCP) No.3, included under Schedule 13B of TPS No.4, provides the framework and authority for the City to determine the cost of Common Infrastructure Works within DCA No.3 and to establish a Contribution per Lot applicable to DCA No.3.

Established in 2007, the City’s North Forrestdale DCP No.3 is an equitable mechanism to effectively share the cost of providing Common Infrastructure items across highly constrained land that is compounded due to fragmented landownership. A coordinated approach to Common Infrastructure provision also enables the early delivery of the works which can be attributed to minimising the cost burden on pioneering developers, increases housing affordability and fosters high quality urban development.

The Cost Contribution per Lot, as per Clause 3.4 of Schedule 13B, is determined through equitably sharing the cost to provide Common Infrastructure items over the unsubdivided balance of DCA No.3. In order to determine the Development Contribution per Lot, all cost estimates and fixed costs for Common Infrastructure items, and the unsubdivided balance of lots within DCA No.3, are documented to produce the Infrastructure Cost Schedule (ICS) for DCP No.3. As per Clause 3.13.1 of Schedule 13B, the City shall review the ICS, provided such reviews are conducted at least on an annual basis.

Where Common Infrastructure Work includes a land component, DCP No.3 requires that “Assessed Values” be determined through a process of valuation and advertising of “Proposed Values”. The process to attain Assessed Values is set out in Clause 3.12 of Schedule 13B. It is intended, as per Clause 3.12.3 (e) of Schedule 13B, that any Assessed Value should apply for no more than 13 months.

Infrastructure Cost Schedule

The current *Infrastructure Cost Schedule 2011 No.2* was adopted by Council at its June 2012 meeting. As per Clause 3.13.1 and 3.12.3 (e) referred to above, it is necessary that a review of the ICS be finalised at Council's June 2013 meeting. The Infrastructure Cost Schedule Review Flowchart (*refer to Attachment*) reflects the provisions of Schedule 13B for the preparation and review process associated with the ICS.

Amendment No.67

Amendment No.67, which modifies the scheme wording under Part 6B and Schedule 13B to better improve the City's management of current and future Development Contribution Plans, was gazetted in February 2013. In addition, Amendment No.67 revises the per hectare lot amount of the City's North Forrestdale DCP No.3 which was required to ensure that the City is seeking contributions for common infrastructure in an equitable and fair manner. As per Amendment No.67, this review of the ICS needs to implement the increased lot yield per hectare for DCP No.3 from 10 to 10.6 to more accurately reflect the estimated unsubdivided balance of DCA No.3.

DETAILS OF PROPOSAL

It is proposed to adopt the Infrastructure Cost Schedule 2013, the Assessed Values included within it, a Gross cost of Common Infrastructure Work of \$89,542,347.62, Common Infrastructure Work of \$50,475,385.63, lots to be produced in the unsubdivided balance of 3,571 and a Cost Contribution per Lot of \$14,134.91.

Refer to the Final Adoption Infrastructure Cost Schedule 2013 included in the Attachments of the Minutes.

COMMENT

Overview – Financial Risk Management

The City of Armadale is required to act as the administrator of Development Contribution Plan No.3, which will deliver a significant number of benefits to the City and its future residents. The developer Contribution Costs are determined by the ICS and are required to cover all associated costs incurred by the City in managing the Development Contribution Plan. The City aims to complete all of the Common Infrastructure Works in a timely manner and aims to ensure that there are no funding shortfalls. Annual review of the ICS aims to ensure equity of payment by developers over time.

Variables that can affect the aims and ultimate outcome include the accuracy of predicted costs and the number of Cost Contributions paid, and Council's ability to provide financial and project management support at critical times.

The accuracy of predicted costs has been maximised to the greatest extent practicable at this stage for the projects 8 to 9 year anticipated life span. The ICS must be reviewed at least annually and costs estimates contained within are reassessed at this time. As projects identified in the ICS are completed, they become fixed costs.

Projects which require Council's financial or project management support have generally been included in the City's 15 Year Forward Financial Plan. Although in most instances the financial support required from Council are reasonable, if the funds are not available and the project cannot proceed it may then be subject to pressures such as increasing costs or suggestions to increase the scope of the project. Comprehensive forward planning enables the City to manage this risk and control the project scope.

Clause 6B.8.1 of Town Planning Scheme No.4 provides that any shortfall in infrastructure costs after collection of all contributions may be made good by raising loans, entering into agreements with owners to fund the shortfall, or by the City funding the shortfall from its municipal fund. In accordance with Clause 6B.8.2, if there is an excess when works are completed, the City is to use the excess funds for the provision of additional facilities in the Development Contribution Area.

The City's careful management of Development Contribution Plan No.3 through annual review of the ICS should prevent any significant shortfall occurring or additional costs being imposed on the City. It is important to note that the Development Contribution Scheme enables the urban development of Piara Waters and Harrisdale and that without the operation of this DCP, the community benefit of the development would not have been delivered and sequential development would not have occurred.

Public Advertising

The (*Draft Infrastructure Cost Schedule 2013 (refer to Attachment)*) and Proposed Values were advertised for a period of 28 days, closing on Monday 20 May 2013. A notice was placed in the local newspapers stating that, during the advertisement period, the Draft ICS 2013 would be accessible on the Out for Comment section of the City's website. A covering letter, stating where to access the Draft ICS 2013, was also sent to all landholders holding large land parcels with subdivisional potential within DCA03 and/or to their planning consultants.

Two (2) submissions were received on the Draft ICS 2013 and no submissions on the Proposed Values. The issues raised by submitters have been summarised and a recommendation made on each submission in the ("*Schedule of Submissions – Infrastructure Cost Schedule 2013*") *refer to Attachment*.

In brief, one submission received could not be supported as the subject Common Infrastructure Cost item had previously been finalised in the ICS and further amendments would not be fair or equitable. The second submission was mostly comments with minor submissions points that have been supported by the City. In particular, the City has already commenced liaising with the submitter to expedite the planning and design for the Harrisdale East Community and Sporting Facility to support the High School sites proposed delivery within the constraints of the 15 Year Forward Financial Plan and grants.

It can be deduced from the minor number of submissions and issues received, that generally developers and landowners within Harrisdale and Piara Waters are satisfied with the City and its effective management of DCP No.3 and the associated ICS.

ANALYSIS

Preparation of the Infrastructure Cost Schedule and Assessed Values

Cost estimates have come from a range of sources including specialist consultants, relevant Managers within the City and State service providers. There is an appropriate level of accuracy throughout the infrastructure items which generally correlates to the level of design and planning that has been undertaken. Decisions have needed to be made on each item regarding the desired outcome, the level of cost accuracy that should be applied, whether or not a contingency should be included, and in the case of contributions or grants the value of the contribution or grant.

As detailed above, where land is identified as part of a Common Infrastructure Work the process shown on the attached flowchart has been followed to arrive at Assessed Values. To comply with Clause 3.12.5 of Schedule 13B, the ICS incorporates an additional 10% to the Assessed Values. The additional 10% assists with the early acquisition of land and helps prevent the loss of opportunities for acquisition.

Gross cost of Common Infrastructure Works – (Calculation of “A”)

The DCP No.3 details the calculation of the Gross cost of Common Infrastructure Work as the calculation of “A”. The Gross cost of Common Infrastructure Work is the total of all estimated costs and established fixed costs in the ICS.

Main Changes to Gross Cost of Common Infrastructure Works – (Calculation of “A”) from Advertised Draft Infrastructure Cost Schedule 2013.

As previously reported to Council, the City’s investigation and detailed planning of Common Infrastructure items is ongoing, and as a result costs are further refined from time to time. In this instance, cost refinement has resulted in the Gross Cost of Common Infrastructure Works increasing from the Draft ICS 2013. Notable costs which are now updated and/or included are:

Item 6a56 – During the advertising period it was determined that a District Dual Use Path (DDUP) link identified within Structure Plan East along Collared St had not previously been included. The DDUP has been included under Item 6a56 at just under \$29k. As noted in the Schedule of Submissions, the DDUP has been constructed by the developer to a lesser standard and the City will therefore coordinate the upgrade construction.

Item 7b – The City has assessed the design and cost estimates prepared by Opus for the Balannup Drain Realignment project and have confirmed additional funding of \$270k is required to implement the project as required. The ICS has been updated to reflect this adjustment.

Item 8a – During the advertising period of the Draft ICS 2013 it was determined that the funding availability included under Item 8a, for works required at Alfred and William Skeet Ovals to upgrade the facility to provide a district level of service for Harrisdale and Piara Waters, was inadequate. As a result of recent master planning work and community consultation, an additional \$230k has been included under item 8a.

Item 8h – The City has been progressing the concept designs for the district sporting facility, referred to as Harrisdale East within Structure Plan East, and the associated Shared Use agreement with the Department of Education. As a result the City has increased the funding under Item 8h for the oval construction, \$300k under the oval and \$100k under earthworks.

Estimated Lot Yield in Unsubdivided Balance – (Calculation of “D”)

The Estimated Lot Yield is the number of lots to be produced in the unsubdivided balance and is represented in DCP No.3 as the calculation of “D”. The Estimated Lot Yield denotes the number of lots within DCA03 that, when subdivision occurs, will contribute to the Cost of Common Infrastructure Work. As stated above, this review of the ICS also needs to incorporate the determination of Amendment No.67 which increases the lot yield per hectare rate for DCA No.3 from 10 to 10.6.

The ICS 2013 is proposing an unsubdivided balance of 3,571 lots. Based on a comparison of lot yields at 10 and, as per Amendment No.67, at 10.6 per hectare, the increased value has added over 200 lots to the unsubdivided balance which equates to an additional \$2.8 million being equitably shared across the future development.

However, it also needs to be noted that the unsubdivided balance has reduced by over 500 lots and costs have increased since the ICS 2011 No.2 was adopted. This has had an unavoidable impact on the development cost contribution per lot with now fewer lots to share the Common Infrastructure Works cost.

Cost Contribution per Lot – (Calculation of “E”)

The Cost Contribution per Lot is represented as the calculation of “E” in the ICS. The ICS 2013 proposes the value of “E” as \$14,134.91. Based on the proposed Draft ICS 2013 of \$13,887.42, the Contribution Cost per Lot will increase by approximately 1.79%.

The increase from the Draft ICS can be attributed to a number of factors relating to the implementation and provision of Common Infrastructure Work prescribed in DCP No.3. The main increases have been identified in this report above under the calculation of “A”.

OPTIONS

1. Council may resolve to adopt the Infrastructure Cost Schedule 2013 and associated Assessed Values.
2. Council may resolve to further revise the Infrastructure Cost Schedule Items before adopting the Infrastructure Cost Schedule 2013 and Assessed Values.

CONCLUSION

The Infrastructure Cost Schedule represents a 15 or more year forward plan bound by Development Contribution Plan No.3. The document has been prepared to a standard which is considered satisfactory to minimise the financial risks to Council. Advertising the Draft Infrastructure Cost Schedule provided the opportunity for qualified comment on the costs and provides a time when the Infrastructure Cost Schedule can be audited. Option 1 is recommended.

ATTACHMENTS

1. Schedule of Submissions - Infrastructure Cost Schedule 2013
2. Submitter Plan - Infrastructure Cost Schedule Review 2013
3. Special Control Area Map 3
4. Infrastructure Cost Schedule 2013 Final Adoption
5. Draft Infrastructure Cost Schedule 2013 - Advertised

D39/6/13 **RECOMMEND**

That Council:

1. **In accordance with Clauses 3.12 and 3.13 of Schedule 13B of the City's Town Planning Scheme No.4, adopt the proposed Assessed Values and the Infrastructure Cost Schedule 2013 which includes a Gross Cost of Common Infrastructure Works of \$89,542,347.62, Common Infrastructure Works of \$50,475,385.63, lots to be produced in the unsubdivided balance of 3,571 and a Cost Contribution per Lot of \$14,134.91.**
2. **Advise submitters of Council's decision.**

Moved Cr C J MacDonald
MOTION CARRIED (7/0)

4.1 - RESIDENTIAL DESIGN CODES 2013

WARD : ALL
FILE No. : M/379/13
DATE : 10 June 2013
REF : IM
RESPONSIBLE : EDDS
MANAGER

In Brief:

- Following a comprehensive review a revised Residential Design Code will be gazette on August 2nd 2013.
- The report outlines the main changes to be introduced and details the implications for the City.
- Recommend that the implications of the new Codes provisions be noted.

Tabled Items

Copy of new RD Codes and Explanatory Guidelines

Officer Interest Declaration

Nil.

Strategic Implications

Long term planning and development that is guided by a balance between economic, social and environmental objectives.

Legislation Implications

Planning and Development Act 2005
Town Planning Scheme No. 4.

Council Policy/Local Law Implications

Policy PLN 3.1 Residential Density Development
Policy PLN 3.6 Ancillary Accommodation – Control of Additional Accommodation.
PLN 3.10 Residential Design Codes Variations.

Budget/Financial Implications

Nil

Consultation

1. The Department of Planning consulted on the revisions to the Code in July 2011.

BACKGROUND

The RD Codes are an important determinant of residential design. They have been established since 1991 at the State Government level and thereafter automatically introduced by reference into local government planning schemes to guide development approval for all dwelling types. Periodic reviews have been undertaken of the Codes, most notably resulting in an overhaul in 2002 and the introduction of a separate Multi-unit Code in 2010.

The Department of Planning commenced a review of the RD Codes in 2010. In July 2011 various changes were advertised for public comment. Council considered a report on the proposed changes in August 2011 and resolved to make a submission in which a number of key concerns were articulated. It can be reported that Council's concerns have been taken into account in the adopted Code including:

- The proposed overhaul of the objectives was seen as likely to result in confusion and lack of clarity – the objectives have been simplified and largely now reflect the original
- Privacy provisions were proposed to refer to “finished ground level” – this was strongly objected to. The privacy provisions have reverted to “natural ground level” as requested.
- The proposal that all local planning policies would be made available via the WAPC website (which was seen as impractical) has been dropped.
- The proposal to permit outbuildings on the boundary by substituting the Building Code for Table 1 has been dispensed with in accord with Council's submission.
- Council's concern that there was little logic in reducing permitted floor areas for Aged and Dependent Persons Dwellings from 100m² to 70m² has been agreed to and the original requirement reverted to.
- Council agreed with the proposal to interweave the explanatory guidelines with the Codes – however this has not been implemented except for some of the illustrative diagrams which have been beneficially included in the Codes.
- Significant changes were proposed to decrease the minimum lot sizes in a number of codes but retain the lot size averages. Council cautiously supported this change which has been implemented in the final Code. However, an additional unadvertised change will result in the average lot size in R20 being reduced from 500m² to 450m². This is significant, although not of specific concern to the City of Armadale in view of the R20 code having limited application in the City.
- The proposed lesser car parking provision was considered to be a matter that should be approached with caution due to high car dependency in outer suburbs. However, the proposal to require only one on-site bay in areas with access to public transport has been adopted.
- There was a general concern that the Review lacked balance as nearly all the changes reflected the interests of the development industry rather than the community. In particular changes to building on boundaries, nil outbuilding setbacks and reduced minimum lot sizes reflected this. This concern does remain although to a lesser extent.
- Council supported proposed changes to the terminology and to facilitate Ancillary Accommodation and Single Bedroom dwellings, and these changes have been retained.

DETAILS OF PROPOSAL

The Codes have been reviewed in the light of the 108 submissions received and a new Code has been approved for gazettal on August 2nd 2013. No changes are proposed to the Multi-unit Code which was only recently introduced. The main changes to be introduced in the new Code are:

- New objectives – these broadly reflect the original ones rather than those advertised that tended to be over-wordy and imprecise.
- A new flow diagram for the approval process to assist in understanding approval processes.
- A reduction to the minimum lot size below which proposals require planning approval from 350m² lots to 260m².

- The provision of a new comprehensive table (under Accompanying information - Part 3) listing the information requirements for each type of application.
- The change in a number of the Table 1 standards to reduce:
 - lot size minimums in the R20 to R80 codes by 25%-60%;
 - lot size averages in R20 (from 500m² to 450m²), R60 and R80;
 - required areas for rear battleaxe lots for R20 to R80 lots;
 - required open space and front setback requirements for higher density codes (R50-R80); (see Table below which was included in the Department of Planning’s supporting information on the new Code).

Summary Table of Amendments to Table 1: General site requirements for all single house(s); and grouped dwellings; and multiple dwellings in areas with a coding of less than R30.

1 R-code	2 Dwelling Type	3 Min. site area per dwelling (m ²) % ♦	4 Min. lot area/rear battle axe (m ²) ▼	5 Min. frontage (m) ▼	6 Open Space		7 Min. setbacks (m)		
					Min. total (% of site)	Min. o/door living (m ²)	Primary street	Secondary street ●	Other/rear
R20	Single house or grouped dwelling	Min 440 350 Av 500 450	540 450	10	50	30	6	1.5	*
	Multiple Dwelling	500 450	-	20	-	-	6	1.5	*
R25	Single house or grouped dwelling	Min 320 300 Av 350	445 425	8	50	30	6	1.5	*
	Multiple Dwelling	400 350	-	20	-	-	6	1.5	*
R30	Single house or grouped dwelling	Min 270 260 Av 300	420 410	-	45	24	4	1.5	*
R35	Single house or grouped dwelling	Min 235 220 Av 260	410 395	-	45	24	4	1.5	*
R40	Single house or grouped dwelling	Min 200 180 Av 220	400 380	-	45	20	4	1	*
R50	Single house or grouped dwelling	Min 160 Av 180	400 380	-	45 40	16	4 2	1	*
R60	Single house or grouped dwelling	Min 160 120 Av 180 150	400 380	-	45 40	16	4 2	1	*
R80	Single house or grouped dwelling	Min 160 100 Av 180 120	400 380	-	45 30	16	4 1	1	*
All standards for single house or grouped dwellings within R100, R160 and R-AC areas are as for the R80 Code									

- On site parking requirements are reduced generally within 800m of a railway station and 250m of a high frequency bus route.
- Height of boundary walls to increase permitted heights to 3.5m max and 3.0m average for one third boundary length behind front setback in R20 and R25 – compared with 3m, 2.7m and 9m.
- An additional clause has been introduced to deal with the situation where a development overshadows a lot but that overshadowed lot also abuts another lot to allow for the “sharing” of the permitted overshadowing.
- An additional provision limits the ability to overshadow more than 50% of a solar collector and north facing major openings to habitable rooms within 15 degrees of north on an adjacent lot.
- Outbuildings in low density are able to be setback from the rear boundary as required under Table 2, and thereby not apply the 6m rear setback requirement.
- Ancillary dwellings to relax provisions to no longer require occupants to have a family relationship with the house owner, to increase the floor area from 60 to 70m² and relax the need to meet outdoor living area or street surveillance requirements.
- Single bedroom dwellings to increase the permitted floor area from 60 to 70m² and reduced outdoor living area.
- A number of Definitions have been modified or introduced for the first time – including: “decision-maker” to replace “Council”, new defined term of “deemed to comply” which replaces “Acceptable Development”, and “design principles” to replace “performance criteria”.
- New figures are included to illustrate how truncations and laneways are taken into account in lot size calculations and to illustrate measuring setbacks from communal streets. Generally more figures are provided within the Code to graphically illustrate how to calculate boundary setbacks and the like. Some of the figures are brought into the main Code from the Explanatory Guidelines.

COMMENT

More permissive standards

The new Code allows relaxation of a number of development standards:

- 26 less exacting standards have been introduced into Table 1.
- The size of lots requiring planning approval has been reduced from 350m² to 260m² (Clause 2.3).
- Height of boundary walls in R20-25 increased from 3m to 3.5m.
- Reduced parking standards for dwellings close to public transport.
- The previous provision that crossovers be limited to 40% of the lot frontage (old clause 6.5.4 A4.2) has been deleted.
- Privacy setback standards (Clause 5.4) for development over R50 have been made more permissive.
- Clause 5.4.3, setback of outbuildings in R15 or less, to be 1-2m not 6m.
- Ancillary dwellings – less exacting requirements on the residency requirement, size and open space.
- Single bedroom dwellings less restricted by increasing permitted floor area from 60m² to 70m².

Only a few standards have been increased:

- The minimum width of balconies for multiple dwellings has increased from 2m to 2.4m under clause 5.3.1, and some of the overshadowing requirements are more exacting to protect solar access to solar collectors and windows on adjacent property.

It is pointed out in the supporting Planning Bulletin that:

"Generally, the local government and community sought increased certainty, whilst the development industry sought increased flexibility. Often these fundamental differences in opposing views and positions resulted in conflicting objectives, issues and comments, which required careful consideration and analysis. Wherever possible, a considered and balanced outcome was found". However, what is not acknowledged is that in the majority of cases (as identified above) the view of the development industry has prevailed and more “developer friendly” standards and processes have been the result. To some extent this is understandable and is a consequence of falling lot sizes, increasing densities and the preference for large houses which means that it is harder to retain the level of amenity previously provided to neighbours.

Local Government seeks to protect impacted neighbours but there is a need to respond to the needs of new homeowners who attempt to seek approval for their dream home within the constraints imposed by the more prevailing small lots. The City has responded to a number of these pressures in its new areas by supporting Detailed Area Plans which confirm some of the less exacting setback and site coverage standards now introduced by the Codes. Unfortunately the development industry seeks both the relaxation of standards and the relaxation of development control – this is a recipe for disgruntled neighbours increasingly impacted by larger and closer development with no opportunity to influence the outcome.

Small lot development approval

It can be expected that there will be more pressure on those issuing Building Permits to ensure that Code requirements are met in view of the reduction from 350m² to 260m² in the size of lots for which Development Approval is required. This change was not advertised in 2011 and is significant. Planning applications for small lots is justified in view of difficulties in planning for access in particular, although in many cases the purpose is merely to demonstrate that the lot can accommodate a dwelling rather than give detailed approval to the dwelling which frequently is not the one finally built.

With the desire of many to choose a small lot and then select a dwelling meant for a larger lot, it can be predicted that conflicts with Codes provisions will increase in the future but that an increasing number will only become apparent upon assessment of the Building Permit. A 260m² lot can, according to the 55% site coverage limit under R30, only have a ground floor area of 143m² - a dwelling of not much over 100m² when you take out the ubiquitous double garage. This is well under the size of the project home people are contracting for. The City's Building Surveyors (who do the majority of R Codes assessments prior to the issue of a Building Permit) will need to be prepared for disputes in this area.

Ancillary Accommodation

Changes to Ancillary Accommodation are sensible and generally welcome. The previous requirement that they be occupied by a family member and that floor area be limited by right to 60m² was due to over-caution in lead-up to the 2002 Code. There was the fear that such dwellings would proliferate and double housing density by stealth. Now there is greater awareness of the need to find ways of accommodating more housing units in established areas on existing lots as well as the need to accommodate those with transitional housing needs such as students. There is some concern that the absence of any outdoor living area provision could result in low amenity unless the development shares the open space with the main dwelling. In view of the number of enquiries recently received it is expected that this provision will be acted upon by a considerable numbers of City landowners.

Code Presentation

The new Code is split into five sections (Context, Streetscape, Site Planning and Design, Building Design and Special Purpose Dwellings) rather than the ten elements of the 2002 and later Code (which was derived from the Australia-wide Amcord). The provisions are largely the same once you know where to locate them. There are numerous minor changes to headings which are inconsequential and the complete clause renumbering may be confusing at first and for those local governments who have specific clause references in their schemes or policies – however the City of Armadale has no such clause references for which amendments to the Scheme or policies would be required.

The advertised promised return to interleaving the Explanatory Guidelines rather than having them as a long-forgotten separate dust-covered document has not been followed through but the beneficial result is a shorter (78 page) RD Code document. Notwithstanding, the insertion of some of the diagrams from the Explanatory Guidelines into the Code Figures will be welcomed by many as will the greater specification of the application information requirements.

Much is made in the accompanying Planning Bulletin of the editorial changes that pervade the new code - such as "Design Principles" rather than "Performance Criteria" and "Deemed to Comply" rather than "Acceptable Development". If this helps to press home the relationship between the two paths to development assessment all well and good, although the two equal paths to approval was since 2002 clearly stated. Also, it is erroneously stated that the new Code will allow applicants to undertake consultation and proposals should only be advertised when they don't comply, but these have certainly been the case in the past.

ANALYSIS

The new Code will not result in conflicts with the City's Town Planning Scheme because the Scheme does not reference specific RD Code clauses (the numbering of which has changed). Similarly with the City's Policy PLN 3.1 – Residential Density Development - this will require review in large part due to the findings of the Local Planning Strategy, but no RD Code clauses are referred to by clause number. It would be appropriate to review some of the City's local planning policies in the light of the new Code in particular Policy PLN 3.6 Ancillary Accommodation – Control of Additional Accommodation.

The significant changes to lot size averages in R20 are less important to the City than other local governments where R20 areas are widespread (the City only has one area coded R20 in Brookdale). The reduction in the minimum lot sizes for normal lots and rear battleaxe lots will be of some significance in assessing future applications leading to the need to be more careful in ensuring that setbacks to neighbours are maintained, however the key determinant is average lot size which generally has not changed.

The reduced parking standards within 800m of a station and 250m of a bus route would result in development within a large portion of the redeveloping areas of Armadale and Kelmscott only needing to provide a single on-site parking space. In its 2011 submission Council voiced its concern that there was a need to be cautious in reducing parking requirements, particularly in view of the continual higher car dependency in outer areas with their greater need for adequate on and off-street parking provision. Already some of the City's redevelopment areas experience a large amount of on-street parking, it can be expected that this will increase if developers take advantage of the more permissive parking standards under the new Code without there being a parallel fall in car ownership patterns.

It may be appropriate to include the City's relevant policies and Detailed Area Plans within Part 7 (Local Planning Framework) of the new RD Codes – this is recommended as a means of enabling the public to better understand all the requirements to be met, although it is not compulsory.

Standard formats for local planning policies and local development plans (previously referred to as detailed area plans - DAPs) are provided in the Explanatory Guidelines. These are useful although it is not compulsory to follow them. The City's officers should consider these formats when undertaking any policy review.

All applications submitted prior to August 2nd but to be determined after that date will be required to be determined under the provisions of the new Code.

OPTIONS

Council could:

1. Note the report on the new Residential Design Codes;
2. Request further information on the new Residential Design Codes.

CONCLUSION

The new Residential Design Codes will be gazetted and introduced on 2nd August 2013. The Codes are the result of a review that has considered a range of submissions, including that of Council. Generally the resulting new Code responds to changes taking place in society concerning housing preferences and sustainable development. Many of the changes reflect the concerns of the development industry that controls have been too restrictive and accordingly the changes can be characterized as generally enabling development to occur on smaller and more constrained sites.

Changes to parking requirements and those permitting ancillary accommodation may present planning challenges in the future, if taken up by developers.

Some of the changes were not advertised and some of these may be of concern – particularly where smaller lots are permitted without any planning control.

The format and clause numbering of the new Code has substantially changed which will require those using the document to readily locate familiar provisions. However, most of the provisions are the same as those developed over many years and are appropriate and acceptable to the building industry and the community.

The Department of Planning has produced a number of explanatory documents on the new Code including a Planning Bulletin, a schedule of amendments, a revised subdivision policy and FAQs. These documents are available on the R-Codes web-page in the Planning WA web-site: www.planning.wa.gov.au/637.asp

ATTACHMENTS

There are no attachments for this report.

D40/6/13 RECOMMEND

That Council:

1. **Note the changes to be introduced to the new Residential Design Codes on August 2nd 2013 as outlined in the report.**

**Moved Cr D M Shaw
MOTION CARRIED (7/0)**

4.2 - PARKING AT CAREY BAPTIST COLLEGE - 51 WRIGHT ROAD, HARRISDALE

At the Council meeting held on 20 May 2013, Cr Munn referred the matter of parking issues associated with Carey Baptist College to the Development Services Committee.

Comment from Cr Munn

The expanded development of Carey Baptist College has not included any additional parking on the property causing motorists to park illegally and causing traffic hazards. It is requested that officers investigate relevant planning approvals to determine parking requirements on the site.

Parents taking children to school, because of the difficulty of parking at the school, or waiting sometime in the area meant for drop off because of the traffic jams, are parking in the side streets off Riley Road, sometimes without much concern for the residents of those streets.

The Rangers have been operating with some success, but it is not a satisfactory situation and there is considerable angst about this over flow situation.

1. Have Carey College provided enough parking or easy drop off points for parents?
2. Have Carey College increased numbers of pupils without increasing facilities for parents for parking?
3. Is the way they have set up for parents to drop off kids working and if it is over congested why?

Officer Comment

A comprehensive car parking schedule for the school has been prepared by City officers and has been updated each time a new development application for a building or facility that will generate parking demand is lodged with the City. The site has provided more parking bays than required by the City's Town Planning Scheme (TPS) to date. Parking bay numbers, the location and layout of parking areas, driveways and access points for vehicles were determined through the carrying out of a Parking and Traffic Study prepared for the school by Traffic Consultants in 2012. The school proposes to construct additional parking bays in the next 6-9 months near the Community Centre, as part of future development of the Centre, which will be more parking bays than required by the City's TPS. A site plan detailing the ultimate parking provision on the site is attached.

Whilst it is acknowledged that parents experience difficulties in picking up and dropping off school children, it is worth noting that Carey Baptist School have provided substantial areas for car parking on their site and undertaken various measures/improvements, which is significantly more than other private and public schools across the City. The School has undertaken several measures to respond to the challenges of parking and circulation issues at the school, via the preparation of a Parking and Traffic Study by appropriate Traffic Consultants, providing parking in excess of the City's TPS requirements, regularly advising parents of parking and vehicle circulation matters, random checks by School staff and individually speaking to parents, who do not comply.

The City's Technical Services Directorate are currently reviewing the existing parking restrictions near the school and once this review is completed, a report will be finalised for Council's consideration on whether additional parking restrictions are required in the streets located south of Reilly Road.

The City's North Forrestdale Developer Contribution Plan includes \$500,000 for the extension of Reilly Road to Balannup Road. The City relocated the Balannup Drain from its original alignment within the unconstructed section of Reilly Road last year to the adjoining Lot 5000 and has recently commenced construction of the road works to link Reilly Road and Balannup Road (*see Location Plan included in the Attachments*). The extension of Reilly Road will provide an additional access point to Ranford Road, thereby improving traffic circulation around the school and traffic congestion at the Wright Road/Ranford Road traffic lights. It is anticipated that the road works for Reilly Road will be completed in late 2013.

The School is proposing a new campus for Carey Baptist College in Forrestdale in the next 2-3 years, which may reduce parking demand at the Harrisdale campus, as students from the southern suburbs are likely to attend the Forrestdale campus. This may allow for more local students to attend the Harrisdale campus, which may encourage more students/parents to walk and/or cycle to School. The Council approved the development application for the first stage of the new Forrestdale campus for the Carey Baptist College at its meeting on 25 March 2013. The application has been referred to the Western Australian Planning Commission for its determination. The WAPC refused the application at its meeting on 11 June 2013. The applicant has a right of review to SAT.

OPTIONS

1. Council could note the above advice and request the Carey Baptist School to monitor and manage parking and traffic circulation matters at the School, pending the construction of the additional parking bays.
2. Council resolve to take no further action at this time.

CONCLUSION

The Carey Baptist School has provided more parking bays on its site than required by the City's Town Planning Scheme. Whilst it is acknowledged that parents experience difficulties in picking up and dropping off school children, it is worth noting that Carey Baptist School have provided substantial areas for car parking on their site and undertaken various measures/improvements, which is significantly more than other private and public schools across the City. Additional parking bays are proposed to be constructed by the School in the next 6-9 months near the Community Centre, which should assist in resolving some of the congestion and parking concerns. In the interim, the School should be requested to monitor and manage parking and traffic circulation matters at the School. The City will continue to work with the School on these matters.

ATTACHMENTS

1. Location Plan - Carey Baptist School
2. Aerial Plan - Carey Baptist School
3. Ultimate Parking Layout Plan - Carey Baptist School

Committee discussed a recent email received from a resident regarding the allocation of parking bays to staff in the parking area near Reilly Road. The Executive Manager Planning Services advised that the City has discussed the possible relocation of these staff parking bays with the School, however there were a number reasons relating to student safety, traffic management and vehicle circulation issues why these parking bays should not be reallocated to parent parking. As specified in the report, the construction of the additional parking bays in the area north of the existing car park near Wright Road will resolve many of the parking and circulation issues at the school.

D41/6/13 RECOMMEND

That Council:

1. **Note that the current provision of parking at the Carey Baptist School meets the City's Town Planning Scheme requirements and that additional parking bays and improvements to vehicle circulation for the car park fronting Wright Road will be constructed as part of future development at the School in the near future.**
2. **Request the Carey Baptist School to monitor and manage parking and traffic circulation matters at the School, pending the construction of the additional parking bays.**
3. **Note that the City's Technical Services Directorate are currently reviewing the existing parking restrictions in the streets located south of Reilly Road near the School.**
4. **Note that the City has recently commenced road works for the extension of Reilly Road to Balannup Road, which will improve traffic circulation in the area, particularly along Reilly Road and Wright Road.**

**Moved Cr C J MacDonald
MOTION CARRIED (7/0)**

4.3 - EXPANSION OF INDEPENDENT SCHOOLS IN ESTABLISHED AREAS

At the Council Meeting held on 11 February 2013, Cr Butterfield referred the matter of the expansion of independent schools in established areas.

Comment from Cr Butterfield

The advent of ‘Independent Public Schools’ has meant that schools in established areas are able to increase their student intake, often from outside the school’s natural catchment area. The growth of these schools is creating conflict in surrounding streets as residents and parents compete for parking and the safe use of local roads.

The Department of Planning (DoP) has initiated a review of the Western Australian Planning Commission’s (WAPC) Liveable Neighbourhoods and related planning policies. The provision of ‘on site’ parking for parents who drive their children to school needs to be addressed and flagged as an issue with the DoP and Education Department. The City of Armadale could make a submission to the review of the ‘Liveable Neighbourhoods’ document.

It seems that the provision of additional parking, upgrades to footpaths, kerbing and signage all fall to local government. The conflict in the community surrounding these ‘very full’ schools also falls to local government to deal with.

At its meeting held on 11 February 2013, Council resolved to:

1. Request that a report be prepared outlining the issues being encountered by the City and local communities due to the under-provision of infrastructure at public schools within the City.
2. Request that a submission be made to the DoP review of the Liveable Neighbourhoods document.

Officer Comment

The Department of Education’s (DOE) Information Sheets describe the Independent Public Schools initiative as providing schools with greater responsibility for their own affairs to shape the ethos, priorities and direction of their school. The initiative was introduced in about 2010. There are now over 250 Independent Public Schools across the State, including 6 schools in the City, these being: Armadale Primary School; Challis Primary School; Clifton Hills Primary School; Kelmscott Primary School; Neerigen Brook Primary School and Willandra Primary School.

The City has experienced a range of issues associated with new and older/established primary schools across the City, these issues largely relate to a lack of parking, illegal parking, vehicle circulation issues, congestion, complaints about fines and parking restrictions, impacts on the amenity of local residents, traffic speeds, removal/modification of footpaths, additional footpaths, etc.

Public primary schools are often established with limited or no visitor parking on their property, which is partly due to the need to limit or eliminate any public liability claims relating to accidents/incidents on their property. Often schools have limited space to provide parking and have in the past undertaken ad-hoc planning of their sites, thereby limiting the availability of land for parking and driveways. Limited road side parking is provided by DOE at schools. The Department of Education is very reluctant to assign funding for additional parking, as they have higher priorities for the application of available funds (i.e. understandably their primary focus is on educational matters).

The City has had an informal approach whereby costs are shared for parking on 50/50 basis between the City and the Department of Education/School. This has been the case for many years and parking has been provided at almost all of the older primary schools in the City in this manner.

Independent Schools have become very competitive and market their services to attract more students. They often offer a wider range of services than traditional schools, which attract students from a wider area than their traditional catchment. This has resulted in increases in parking requirements, as more students do not live within a walkable distance to the school.

The City is now expected, and it is indeed demanded of the City, to provide additional parking, more footpaths and to sacrifice road verges and sometimes parks in order to provide additional parking at primary schools.

It should be noted that Year 7 will be moved from Primary Schools to High Schools in 2015, which may assist in resolving some traffic congestion and parking concerns at primary schools.

WAPC's Planning Bulletin No.96

Under the provisions of the Metropolitan Region Scheme (MRS), development on public primary school sites are public works which require the approval of the Western Australian Planning Commission (WAPC). On the 24 March 2009, the WAPC resolved to amend the delegation arrangements for development of public primary school sites through delegation instrument DEL 2009/02. The amendment gives the Executive Director, Building Management and Works (BMW), Department of Treasury and Finance the power to determine applications for primary schools under public authority within the MRS on behalf of the WAPC. This delegation was put in place to fast track applications associated with the Commonwealth's Nation Building and Jobs Plan. The development application process includes:

1. Pre-application consultation is undertaken with local government to identify in advance any issues that are likely to be raised by the pending development application.
2. Each development application will be lodged with BMW on the MRS Form 1.
3. BMW to forward electronic copy of development application to relevant local authority.
4. The local authority has seven working days from the date of receipt of the electronic development application to provide its comments to BMW.
5. The authorised officer at BMW may determine the development application upon the expiration of the seven day period, regardless of whether the local government has provided its comments.

Since the introduction of this Planning Bulletin, BMW and/or DOE have employed a private town planning consultancy (TPG) to coordinate the development application process and prepare reports for BMW's consideration and determination.

The Planning Bulletin states that “the WAPC will monitor the process to ensure that approvals are consistent with the principles of proper planning” and that the “delegation arrangements are intended as a short term interim measure to meet the strict timelines required by the Commonwealth Government for public primary school development to qualify for funding.” Whilst the City isn't always aware of the funding arrangements for new development at primary schools, it is clear that some of the development applications being determined by BMW are not associated with the Commonwealth's Nation Building and Jobs Plan, which the delegation was originally established for.

The City has not been able to locate any clear policy or basis on what matters are considered by BMW when determining such applications and advice by Local Government. The City often recommends conditions that are not applied by BMW. The City could write to WAPC, Department of Treasury and Finance (BMW) and DOE regarding the abovementioned delegation and its concerns about the decision making processes, especially Independent Schools.

WAPC's Liveable Neighbourhoods Policy

Liveable Neighbourhoods (LN) is a policy document adopted by the WAPC that outlines the design and approval of new urban development for urban and regional areas. It applies to the assessment of proposed structure plans, subdivisions proposals, new urban areas and large infill residential sites. The document has been separated into eight (8) design elements that represent good neighbourhoods such as community design, movement network, lot layout, public parkland, urban water management, utilities, activity centres and employment and schools. These design elements only apply to proposed development sites as part of the structure planning or subdivision stage of development. This policy is aimed at facilitating new development in a sustainable manner. The current policy provisions cannot be readily applied to new development at existing schools. The City could make a submission to DoP to request the review of Element 8 (Schools) of Liveable Neighbourhoods Policy to address the abovementioned concerns.

In the City's new growth areas, the City and DOE are developing shared use agreements for a number of the schools, which will assist in addressing some of the above concerns as detailed master planning will occur and Liveable Neighbourhoods Policy will apply to the structure planning and subdivision processes.

OPTIONS

1. Council could raise its concerns with the appropriate State Government Departments and make a submission on the review of Liveable Neighbourhoods Policy.
2. Council resolve to note the above advice and take no further action at this time.

CONCLUSION

The expansion of Independent Schools is causing a number of issues associated with traffic and parking around schools and the lack of response by schools and the Education Department is resulting in additional costs for the City. It is recommended that the City write to the appropriate State Government Departments raising its concerns and seeking review of the Liveable Neighbourhoods Policy, WAPC's Planning Bulletin No.96 and delegation to BMW for the determination of development applications for primary schools.

ATTACHMENTS

There are no attachments for this report.

D42/6/13 RECOMMEND

That Council:

1. **Write to the Department of Planning requesting that policy criteria be included in the Liveable Neighbourhoods Policy to address the concerns raised above and seeking the review of the WAPC's Planning Bulletin No.96 and delegation relating to primary schools.**
2. **Write to the Department of Treasury and Finance and the Department of Education outlining the above concerns and requesting that the impacts of Independent Schools be examined and appropriate policies be prepared for school site planning and management to address parking, traffic congestion, etc., in consultation with Local Government.**

**Moved Cr R Butterfield
MOTION CARRIED (7/0)**

COUNCILLORS' ITEMS

Nil

6.1 - PLANNING COMPLIANCE – UNAUTHORISED ERECTION OF SIGN – CNR OLD ALBANY LANE & HERITAGE DRIVE, ROLEYSTONE

During 2012, the City received numerous complaints about real estate signs. The City wrote to the numerous real estate agents operating in the City advising them of the City's Town Planning Scheme and requirements for advertising. On 5th June 2012, the City's then Liaison & Compliance Officer observed an advertising sign from 'Brendan Leahy Real Estate' had been placed on the road reserve at the corner of Heritage Drive and Old Albany Lane, Roleystone. The sign was advertising a property for sale which was located on Old Albany Lane. As the sign was not located on the property being sold or on the verge immediately adjacent to the property being sold (i.e. over 140 metres away), its placement was not exempt from requiring planning approval.

A letter and Planning Infringement Notice was sent to Brendan Leahy Real Estate for the offence. On 15th June 2012, Mr Leahy requested that the infringement notice be withdrawn. After considering the request, the City advised Mr Leahy the infringement would not be withdrawn. On the 16th August 2012, Mr Leahy requested that the matter be heard in the Armadale Magistrates Court. On the 22nd May 2013, the matter was heard and Brendan Leahy Real Estate was found guilty for 'unauthorised erection of a sign' and fined \$1000 and required to pay costs to the City of \$7000.

The City has expended considerable time in recent years responding to real estate signage complaints and attempting to deal even handedly with all agents. This recent case and a previous case have both been determined in the City's favour and confirmed that the City's actions have been appropriate.

6.2 - TREE PRESERVATION ORDER – KELMSCOTT

Executive Director Development Services advised that notwithstanding the resolution of the Council meeting of 27th May 2013 that part (2) of Recommendation D32/5/13 be recommitted to the next Development Services Committee meeting as new information is now available for further consideration, following a request from the Mayor that the matter be considered when he was in attendance, the matter will be referred to the July 2013 Development Services Committee meeting.

6.3 - LIBERAL PARTY OF AUSTRALIA VS CITY OF ARMADALE, ELECTORAL SIGNAGE

Executive Director Development Services advised that the on-going case before the Supreme Court had been mediated to a mutually agreeable conclusion on 11th June 2013.

MEETING DECLARED CLOSED AT 7:39 PM

DEVELOPMENT SERVICES COMMITTEE		
SUMMARY OF "A" ATTACHMENTS		
17 JUNE 2013		
ATT NO.	SUBJECT	PAGE
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2.1.2	Proposed Extension & Alterations - Lot 22 Scott Road, Kelmscott	73
2.2 PROPOSED WAREHOUSE (COLD STORAGE & PACKING OF FRUIT) - LOT 65 (7) ROKEWOOD WAY, KARRAGULLEN		
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3.1 FINAL ADOPTION INFRASTRUCTURE COST SCHEDULE 2013 FOR DEVELOPMENT CONTRIBUTION PLAN NO.3		
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5.1 PROPOSED WAREHOUSE (COLD STORAGE & PACKING OF FRUIT) - LOT 65 (7) ROKEWOOD WAY, KARRAGULLEN		
5.1.1	Schedule of Submissions – Lot 65 (7) Rokewood Way, Karragullen	135

EXISTING PLAN AND VIEWS

EXISTING PART SITE PLAN & PLAN
Scale 1:500

NORTHERN OVERVIEW

SOUTHERN PERSPECTIVE

NORTHERN PERSPECTIVE

NORTH EASTERN PERSPECTIVE

WESTERN PERSPECTIVE

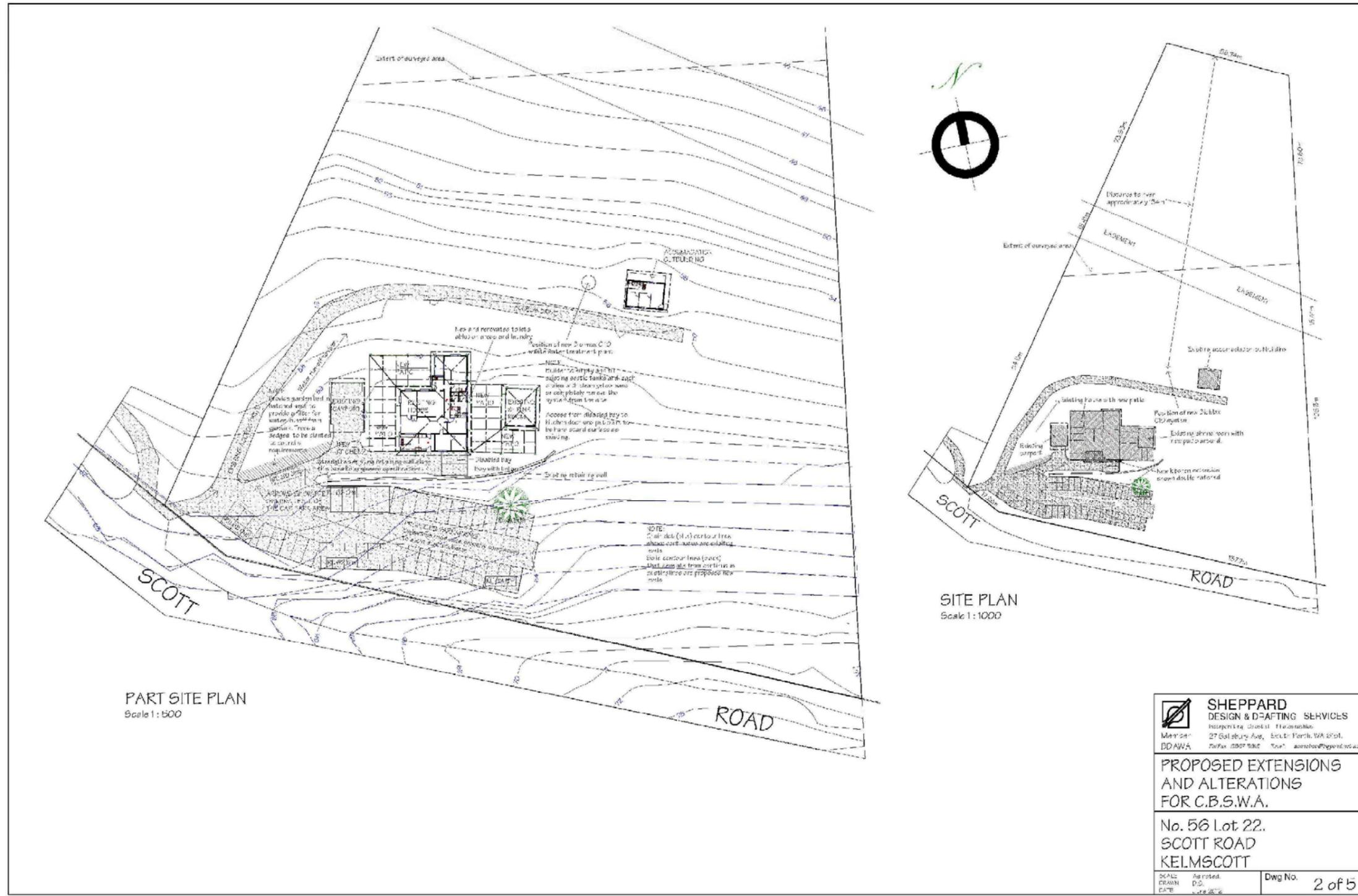
EXISTING TERRACING AT REAR

	<p>SHEPPARD DESIGN & DRAFTING SERVICES <small>Member of the Institute of Surveyors 27 Dalkeith Ave, South Perth WA 6151 Ph: 9447 2500 Fax: 9447 2501 Email: info@sheppardandco.com.au</small></p>
<p>PROPOSED EXTENSIONS AND ALTERATIONS FOR C.B.S.W.A.</p>	
<p>No. 56 Lot 22, SCOTT ROAD KELMSCOTT</p>	
SCALE: 1:500 DRAWN: LTB DATE: June 2012	Dwg No. 1 of 5

EXISTING SITE PLAN AND VIEWS
 LOT 22 No 56 SCOTT ROAD,
 KELMSCOTT

DATE 6 May 2013 - REVISION 1301

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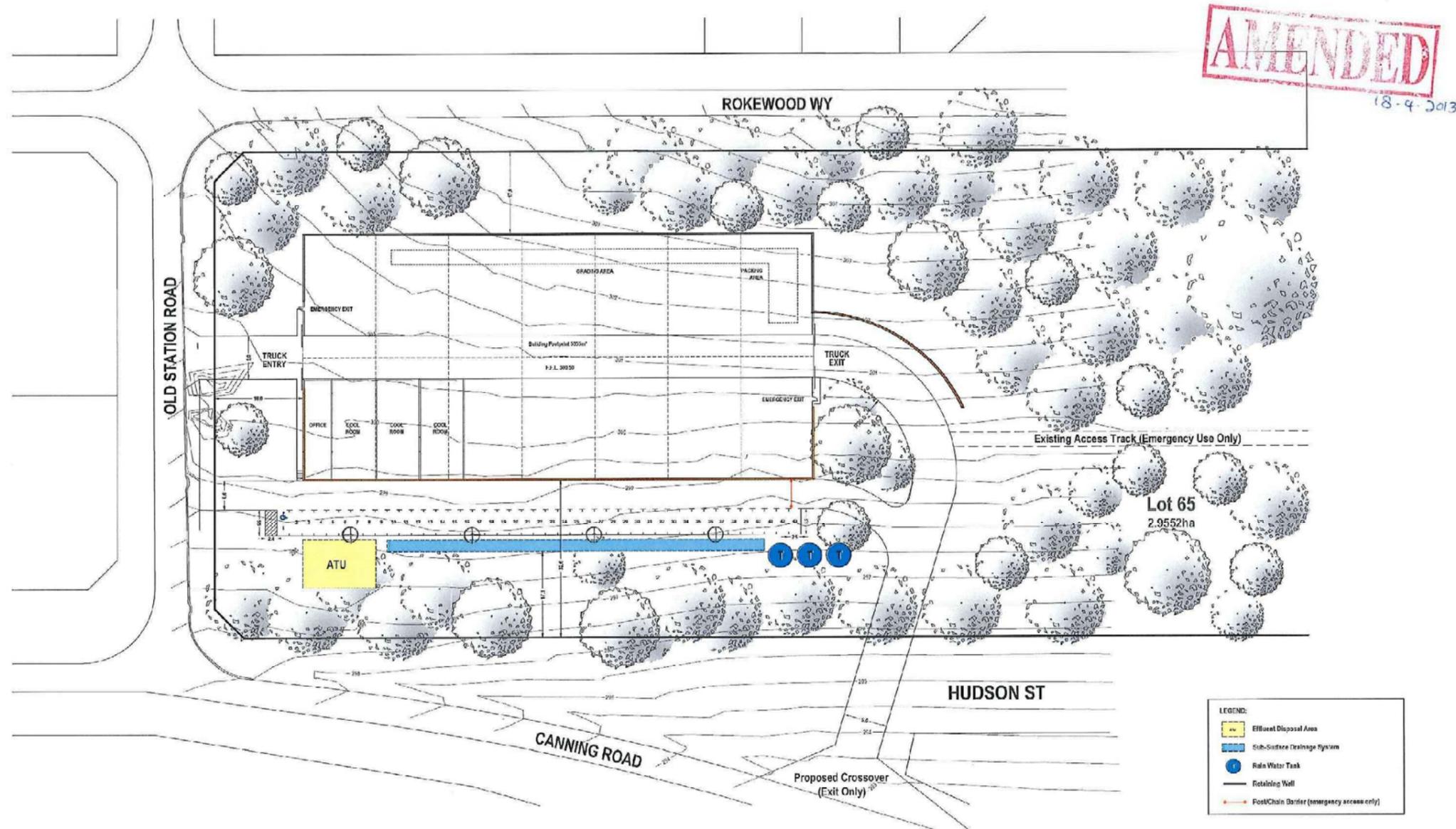


	SHEPPARD DESIGN & DRAFTING SERVICES Incorporating Shonka Planning 27 Gallop Ave, Eccle Point, WA 6101 WA 6101 Tel: 08 9437 9300 Fax: 08 9437 9301 Email: sheppard@sheppard.com.au	
	PROPOSED EXTENSIONS AND ALTERATIONS FOR C.B.S.W.A.	
No. 56 Lot 22, SCOTT ROAD KELMSCOTT		
SCALE: As noted DRAWN: D.S. DATE: 05/05/13	Dwg No. 2 of 5	

PROPOSED EXTENSION AND ALTERATIONS
 LOT 22 No 56 SCOTT ROAD,
 KELMSCOTT

DATE 6 May 2013 - REVISION 1301

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DEVELOPMENT SITE PLAN
KARRAGULLEN COOLSTORES & PACKING FACILITY
 Lot 65 Rokewood Way, Karragullen

17 April 2013

 1:750 @ A3

Figure 1
 Notes:
 • This document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement.
 • The dimensions, areas and number of lots are subject to survey and the requirements of all authorities.
 DG453-05R-100417A

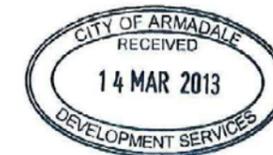
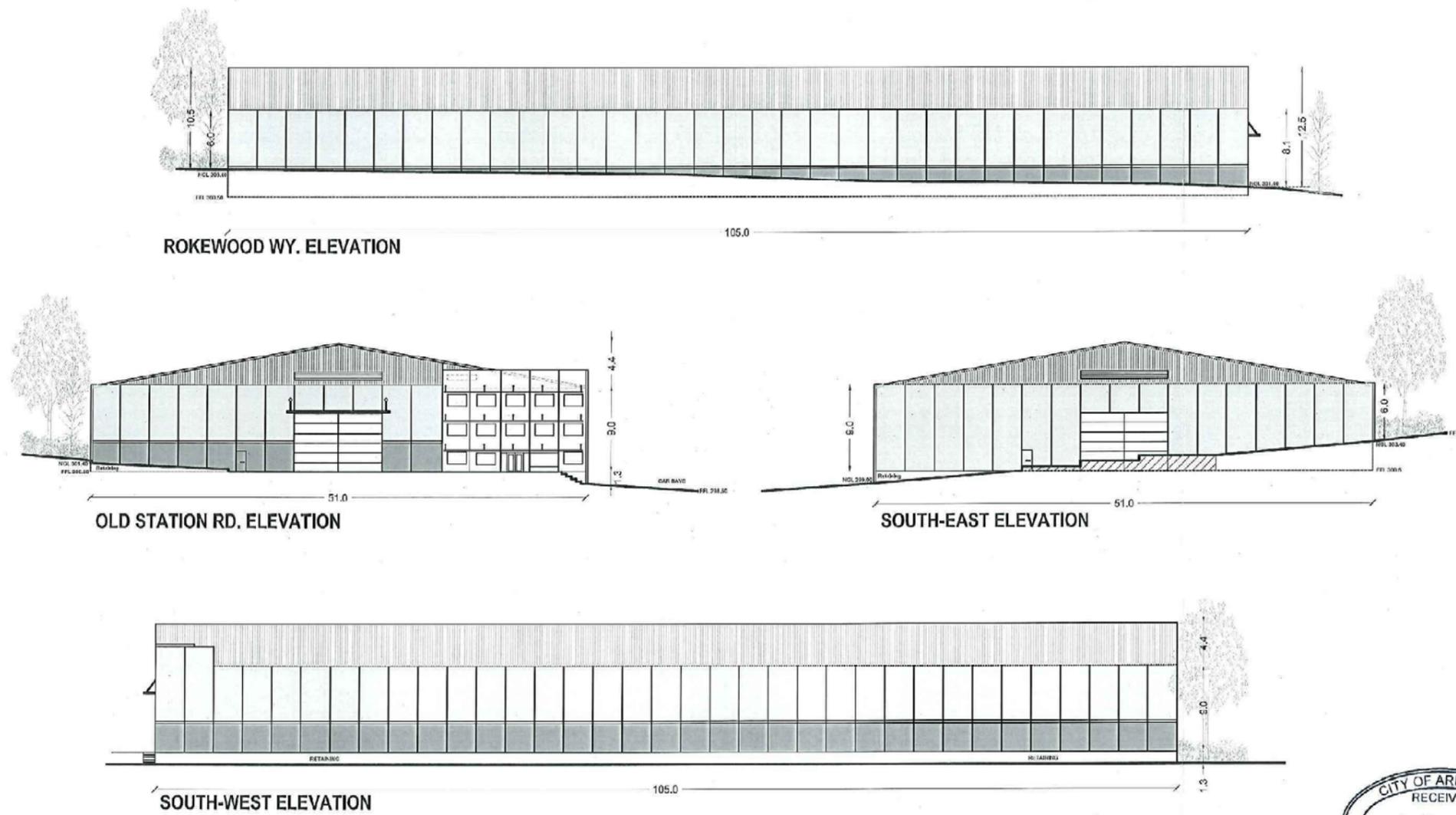
SITE PLAN
 LOT 65 ROKEWOOD WAY, KARRAGULLEN



DATE: 4 June 2013 - REVISION: 1301

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ELEVATION PLAN
KARRAGULLEN COOLSTORES AND PACKING FACILITY
Lot 65 Rokewood Way, Karragullen

DYKSTRA PLANNING
Subdivision, Rezoning, Structure Planning, Development Planning, Design, Advocacy
2953 Albany Highway, Kalamunda WA 6117
T: 9495 1947
F: 9495 1948
admin@dykstra.com.au

14 May 2010

Figure 4

- Notes:
- This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement.
 - The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.
- 06453 EP F4 090921-1

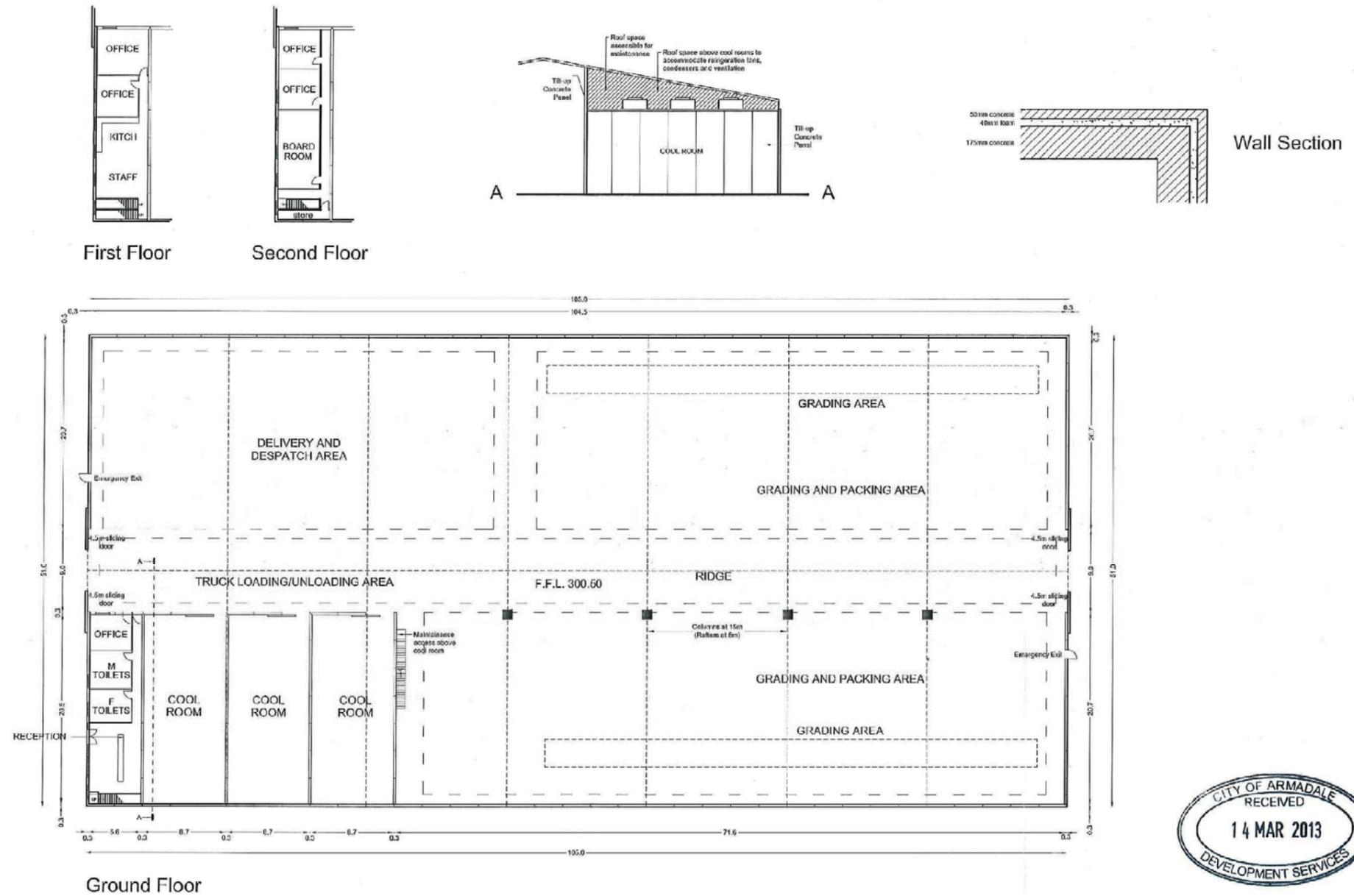
1:300 @ A2

ELEVATION PLAN
LOT 65 ROKEWOOD WAY, KARRAGULLEN



DATE: 4 June 2013 - REVISION: 1301

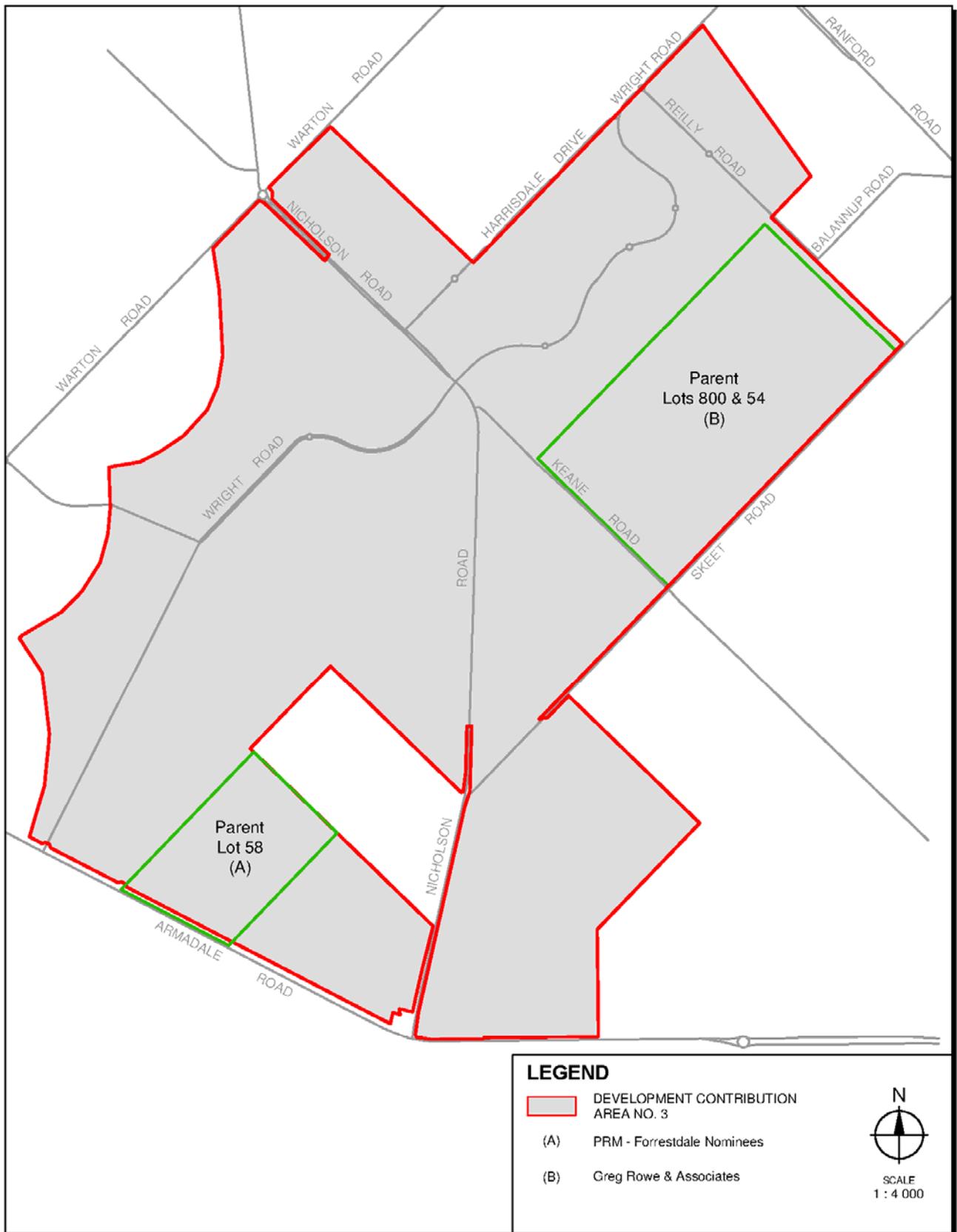
See a photograph copy at by Landgate. Photographs by Newbery.
Based on information provided by and with the permission of the Western Australian Land Information Authority (last updated by Landgate 2012)



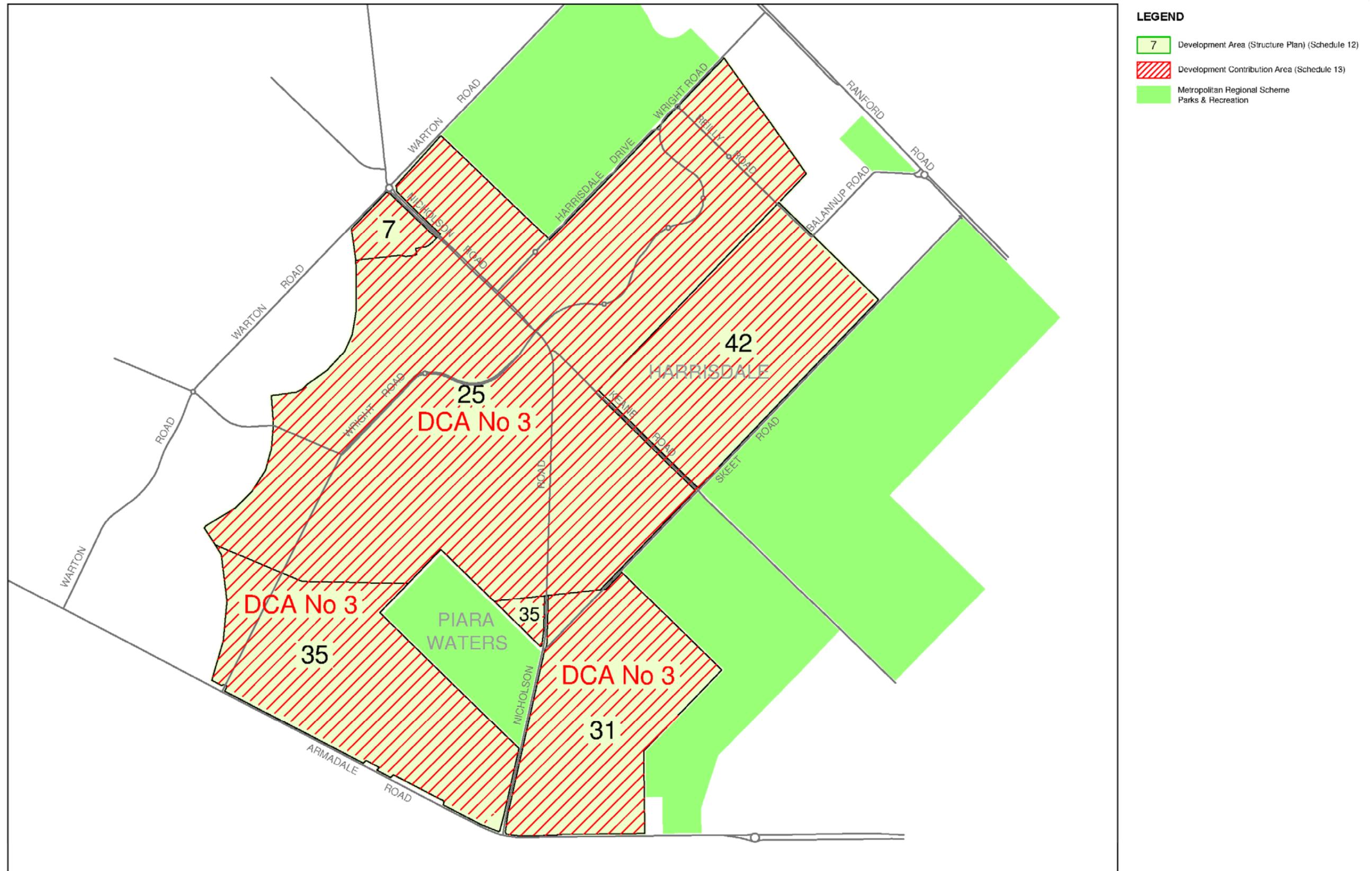
<p>FLOOR PLAN KARRAGULLEN COOLSTORES AND PACKING FACILITY Lot 65 Rokewood Way, Karragullen</p>	 <p>Subdivision, Rezoning, Structure Planning, Development Planning, Design, Advocacy 2953 Albany Highway, Kalamscott WA 6111 T: 9495 1947 F: 9495 1946 admin@dykstra.com.au</p>	<p>14 MAY 2010</p>  <p>1:300 @ A2</p> <p>Figure 3</p> <p>Notes:</p> <ul style="list-style-type: none"> This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement. The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities. <p>06453-PP-F3-030805-F</p>
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<p>FLOOR PLAN LOT 65 ROKEWOOD WAY, KARRAGULLEN</p> <p>DATE: 4 June 2013 - REVISION 1301</p>  <p><small>See a photograph copy at the Land Information Authority (landinfo.wa.gov.au) or at the City of Armadale (armadale.wa.gov.au)</small></p>
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SCHEDULE OF SUBMISSIONS – FINAL ADOPTION INFRASTRUCTURE COST SCHEDULE 2013			
NO	NAME & ADDRESS	AFFECTED PROPERTY	SUBMITTERS COMMENTS
1	PRM Property PO Box 495 SOUTH PERTH 6951	Aspiri Estate	1.1 Submission to increase funding in the ICS the temporary intersection treatment at Rossiter Ave and Armadale Road included under Clause 3.6.3 (5) (d) of Schedule 13B.
2	Rowe Group Level 3 369 Newcastle Street NORTHBRIDGE 6003	Heron Park Phase 2	<p>1.1 This submission cannot be supported as Item 5d has been closed out within the ICS and all costs are fixed. The previous claim was submitted and processed as a final claim with the disclaimer that no further claims in respect to this Common Infrastructure Cost item would be sought.</p> <p>2.1 Support noted.</p> <p>2.2 Noted.</p> <p>2.3 Comment noted and further investigation is currently underway as part of the Shared Use Concept Planning being undertaken. Developers will be presented with the opportunity to comment on the concept plans and associated cost estimates.</p> <p>2.4 Support, wording has been updated within the ICS.</p> <p>2.5 Advice from the Technical Services states that the Collared St DDUP provides an important strategic link and funding should still be included in order for the path to be upgraded from a standard path to a DDUP.</p>



SUBMITTER PLAN
INFRASTRUCTURE COST SCHEDULE REVIEW 2013



CITY OF ARMADALE SPECIAL CONTROL AREA MAP 3
Development (Structure Planning) Areas (refer to Part 6A of Scheme Text), Development Contribution Areas (refer to Part 6B of the Scheme Text), and Environmental Conditions (refer to Part 5.6 of Scheme Text).

180 0 180 360m  SCALE 1 : 18000

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Aerial photograph supplied by Landgate, Photomaps by NearMap.

ICS 2013

INFRASTRUCTURE COST SCHEDULE 2013

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Common Infrastructure Works - Summary
Clause 3.6.3 Specified Works
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Regional Paths
Arterial Drainage
Community facilities
Sewer, power and CCW's
Clause 3.6.2 General Works
Clause 3.12.3 Proposed values

Calculation of Contribution Cost Per Lot		Notes
A = Gross cost of Common Infrastructure Work	\$89,542,347.62	Clause 3.6 Calculation of "A"
B = Payments to Date	\$39,066,961.99	
C = Common Infrastructure Work Cost	\$50,475,385.63	C = A - B
D = Estimated Lot Yield (unsubdivided balance)	3,571	Calculated at 10.6 lots per hectare excluding land uses in Clause 3.3 of Schedule 13B and Clause 6B.4.4. See worksheet Clause 3.4 Calculation of "B" and "D" and Clause 3.3 Deductions from Development Contribution Area
E = Contribution Cost Per Lot	\$14,134.91	E = C/D

INFRASTRUCTURE COST SCHEDULE 2013

The City of Armadale expressly disclaims liability for any loss or damage suffered by a person relying on this document.

ICS 2013

Clause 3.4 - Calculation of "B" and "D"

Calculation Date	Parent Lot	Parcel area in DCA No 3 (see TPS 4 Special Control Area Map 3) (sqm)	Parcel area in DCA No 3 minus C3.3 Deductions (sqm) (see over for calcs)	Parcel area in DCA No 3 minus C3.3 Deductions (sqm)	Net Area for Lot Yield	Lot(s) produced (at or from last calculation date)	Area within which Lots Produced (ha)	Density	Contribution Cost Per Lot	No of Lots for Calculation of "B"	"B" = No Lots x Contribution Cost Per Lot and Nominal	Unsubdivided area of Lot (ha) at calculation date	Unsubdivided area of Lot (ha) at 4 April 2013	Calculation of "D" source & notes	"D" at 10 lots per ha
07-Sep-11	SP Central 2 Skeel Rd	150,178,504	16,203.36	133,975.04	13.3975	0	0.0000			0.00	\$0.00	13.3975			10.50
04-Apr-13						125	10.1693	12.2919	\$13,577.03	101.69	\$1,390,699.51	3.2282	3.2282	DP76205 Powerline easement not yet ceded so still deducted	34.22
12-May-08	3 Nicholson Rd	97,403,845	0.00	97,403.85	9.7404	39	8.7234	4.4707	\$9,575.80	39.00	\$373,456.20	1.0170		DP 60224	
27-May-09	4 Nicholson Rd	107,521,331	0.00	107,521.53	10.7522	189	10.7522	17.5779	\$9,575.80	107.52	\$1,029,604.68	0.0000			
26-May-10	5 Nicholson Rd					18	0.6785	26.5891	\$9,939.33	6.79	\$67,438.35	0.3385		DP63370 & DP64793	
13-Jun-11	3 Nicholson Rd					35	1.6363	21.3997	\$11,504.29	16.36	\$188,244.70	0.0000		DP65277	0.00
13-Jun-11	6 Nicholson Rd	481,758,351	8,195.13	473,563.22	47.3563	112	7.8694	14.2323	\$11,504.29	78.69	\$905,321.14	33.4869		DP71171	
07-Sep-11	6 Nicholson Rd					121	6.1047	19.8208	\$12,678.87	61.05	\$774,006.98	33.3822		DP71201 & DP71793	
04-May-12	6 Nicholson Rd					138	12.7366	10.8349	\$12,678.87	127.37	\$1,614,856.96	20.6456		DP71201 & DP71793	
04-Apr-13	6 Nicholson Rd					107	5.6877	18.8125	\$13,577.03	56.89	\$722,220.74	14.9578	14.9578	DP71793	158.55
13-Jun-11	13 Mason Rd	277,277,135	0.00	277,277.14	27.7277	0	0.0000			0.00	\$0.00	27.7277	27.7277	DP76544	293.91
27-May-09	14 Mason Rd	238,901,825	0.00	238,901.83	23.8902	0	0.0000			0.00	\$0.00	23.8902			
26-May-10	14 Mason Rd					124	13.2192	9.3803	\$9,939.33	124.00	\$1,232,476.92	10.6710		DP65201 Lot 9040	
13-Jun-11	46 Wright Rd	310,820,138	40,000.00	270,820.14	27.0820	0	0.0000			0.00	\$0.00	27.0820			
04-May-12	14 Mason & 46 Wright Rd					200	10.9693	18.1995	\$11,504.29	109.69	\$1,264,242.53	26.7637		DP65219	
04-May-12	14 Mason & 46 Wright Rd					67	4.5400	14.7577	\$12,678.87	45.40	\$575,620.70	22.2237		DP73710	
04-Apr-13	14 Mason & 46 Wright Rd					127	8.9202	14.2373	\$13,577.03	89.20	\$1,211,098.23	13.3035	13.3035	DP76569	141.02
15-Wright Rd		382,814,438	64.00	382,750.44											
48-Wright Rd		210,419,033	876.00	209,543.03	59.2293										
12-May-08	15 & 48 Wright Rd					198	23.9926	8.2525	\$9,575.80	198.00	\$1,896,008.40	35.2367		DP 58982	
27-May-09	15 & 48 Wright Rd					170	9.0038	18.8813	\$10,376.34	90.04	\$934,244.15	26.2331		DP 50975	
26-May-10	15 & 48 Wright Rd					68	18.7949	3.6180	\$9,939.33	68.00	\$675,874.44	16.4418		DP63326	
13-Jun-11	15 & 48 Wright Rd					56	2.2302	25.1099	\$11,504.29	22.30	\$256,568.68	14.2116	14.2116	DP63326	150.64
12-May-08	49 Keane Rd	538,208,000	31,238.91	506,969.09	50.6967	230	23.2504	9.8923	\$9,575.80	230.00	\$2,202,434.00	27.4463		DP 59398	
27-May-09	49 Keane Rd					149	9.6927	15.3224	\$10,376.34	96.93	\$1,005,747.51	17.7536		DP63035	
26-May-10	49 Keane Rd					116	22.8908	5.0698	\$9,939.33	116.00	\$1,152,982.28	4.5655		DP66306	
13-Jun-11	49 Keane Rd					53	4.5655	11.6088	\$11,504.29	45.66	\$525,228.36	0.0000	0.0000	DP73108	0.00
12-May-08	50 Wright Rd	538,575,005	0.00	538,575.01	53.8575	358	34.1453	10.4848	\$9,575.80	341.45	\$3,289,685.69	19.7122		DP 57664 & 57670	
27-May-09	50 Wright Rd					14	1.4419	9.7094	\$10,376.34	14.00	\$145,268.76	13.2703		DP57664	
26-May-10	50 Wright Rd					228	18.2703	12.4793	\$9,939.33	182.70	\$1,815,945.41	0.0000		DP58941 & DP58940	0.00
27-May-09	113 Warton Rd	145,657,995	40,000.00	105,658.00	10.5658	0	0.0000			0.00	\$0.00	10.5658			
27-May-09	114 Warton Rd	65,953,803	59,351.15	6,602.65	0.6003	1	0.2983	3.3523	\$10,376.34	1.00	\$10,376.34	0.3020		SUBJ13190	
08-Apr-11	113 & 114 Warton Rd					32	3.1790	10.0661	\$9,939.33	31.79	\$315,971.30	10.0113		DP65356	
13-Jun-11						42	4.0428	10.3889	\$11,504.29	40.43	\$465,091.44	5.9685		DP 66788	
04-May-12						2	0.0000		\$12,678.87	2.00	\$25,357.74	5.8111		DP 69461	
04-Apr-13						61	3.4918	17.4695	\$13,577.03			2.3193	2.3193	DP74553 & DP72816	24.58
13-Jun-11	143 Warton Rd	267,348,276	0.00	267,348.28	26.7348	0	0.0000			0.00	\$0.00	26.7348	26.7348		283.39
27-May-09	151 Wright Rd	91,593,000	0.00	91,593.00	9.1593	0	0.0000			0.00	\$0.00	9.1593			
26-May-10	151 Wright Rd					120	9.1593	13.1014	\$9,939.33	91.59	\$910,373.05	0.0000	0.0000	DP 65130 & DP 66319	0.00
27-May-09	153 Wright Rd	90,515,000	0.00	90,515.00	9.0515										
154 Mason Rd		65,606,000	0.00	65,606.00	6.5606										
12-May-08	Lot 153 & 154 Combined					103	9.6062	10.7222	\$9,575.80	96.06	\$919,870.50	6.0059		DP 58901 Lot 90000	
13-Jun-11	Lot 153 & 154 Combined					34	2.1443	15.8560	\$11,504.29	21.44	\$246,686.49	3.8616		DP68123	
07-Sep-11	Lot 153 & 154 Combined					48	3.8616	12.4301	\$12,678.87	38.62	\$499,607.24	0.0000	0.0000	DP71428	0.00
12-May-08	388 Wright Rd	323,501,117	12,017.00	311,484.12	31.1484	338	31.1484	10.8513	\$9,575.80	311.48	\$2,982,709.61				
27-May-09	388 Wright Rd					6	0.0000		\$10,376.34	6.00	\$62,258.04				
26-May-10	388 Wright Rd					2	0.0000		\$9,939.33	2.00	\$19,878.66				
04-May-12	388 Wright Rd					1	0.0000		\$12,678.87	1.00	\$12,678.87	0.0000	0.0000		0.00
13-Jun-11	1000 Wright Rd	120,011,000	120,011.00	0.00	0.0000		0.0000			0.00	\$26,550.00	0.0000			0.00
13-Jun-11	1001 Wright Rd	115,675,000	115,675.00	0.00	0.0000		0.0000			0.00	\$0.00	0.0000			0.00
13-Jun-11	Water Corp Mains Corridor	56,801,858	56,801.96	0.00											0.00
		4,676,038,654	500,533.51	4,175,505.15	417.5505	3834	337.2267	11.3692			\$31,776,533.24				1,086.32
	SP South East														
13-Jun-11	334 Armadale Rd (SP SE)	118,893,244	101,463.00	17,530.24	1.7530		0.0000				\$0.00	1.7530	1.7530		18.58

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Clause 3.4 - Calculation of "B" and "D"

Calculation Date	Location and Area in DCA 03	Net Area for calculation of B & D	Calculation of "B" (Insert Unsubdivided area first - Column D)				Calculation of "D"							
Parent Lot	Parcel area in DCA No 3 (see TP 4 Special Control Area Map 3) (sqm)	CI 3.3 Deductions (sqm) (see over for tables)	Parcel area in DCA No 3 minus CI 3.3 Deductions (sqm)	Net Area for Lot Yield Calc (ha)	Lots produced (at or from last calculation date)	Area within which Lots Produced (ha)	Density	Contribution Cost Per Lot	No of Lots for Calculation of "B"	"B" = No Lots x Contribution Cost Per Lot and Nominal Contributions	Unsubdivided area of Lot (ha) at calculation date	Unsubdivided area of Lot (ha) at 4 April 2013	Unsubdivided area source & notes	"D" at 10 lots per ha
13-Jun-11 21 Nicholson Rd (SP SE)	388,401,000	28,299,000	360,102,000	38.0102		0.0000				\$0.00	38.0102	38.0102		381.71
27-May-09 22 Nicholson Rd (SP SE)	473,912,000	30,412,550	443,499,450	44.3499							45,3529			
13-Jun-11 22 Nicholson Rd (SP SE)					145	11.9670	12.1167	\$11,504.29	119.67	\$1,376,718.38	33.3859		DP67676	
07-Sep-11 22 Nicholson Rd (SP SE)					95	4.6189	20.5677	\$11,504.29	46.19	\$531,371.65	28.7670		DP70607 & DP70622	
04-Apr-13 22 Nicholson Rd (SP SE)					95	9.7474	9.7462	\$13,577.03	95.00	\$1,289,817.85	19.0196	19.0196	DP67676, DP1324 & DP75863	201.61
Totals SP SE	981,306,244	160,174,550	821,131,694	82.1132	240.00	16.59	14.47			3,197,907.89				601.90
SP South														
13-Jun-11 12 Para - Former Mason (SP South)	40,140,509	13,454,000	26,686,509	2.6687		0.0000				\$0.00	2.6687	2.6687		28.29
13-Jun-11 6 Nicholson (SP South)	98,965,833	582,840	98,383,000	9.8383		0.0000				\$0.00	9.8383	9.8383		104.29
13-Jun-11 5 Nicholson (SP South)	11,776,792	433,750	11,343,042	1.1343		0.0000				\$0.00	1.1343	1.1343		12.02
13-Jun-11 4 Nicholson (SP South)	10,998,900	1,857,118	9,141,782	0.9141		0.0000				\$0.00	0.9141	0.9141		9.69
13-Jun-11 12 Armadale Rd	87,803,888	0.00	87,803,888	8.7804		0.0000				\$0.00	8.7804	8.7804		93.07
13-Jun-11 31 Armadale Rd	49,237,336	1,728,900	47,508,436	4.7508		0.0000				\$0.00	4.7508	4.7508		50.36
13-Jun-11 10 Armadale Rd	49,974,508	0.00	49,974,508	4.9975		0.0000				\$0.00	4.9975	4.9975		52.97
13-Jun-11 58 Armadale Rd	343,828,123	27,080,700	316,747,423	31.6747						\$0.00	31.6747			
04-Apr-13 58 Armadale Rd					167.00	12.5892	13.27	\$13,577.03	125.89	\$1,708,245.20	19.0855	19.0855	Powerline easement not yet deduced so still deducted	202.31
13-Jun-11 Read Reserve	15,539,362	5,036,100	10,503,262	1.0503		0.0000				\$0.00	1.0503	1.0503		11.13
13-Jun-11 45 Wright	391,075,955	49,930,600	341,145,355	34.1145		0.0000				\$0.00	34.1145	34.1145		361.61
13-Jun-11 25 Wright	4,285,321	308,300	3,977,021	0.3977		0.0000				\$0.00	0.3977	0.3977		4.22
27-May-09 30 Wright	20,566,184	0.00	20,566,184	2.0566		0.0000				\$0.00	2.0566	2.0566		0.00
13-Jun-11 30 Wright	14,668,191	0.00	14,668,191	1.4668	1	0.2323	4.3048	\$11,504.29	1.00	\$11,504.29	1.8325	1.8325	DP68108	19.42
13-Jun-11 5 Wright	18,826,263	0.00	18,826,263	1.8826		0.0000				\$0.00	1.8826	1.8826		15.55
13-Jun-11 6 Wright	29,148,911	0.00	29,148,911	2.9149		0.0000				\$0.00	2.9149	2.9149		19.96
13-Jun-11 7 Wright	35,309,495	12,591,000	22,718,495	2.2718		0.0000				\$0.00	2.2718	2.2718		30.90
Totals SP South	1,258,604,928	117,135,750	1,141,469,178	114.1469	168.00	12.82	13.10			\$1,720,749.49				1,074.14
SP East														
5000 Rally Rd (Ballanup Drain Reserve)	30,603,000	30,603,000	0.00	0.0000		0.0000				\$0.00	0.0000	0.0000		0.00
500 Skeet Rd	538,547,000	0.00	538,547,000	5.38547		0.0000				\$0.00	5.38547	5.38547		
54 Skeet Rd	538,931,000	139,400,000	399,531,000	3.99531		0.0000				\$0.00	3.99531	3.99531		
Lot 600 Skeet & 54 Skeet Combined					250.00	17.4690	14.31	\$13,577.03	174.69	\$2,371,771.37	76.2948	76.2948	Deduction of School sites included as yet to be deduced	808.62
Totals SP East	1,107,541,000	170,003,000	937,538,000	93.7538	250.00	0.0000	0.00 n/a			\$2,371,771.37				608.62
GRAND TOTAL	6,023,490,825	947,846,820	7,075,337,645	707.5337	4,492.00	366.5341	12,2520			\$39,066,951.99				3,570.97

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Clause 3.3 Deductions from Development Contribution Area

Location and Area	Nominal contribution areas (sqm) (Sch 13B CI 3.3)	CWAs (Sch 13B CI 3.3)	Drainage Reserves (Sch 13B CI 3.3)	Public Utility Sites (CI 3.3) (c) & Sch 13B CI 3.3)	Community purpose sites (Sch 13B CI 3.3)	Common Infrastructure Sites (Sch 13B CI 3.3)	Primary & Other Regional Roads (CI 3.3) (a - e))	Road notes	Government Schools (CI 3.3) (c))	Other Developments (CI 3.3) (e))	Notes	Total Deductions (Area in sqm)	Notes
SP Central 2 Skeet Rd							8,110.38	Nicholson Rd		8,083	updated ICS Review 2010	16,203.38	
3 Nicholson Rd												0.00	
4 Nicholson Rd												0.00	
5 Nicholson Rd													
6 Nicholson Rd							8,155.13	Nicholson Rd				8,155.13	
6 Nicholson Rd													
6 Nicholson Rd													
6 Nicholson Rd													
13 Mason Rd												0.00	
14 Mason Rd												0.00	
14 Mason Rd													
46 Wright Rd									40,000.00			40,000.00	
14 Mason & 46 Wright Rd													
14 Mason & 46 Wright Rd													
14 Mason & 46 Wright Rd													
15 Wright Rd													
48 Wright Rd							84.00	Nicholson Road				84.00	NI/53&17/0
15 & 48 Wright Rd							876.00	Nicholson Rd				876.00	updated ICS Review 2010
15 & 48 Wright Rd													
15 & 48 Wright Rd													
15 & 48 Wright Rd													
15 & 48 Wright Rd													
49 Keane Rd		23,153.00			4,019.00		4,056.91	Nicholson Rd				31,238.91	Areas from Sub : 29,223
49 Keane Rd													
49 Keane Rd													
49 Keane Rd													
50 Wright Rd													
50 Wright Rd													
50 Wright Rd													
50 Wright Rd													
113 Warrion Rd												40,000.00	
114 Warrion Rd	55,585.00						3,766.15	Warrion Rd & Nicholson Rd MFS				59,351.15	Nominal contribution area changed so D provides 6 residential lots only
113 & 114 Warrion Rd												0.00	
143 Warrion Rd													
151 Wright Rd												0.00	
151 Wright Rd												0.00	
153 Wright Rd												0.00	
154 Mason Rd												0.00	
Lot 153 & 154 Combined												0.00	
Lot 153 & 154 Combined												0.00	
Lot 153 & 154 Combined												0.00	
388 Wright Rd							12,017.00	Roads DP 54277				12,017.00	
388 Wright Rd													
388 Wright Rd													
388 Wright Rd													
1000 Wright Rd	120,011.00											120,011.00	Nominal Contribution (CI 3.3.1) Development Application 10.20
1001 Wright Rd	75,675.00								40,000.00			115,675.00	Measuring 1/11/06 agreed no lot yield for this lot
Water Corp Mains Corridor				56,901.96								56,901.96	
												500,333.51	
SP South East 334 Armadale Rd (SP SE)	101,463.00											101,463.00	

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Clause 3.3 Deductions from Development Contribution Area

Location and Area	Nominal contribution areas (sqm) (Sch 13B Cl 3.3)	CCWs (Sch 13B Cl 3.3)	Drainage Reserves (Sch 13B Cl 3.3)	Public Utility Sites (Cl 3.3) & Sch 13B Cl 3.3)	Community purpose sites (Sch 13B Cl 3.3)	Common Infrastructure Sites (Sch 13B Cl 3.3)	Primary & Other Regional Roads (Cl 5B4.4 (a - e))	Road notes	Government Schools (Cl 5B4.4 (c))	Other Developments (Cl 5B4.4 (e))	Notes	Total Deductions (area in sqm)	Notes
Parent Lot													
21 Nicholson Rd (SP SE)							13,299.00	Nicholson Rd & Armadale Rd - Figure G/S	15,000.00			28,299.00	
22 Nicholson Rd (SP SE)							352.55	Nicholson Rd - Figure G/S	20,000.00	10,030	Powerline Easement	30,412.55	
22 Nicholson Rd (SP SE)													
22 Nicholson Rd (SP SE)													
22 Nicholson Rd (SP SE)													
22 Nicholson Rd (SP SE)													
Totals SP SE												160,174.55	
SP South													
12 Para - Former Mason (SP South)							552.00	Nicholson Road		12,932	Powerline Easement	13,484.00	IN/5341/70
6 Nicholson (SP South)							582.837	Nicholson Rd				582.84	
5 Nicholson (SP South)							433.75	Nicholson Rd				433.75	
4 Nicholson (SP South)							1,857.177	Nicholson Rd & Armadale Road				1,857.18	
31 Armadale Rd							1,344.50	Armadale Road				1,344.50	
30 Armadale Rd							2,757.90	Armadale Road				2,757.90	
12 Armadale Rd												0.00	
11 Armadale Rd							1,728.90	Armadale Road				1,728.90	
10 Armadale Rd												0.00	
58 Armadale Rd							10,663.70	Armadale Road	14,510.00	1,907	Powerline Easement	27,080.70	
58 Armadale Rd													
Road Reserve													
45 Wright							418.10	Armadale Road	4,818.00			5,036.10	
25 Wright							11,888.60	Armadale Rd & Wright Rd Intersection	15,730.00	22,312	Powerline Easement	49,930.60	
30 Wright							308.30	Armadale Road				308.30	
30 Wright												0.00	
4 Wright												0.00	
5 Wright												0.00	
6 Wright												0.00	
7 Wright										12,591	Powerline Easement	12,591.00	
Totals SP South												117,135.76	
SP East													
5000 Rally Rd (Balannup Drain Reserve)			30,603.00									30,603.00	
500 Skaeet Rd												0.00	
54 Skaeet Rd									139,400.00			139,400.00	
Lot 800 Skaeet & 54 Skaeet Combined													
Totals SP East												179,003.00	
GRAND TOTAL												947,946.82	

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Common Infrastructure Works - Summary			
Clause	Scheme Provision	Cost	Notes
3.6.2 General Works			
3.6.2a	(a) All costs incurred by the City associated with the preparation, processing and gazetting of the Development Contribution Plan No.3 and subsequent amendments, Infrastructure Cost Schedule and provisions under this scheme or former Town Planning Scheme No.2, including but not limited to any environmental assessment as required by the Department of Environmental Protection (DEP) and Environmental Protection Authority (EPA).	\$20,155.00	Fixed Cost
3.6.2b	(b) The acquisition of land, including associated infrastructure and structures, for the roads, intersections, sewerage pumping station(s), arterial drainage land for multiple use corridor, community facilities and Conservation Category Wetlands included in the Specified Works in Clause 3.6.3 of Schedule 13B.	Included under specified works	
3.6.2c	(c) Any compensation paid or payable for or in respect of the provision of any of the Common Infrastructure Works or facilities referred to in this Schedule, or in the administration of Part 6B and Schedule 13B of the Scheme for this Development Contribution Plan.	\$348,482.17	
3.6.2d	(d) Any consulting fees agreed to by the City associated with designing and undertaking of the Common Infrastructure Works, including but not limited to surveying, engineering, planning, quotes and certification of estimated costs, environmental, project management and landscaping.	\$613,880.75	Consulting fees included in Specified Works costs where practical
3.6.2e	(e) The provision of any road listed in the Specified Works in Clause 3.6.3 of Schedule 13B, including but not limited to land acquisition, earthworks, shared paths, cycleways, footpaths, traffic management devices, limited landscaping, stabilisation of verges, the formation, preparation, priming and sealing of the road and the provision of kerbing, drainage, service ducts, intersection treatments and lighting and costs associated with the relocation of existing services in connection with the road or in the road reserve.	Included under specified works	
3.6.2f	(f) Any environmental remediation or improvement including the removal of any contaminant and peat associated with the Specified Works referred to in Clause 3.6.3 of Schedule 13B.	Included under specified works	
3.6.2g	(g) All costs incurred by Council associated with the preparation, administration and management of the Development Contribution Plan and Infrastructure Cost Schedule including but not limited to bank charges, audit fees, office and sundry costs, legal expenses, valuation fees, reviews of land values and costs, caveat and conveyancing fees, Council staff salaries including a Co-ordinator/Manager of the Development Contribution Plan, any interest costs incurred by Council in respect to loan funds required to provide timely implementation of any of the listed Common Infrastructure Works or related costs, any claims for injurious affection and the costs of establishing any required system to facilitate the administration and the ongoing management of Development Contribution Plan and Infrastructure Cost Schedule along with the specific requirements of the Scheme pertaining thereto.	\$498,206.63	
Sub Total		\$1,480,726.75	
3.6.3 Specified Works			
1	Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road:		
1a	1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.	\$40,524.00	
1b	1b 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions or land ceded free of cost from adjoining lots and / or from any other developments or subdivisions with a nexus to the road works.	\$1,145,835.38	Fixed cost
2	Warton Road between the southern boundary of Lot 2017 northern boundary of Lot 388 and Armadale Road:		
2a	2a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Warton Road and roundabout at the intersection of Warton Road and Mason Road, minus any contributions and grants from external sources.	\$2,170,570.71	Fixed cost
2b	2b 100% of the total cost of constructing the full earthworks, one carriageway, roundabout intersection, cycle facilities and all structures, minus any contributions and grants from external sources.	\$6,946,675.32	
2c	2c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Warton Road, including any road widenings, minus any contributions and grants from external sources.	\$281,153.96	
3	Nicholson Road between Warton Road and Armadale Road:		
3a	3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestale town centre	\$4,270,748.13	
3b	3b 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.	\$16,112,908.13	Includes Specified Work (3c - Intersection).
3c	3c 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestale town centre. (Included under Item 3b Nicholson Road Construction Project)	Cost of signalised intersection treatment including within in Item 3b under Stage 2 construction works \$119,884.04	
3d	3d 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Nicholson Road, including any road widenings, minus any contributions and grants from external sources.	\$1,152,425.84	
3e	3e A contribution towards landscaping works.		
4	Mason Road between Warton Road and 550 metres east of Warton Road		
4a	4a 100% of the total cost to acquire any road widenings for the ultimate road reserve.	\$14,872.00	Fixed cost
4b	4b 100% of the total cost of constructing the full earthworks, one carriageway and all structures.	\$353,678.00	Fixed cost
5	Intersections with Ranford and Armadale Roads:		
5a	5a 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, at Ranford Road and Wright Road except those areas ceded free of cost from adjacent lots.	\$0.00	Covered by Ranford Road Grant
5b	5b A contribution to the cost of upgrading the intersection at Ranford Road and Wright Road and installing traffic signals.	\$312,900.00	Fixed cost
5c	5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.	\$2,676,468.93	
5d	5d 75% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and the distributor road to the Primary School, including any road widenings, minus any contributions and grants from external sources.	\$821,687.67	Fixed cost
6	Regional Path Network:		
6a	6a A contribution towards the total cost of constructing the Regional Path Network within Development Control Area No.3 as identified in the adopted Infrastructure Cost Schedule.	\$3,483,964.92	
6b	6b A contribution towards the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road. (Included under Item 1b Wright Road Construction Project)	Included in 1b Wright Road Project	Fixed cost
6c	6c A contribution towards the cost of a shared path along Armadale Road from Warton Road to Anstley Road.	\$524,085.00	
6d	6d A contribution towards the cost of shared paths within Lot 5000 Reilly Road and Skeet Road between Keane Road and Ranford Road as identified in the adopted Infrastructure Cost Schedule.	\$390,525.68	

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ICS 2013

Common Infrastructure Works - Summary

7	Arterial Drainage and Water Management:		
7a	7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.	\$4,477,466.14	
7b	7b A contribution of approximately 100% of the cost of constructing an open channel in the multiple use corridor and 100% of the cost of constructing the arterial drainage channel adjacent to Reilly Road.	\$2,726,174.85	
7c	7c 100% of the cost of constructing Skeet Road pipe work, culverts and pavement reconstruction and reinstatement of Nicholson Road, Mason Road and any other portion of road pavement modified to install arterial drainage.	\$2,103,015.08	
7d	7d Maintenance works in Balannup Drain.	\$155,206.00	Fixed cost
7e	7e A contribution to the cost of providing pre and/or post development water quality data, monitoring and Water Management initiatives as specified in the Infrastructure Cost Schedule.	\$3,007,383.31	
7f	7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain north of the Armadale Road, and James Drain south of Armadale Road to Forrestdale Lake, as identified in the adopted Infrastructure Cost Schedule.	\$982,222.30	
7g	7g 100% of the cost of implementing administrative measures to ensure access in perpetuity along James Drain from Armadale Road to Commercial Road for the City of Armadale and any other drainage utilities responsible for management of the drain. (Included under General Works (CI 3.6.2)	Covered by General Works (CI 3.6.2)	
7h	7h Initial maintenance works in James Drain from the northern boundary of Armadale Road to Forrestdale Lake including upgrading of the drainage channel and including upgrading culverts at the road crossings including those at Armadale Road and Nicholson Road.	\$691,785.47	
8	Community and Recreation Facilities:		
8a	8a A contribution to the cost of provision of sporting facilities for district sporting facilities, including change rooms, toilets, associated facilities and a multiple purpose sporting oval.	\$860,177.29	
8b	8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.	\$3,763,353.13	
8c	8c 100% of the total cost to acquire the land and existing building on Lot 49 Keane Road and 72% of the cost of the refurbishment of the existing homestead dwelling, car parking, playground and landscaping for a community facility.	\$1,677,451.46	Fixed cost
8d	8d Contribution towards the provision of sporting facilities at Carey Baptist College – Lot 1000 Wright Road to provide public sporting facilities including 50% of the cost of car parking, change rooms and toilets.	\$273,060.82	
8e	8e 100% of the total cost to construct change rooms, car parking and toilet block associated with active recreational uses on two sites of public open space identified on the Structure Plan abutting proposed primary schools.	\$3,800,000.00	
8f	8f 50% of the total cost to construct a senior multiple purpose sporting oval adjoining each of the public primary schools and on Lot 48 Nicholson Road.	\$0.00	
8g	8g 100% of the cost of building a combined sporting pavilion / community meeting rooms on the proposed public open space in the area known as Structure Plan (SP) South, inclusive of change rooms, toilets, storage, community meeting space, car parking, a playground and landscaping, minus any probable or received grant funding.	\$4,304,558.95	
8h	8h 100% of the cost of building a combined sporting pavilion / community building on the proposed open space in the area known as Structure Plan (SP) East, including, but not limited to, change rooms, ovals, toilets, storage, community meeting spaces, car parking, a playground, landscaping, irrigation, earthworks and site fill minus any probable or received grant funding, and any contribution obtained from the Department of Education for a shared oval facility as specified in the Infrastructure Cost Schedule.	\$6,617,175.51	
9	Regional Sewer Infrastructure and 132KV Power Lines:		
9a	9a 100% of the total cost to acquire the land for the sewer pump station buffer zone (public open space that is non-creditable) on Lot 49 Keane Road and Lot 50 Wright Road.	\$167,332.00	Fixed cost
9b	9b Reimbursement of the portion of the cost of constructing the sewer pumping station and temporary pressure mains, which are not prefunded by the Water Corporation.	\$654,899.50	Fixed cost
9c	9c Contribution towards the cost to reconfigure the 132 KV power lines to an urban standard on current alignment as specified in the Infrastructure Cost Schedule. Other relocation costs to be met by individual subdividers.	\$2,500,557.73	
10	Conservation Category Wetlands:		
10a	10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.	\$1,550,838.44	Fixed cost
11	11a A 33% contribution to the total cost of constructing this section of Keane Road, including any roundabouts and/or traffic management devices. If environmental approval is not granted for the construction of Keane Road, then the City is required to refund the contributions paid by subdividers towards the construction of Keane Road (together with any interest earned), with the exception of the roundabout at Skeet Road and Keane Road.	\$747,453.48	
12	Balannup Road between the southern boundary of Lot 5000 Reilly Road and Ranford Road:		
12a	12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.	\$288,567.00	
12b	12b 100% of the total cost of constructing the full earthworks, one carriage way and all structures, including a culvert, shared path, pedestrian crossings over Balannup Drain and a roundabout at the intersection of Reilly Road.	\$3,070,109.00	
13	Reilly Road between the existing cut-de-sac of Reilly Road and Balannup Road:		
13a	13a 100% of the total cost of constructing the full earthworks, one carriage way and all structures including shared path, roundabout, traffic calming devices and associated road pavement tie in.	\$499,932.97	
14	Skeet Road:		
14a	14a 100% of the cost of constructing Skeet Road, the full earthworks, one carriage way and all structures (including roundabouts) between Keane Road and the northern boundary of the proposed primary school in the area referred to as Structure Plan (SP) East, minus a 50% contribution from the Department of Education for the portion(s) of Skeet Road directly abutting the proposed primary school site and high school sites.	\$1,403,051.44	
14b	14b 100% of the cost of constructing the Skeet Road culverts, pedestrian crossings, associated road pavement tie in, and pavement reconstruction between the southern boundary of Lot 5000 Reilly Road and the existing Skeet Road pavement adjacent to Lot 515 Skeet Road.	\$307,494.56	
14c	14c 100% of the cost of fencing along the Skeet Road reserve abutting Lots 171, 67 and 65 Skeet Road, Forrestdale	\$210,420.03	
14c	14c 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.	\$403,006.70	
Sub Total		\$88,061,620.87	
GRAND TOTAL		\$89,542,347.62	

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ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

TOTAL ROADS \$43,350,367.29

Item	Cost
1a	\$40,524.00
1b	\$1,145,835.38
2a	\$2,170,570.71
2b	\$6,946,675.32
2c	\$119,884.04
3a	\$4,270,748.13
3b	\$16,112,908.13
3c	\$0.00
3d	\$281,153.96
3e	\$1,152,425.84
4a	\$14,872.00
4b	\$353,678.00

Item	Cost
5a	\$0.00
5b	\$312,900.00
5c	\$2,676,468.93
5d	\$821,687.67
11a	\$747,453.48
12a	\$288,567.00
12b	\$3,070,109.00
13a	\$499,932.97
14a	\$1,403,051.44
14b	\$307,494.56
14c	\$210,420.03
14d	\$403,006.70

DCA03 1a Wright Road

1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.

TOTAL COST \$40,524.00

Parent Lot (New lot No.)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 100 Wright Rd				\$0.00	Acquired & funded from Ranford Rd project, (Now Lot 174)
Lot 106 (East) Wright Rd	245.6	\$150.00	\$36,840.00	\$40,524.00	Information from engineering drawings
Total				\$40,524.00	

DCA03 2a Warton Road

2a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Warton Road and roundabout at the intersection of Warton Road and Mason Road, minus any contributions and grants from external sources.

TOTAL COST \$2,170,570.71

Parent Lots (from North to South)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
388 Wright				\$867,530.00	PD 2007 (Thumb Drive No 53)
114 Warton				\$776,105.66	PD 2009 OUT/2670/09
114 Warton				-\$14,546.12	PD 2009 OUT/2670/09 Offset Above Payment
113 Warton				\$43,184.70	PD 2012 (INI/1432/12)
7001 Warton				\$78,418.22	PD 2012 (OUT/7232/11) Former Lot 150 Warton Road
3005 Warton				\$19,610.64	PD 2012 (OUT/11544/11) Former Lot 150 Warton Road
152 Warton (3001)				\$85,724.10	PD 2010 (OUT/2542/10)
155 Warton				\$135,382.50	PD 2009 (INI/10987/08)
143 Warton				\$219,743.70	PD 2012 (OUT/9508/11)
8 Warton (88)				\$100,974.50	PD 2010 (OUT/576/10)
9 Warton (39)				\$74,203.25	PD 2010 (OUT/8607/09)
10 Warton (100)				\$44,709.50	PD 2010 (OUT/8607/09)
51 Warton (151)				\$86,303.25	PD 2009 (INI/3327/09)
50 Warton (150)				\$91,478.00	PD 2009 (INI/8004/09)
Sub total				\$2,128,817.90	

Survey and other fees	Value	Notes
150 (3001) Warton	\$3,511.50	PD 2010 (Authority records)
152 Warton	\$2,400.50	PD 2010 (Authority records)
155 Warton - Survey, DP Lodgement	\$4,508.00	PD 2008 (INI/4382/08)
143 Warton	\$10,654.71	PD 2012 (OUT/3659/12, OUT/6219/12 & INI/21458/11)
8 Warton - Survey, DP and Lodgement	\$2,294.00	PD 2010 (Authority records)
Survey fees, Landgate fees and bank fees Lots 9, 10, 155, 51 and 50 Warton	\$6,586.20	PD 2009 (Authority records)
Lot 10 Warton Lodgement fee	\$549.50	PD 2010 (Authority records)
Lot 9 Warton Lodgement, Landgate and bank	\$497.70	PD 2010 (Authority records)
555 Warton - Survey, DP Lodgement	\$1,638.00	PD 2011 (INI/15685/10)
150 Warton - Survey, DP Lodgement, Valuation	\$6,112.70	PD 2012 (INI/8086/11)
Sub total	\$41,752.81	

Total Land and Survey and other fees \$2,170,570.71

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ICS 2013
ROADS - Common Infrastructure Works (Land then other items)

DCA03 3a Nicholson Road

3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestdale town centre

TOTAL COST \$4,270,748.13

Parent Lots (from North to South)	Area (sqm)	Assessed Value (\$/sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
114 Warton Rd					Part of DP57961 - See 2a Warton Rd above
388 Wright Rd				\$934,340.00	PD 2007 (Thumb Drive No 53)
49 Keane Rd				\$427,009.66	PD 2007 (Thumb Drive No 45 & 54)
6 Nicholson Rd				\$937,100.00	PD 2009 (OUT/3772/09)
2 Sheel Rd				\$648,648.00	PD 2013 (OUT/7766/12) (E/5644/11)
22 Nicholson Rd (SP SE)				\$27,035.25	PD 2011 (OUT/5512/11)
21 Nicholson Rd (SP SE)	8041	\$84.600	\$680,268.60	\$748,295.46	
6 Nicholson Rd (SP South)	684	\$85.00	\$58,140.00	\$63,954.00	
5 Nicholson Rd (SP South)	442	\$100.00	\$44,200.00	\$48,620.00	
4 Nicholson Rd (SP South)	259	\$210.00	\$54,390.00	\$59,829.00	
3 Nicholson Rd (SP South)	101	\$300.00	\$30,300.00	\$33,330.00	
2 Nicholson Rd (SP South)	110	\$250.00	\$27,500.00	\$30,250.00	
Sub-total MRS areas				\$3,858,411.37	

Area in excess of MRS	TS Drawing No.	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
49 Keane Rd	PD 2011 OUT/4516/11 DP 65920		\$8,076.75	
6 Nicholson Rd	Area 5b Easthope Link	\$10,476.00	\$11,523.60	
6 Nicholson Rd	Area 6 Easthope Link	\$13,716.00	\$15,087.60	
6 Nicholson Rd	Area 9a	\$32,506.00	\$35,756.60	
48 Wright Rd	PD 2013 (OUT/613/13)		\$6,139.00	
48 Wright Rd	Area 7 Easthope Link	\$41,040.00	\$45,144.00	
48 Wright Rd	Area 6a Easthope Link	\$25,060.00	\$27,566.00	
48 Wright Rd	Area 11a Exchange Ave	\$13,490.00	\$14,839.00	
48 Wright Rd	Area 11b Exchange Ave	\$13,490.00	\$14,839.00	
15 Wright Rd	Area 9b	\$2,867.50	\$3,154.25	
15 Wright Rd	Area 9c	\$7,400.00	\$8,140.00	
13 Mason Road	Area 11c & 11d Exchange Ave	\$31,320.00	\$34,452.00	
13 Mason Road	Area 9e Yellowwood DP74615	\$20,970.00	\$23,067.00	
2 Sheel Rd	PD 2013 (OUT/7766/12)		\$20,416.00	
12 Para Drive	PD 2011 (OUT/5699/11)		\$51,678.00	
21 Nicholson Rd	Area 20	\$9,306.00	\$10,236.60	
21 Nicholson Rd	Area 20a	\$12,605.40	\$13,865.94	
6 Nicholson (SP South)	Area 21	\$14,875.00	\$16,362.50	
6 Nicholson (SP South)	Area 21a	\$15,130.00	\$16,643.00	
Sub total non MRS			\$377,010.04	
Sub total all areas			\$4,235,421.41	

Survey costs	Value	Notes
6 Nicholson Rd survey costs (McMillen Nolan) and Lot 12 Para Drive survey costs and fees	\$5,051.42	PD 2009 (Authority records)
Various Title Searches, DP Fees and Survey Costs	\$2,547.80	PD 2011 (Authority records)
Survey and Fees	\$1,727.50	PD 2013 (Authority Records)
Sub total survey costs	\$28,000.00	SP South Lots 2, 3, 4, 5, 6, 21 and SP Central Lot 13
TOTAL Costs	\$4,270,748.13	

DCA03 4a Mason Road

4a 100% of the total cost to acquire any road widenings for the ultimate road reserve.

TOTAL COST \$14,872.00

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 155 (747), Warton Rd				\$4,867.50	PD 2009 (INT/10987/06)
Lot 143 (765), Warton Rd				\$10,004.50	PD 2012 (OUT/9508/11)
Sub total				\$14,872.00	

DCA03 5a Wright Road and Ranford Road Intersection

5a 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, at Ranford Road and Wright Road except those areas ceded free of cost from adjacent lots.

TOTAL COST \$0.00 Covered by Ranford Road Grant

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 1.2a Balannup Road

12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.

TOTAL COST \$288,567.00

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes - Engineering Drawings IE/18075/11, updated INT/6456/13
Lot 500 Balannup Rd	18.00	\$45.00	\$810.00	\$891.00	
Lot 509 Balannup Rd	1147.00	\$45.00	\$51,615.00	\$56,776.50	
Lot 510 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 511 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 512 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 513 Balannup Rd	418.00	\$42.50	\$17,765.00	\$19,541.50	
Lot 514 Balannup Rd	436.00	\$42.50	\$18,530.00	\$20,383.00	
Lot 173 Balannup Rd	1796.00	\$45.00	\$80,820.00	\$88,902.00	
Sub Total Acquisition				\$248,567.00	

Survey costs	Value	Notes
Survey and fees	\$40,000.00	
Sub Total Survey	\$40,000.00	

TOTAL \$288,567.00

DCA03 1b Wright Road Construction

1b 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions or land ceded free of cost from adjoining lots and / or from any other developments or subdivisions with a nexus to the road works.

TOTAL COST \$1,145,835.38 Fixed Cost 2011

Feature survey	\$3,670.00	PD 2007 - Opus International
Construction to date	\$320,384.46	PD 2008
Construction to 28 May 09	\$688,713.96	PD 2009
Construction to 10 June 10	\$153,339.93	PD 2010 INT/5510/10
Less contribution	-\$20,252.37	PD 2011 (DA 10.2009.10.1) Less contribution for intersection upgrades for Lots 106 & 107

TOTAL COST \$1,145,835.38

DCA03 2b Warton Road Construction

2b 100% of the total cost of constructing the full earthworks, one carriageway, roundabout intersection, cycle facilities and all structures, minus any contributions and grants from external sources.

TOTAL COST \$6,946,675.32

Section	Item	Cost	Notes
All	Feature survey (Quodding)	\$7,780.00	PD 2008 (Authority records)
All	Geotech Survey - Golder	\$19,907.00	PD 2008 (IE/919/08 & IE 1953/08)
All	Final design (L&L Design and SJR Civil)	\$30,308.55	PD 2008 (Authority records)
All	Design Services/ Final Design (SJR Civil)	\$6,570.00	PD 2009 (Authority records)
Mason/ Jandakot	Western Power Design Fee	\$19,688.13	PD 2008 (Authority records)
Accruals 2007/08		\$4,737.27	PD 2008 (Authority records)
Accrual Reversal 2008		-\$4,738.27	PD 2009 (Authority records)
Road construction	Clearing	\$34,859.36	PD 2009 for works/ property reinstatement Lot 155 Warton & Lot 10 Warton Rd (Authority records)
Mason Rd Intersection	Western Power - relocation works	\$616.65	PD 2009 (IN/725/08)
Lot 10 Warton Road	Replacement Shrubs Verge	\$468.00	PD 2009 (OE/1202/09)
Lots 8-50	Noise survey	\$4,630.00	PD 2008 (OUT/936/08 and related files)
Nicholson to Armadale	Construction cost	\$1,984,654.36	PD 2011 (INT/6614/11)
Nicholson to Armadale	Construction cost	\$942,295.68	PD 2011 (INT/14280/11)
Nicholson to Armadale	Construction cost	\$397,268.00	PD 2012 (INT/1713/11 & INT/17142/11) Fixed Cost Progress Payment 1 July 2011 to 26 August 2011
Nicholson to Armadale	Construction cost	\$1,001,256.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Nicholson to Armadale	Construction cost	\$971,719.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Nicholson to Armadale	Construction cost:	\$404,160.73	Revised construction cost: September 2011 Manager Civil Works
Nicholson to Armadale	Relocation of private infrastructure	\$58,817.00	PD 2010 (INT/7811/10 & INT/7845/09)
Lot 143 Warton Road	Relocation private property infrastructure	\$160,000.00	PD 2010 (OUT/5433/10 & IE/9294/10)
Lot 8 Warton Road	Relocation planting	\$12,000.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 8 Warton Road	Relocation bore & pump	\$26,330.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 8 Warton Road	Relocation private infrastructure driveway	\$70,000.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 555 Warton Road	Survey Cost	\$1,638.00	PD 2011
Nicholson to Armadale	Relocation private property infrastructure	\$141,654.96	PD 2011 (INT/6614/11)
Nicholson to Armadale	Relocation private property infrastructure	\$11,641.00	PD 2011 (INT/14280/11)
Lot 143 Warton Road	Relocation private property infrastructure	\$25,228.36	PD 2012 (OUT/3859/12, OUT/6219/12 & INT/21458/11)
Stage 1 Adjacent to 388	Construction cost	\$768,684.48	PD 2012 (INT/7942/12 & INT/5906/12)
Stage 1 (Action)	Landscaping	\$45,000.00	INT/7942/12
Sub TOTAL		\$6,946,674.32	

Nicholson to Armadale	Grant	\$2,296,608.00	Expenditure Construction Civil Works covered under grant shown below
Nicholson to Armadale	Grant	-\$2,296,607.00	Fixed cost, external funding grant expended 2009/10 Warton Road (Nicholson Road to Warton Road). Total project cost \$7,589,308.76 (DCP \$5,232,641.76 & Grant \$2,296,607.00)

TOTAL \$6,946,675.32

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ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

DCA03 2c Armadale Road and Warton Road Intersection

2c 100% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and Warton Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$119,884.04 Construction tie in works following MRWA signalised intersection upgrade, 3.2% WALGA LGCI Forecast

DCA03 3b Nicholson Road Construction

3b 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.

TOTAL COST \$16,112,908.13 Includes Specified Work (3c - Intersection).

Section	Item	Cost	Notes
Herrisdale Drive to Piara Drive (Former Mason)	Final design (including sub-consultants)	\$2,440.00	Advice from Manager Engineering and Design INT/17697/11
Stage 2 & 3 Design	Final Design progress payment	\$1,200.00	PD 2012 - SJR Civil (Authority records)
Water Main Design	Water Main Design	\$700.00	PD 2012 - (Authority records)
Water Main Design	Water Main Design	\$3,430.00	PD 2013 - (Accumulative)
Sidra Analysis	Sidra Analysis	\$7,230.00	PD 2012 - (Authority records)
Final Design progress payment	Final Design progress payment	\$7,000.00	PD 2009 - SJR Civil (Authority records)
Survey (Robert Quodling)	Survey (Robert Quodling)	\$11,340.00	PD 2009 - SJR Civil (Authority records)
Nicholson Road Design Costs	Nicholson Road Design Costs	\$43,040.00	PD 2010 - SJR Civil (Authority records)
Final Design progress payment	Final Design progress payment	\$480.00	PD 2011 - SJR Civil (Authority records)
Preparation of Final Design project brief	Preparation of Final Design project brief	\$3,115.00	PD 2009 Opus International Consultants - under Tender 33/08. (Authority records)
Stage 4 Design	Final design (including sub-consultants)	\$25,562.33	
Final Design progress payment	Final Design progress payment	\$60,437.67	PD 2013 - (Authority records)
Wright Rd to Armadale Rd	Construction road and paths		
Stage 1 Construction	Survey and Construction by Council	\$914,519.00	PD 2007 & 2008 including variations (INT/4529/08) - includes regional path & square end
Stage 1 Construction	Earthworks by Perron	\$131,167.23	PD 2007 (Thumb Drive NO 44)
Stage 1 Construction	Street lighting	\$80,350.41	PD 2007 (INT/895/07)
Stage 2 Construction	Construction road and paths	\$1,482,041.25	Refer to RDN730-02 and INT/18615/12 for revised figures
Stage 2 Construction	Construction road and paths	\$1,085,882.74	PD 2011 (INT/6614/11) Fixed Cost
Stage 2 Construction	Construction road and paths	\$318,046.26	PD 2011 (INT/14280/11) Fixed Cost End of Financial Year 2011 Payment
Stage 2 Construction	Construction road and paths	\$179,366.00	PD 2012 (INT/17131/11 & INT/17142/11) Fixed Cost Progress Payment 1 July 2011 to 26 August 2011
Stage 2 Construction	Construction road and paths	\$460,581.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Stage 2 Construction	Construction road and paths	\$1,159,053.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Stage 2 Construction	Construction road and paths	\$862,635.00	PD 2013 (INT/6422/13 & INT/6420/13) Fixed Cost Progress Payment to April 2013
Stage 3 Construction	Construction road and paths	\$1,473,947.10	Refer to RDN730-02 and INT/18615/12 for revised figures
Stage 3 Construction	Construction road and paths	\$179,377.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Stage 3 Construction	Construction road and paths	\$63,973.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Stage 3 Survey	Lot 13 Piara Drive - Drainage	\$4,402.40	PD 2012 Survey Lot 13
Stage 3 Construction	Construction road and paths	\$2,178,894.00	PD 2013 (INT/6422/13 & INT/6420/13) Fixed Cost Progress Payment to April 2013
Stage 4 Construction	Construction road and paths	\$5,119,844.99	INT/6504/13 Opus Costing re design - Piara Drive (former Mason Road) to Armadale Road - MRWA
Stage 4 Construction	Road Reserve Clearing	\$43,612.75	PD 2012
Stage 4 Construction	Road Reserve Tree Survey	\$7,840.00	PD 2012
Stage 4 Construction	Road Reserve Clearing Permit	\$100.00	PD 2012
Keane Rd to Armadale Rd	Environmental Issues	\$200,000.00	Cost associated with resolving environmental issues and implementing revegetation associated with drainage of Nicholson Road. Review 2011 advice from Manager Engineering & Design INT/6675/11.

TOTAL \$16,112,908.13

DCA03 3c Nicholson Road Town Centre Intersection

3c 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre. (Included under Item 3b Nicholson Road Construction Project)

TOTAL COST \$0.00 Cost of signalised intersection treatment including within in Item 3b under Stage 2 construction works

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ICS 2013
ROADS - Common Infrastructure Works (Land then other items)

DCA03 3d Armadale Road and Nicholson Road Intersection

3d 100% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and Nicholson Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$281,153.96 Construction tie in works following MRWA signalised intersection upgrade, 3.2% WA_LGA LGCJ Forecast

DCA03 3e Nicholson Road Landscaping

3e A contribution towards landscaping works.

TOTAL COST \$1,152,425.84

	Area of median (sqm)	Cost per sqm	Total Cost	Notes - Original input cost agreed at North Forrestdale Planning Steering Group 27 March 2007. Developers to landscape verge. City (or developers) to landscape median.
Contribution to landscaping Nicholson Road median	14,348	\$66.95	\$960,567.80	Concept plans undertaken Parks 2013, consulted Steering Group March 2013 meeting.
Contribution - Warton Rd to Harrisdale Dr	3,202		\$191,658.04	PD 2009 (OUT/5319/06)

TOTAL \$1,152,425.84

DCA03 4b Mason Road Construction

4b 100% of the total cost of constructing the full earthworks, one carriageway and all structures.

TOTAL COST \$353,678.00

Survey	\$6,000.00	PD 2008 (OUT/1692/08)
Final Design	\$18,005.00	PD 2008 (57 & OUT/1692/08)
Construction	\$309,673.00	PD 2008 (OUT 1796/07 & 1692/08)
Construction	\$20,000.00	PD 2012 (OUT/10927/11)

TOTAL \$353,678.00

DCA03 5b Ranford Road and Wright Road Intersection

5b A contribution to the cost of upgrading the intersection at Ranford Road and Wright Road and installing traffic signals.

TOTAL COST \$312,900.00 PD 2009 to Technical Services Account PC 81.21.8136.56.2 (Authority records)

DCA03 5c Armadale Road and Wright Road Intersection

5c 100% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$2,676,468.93

Upgrading of intersection \$2,461,367.75 3.2% WALGA LGCJ Forecast - previous IE/10454/10 Porter Consulting provided cost estimate revision based on prior preliminary 15% designs. Quote received from Western Power for \$687,623.07 in 2009 IN/5361/09.

Sub total Construction \$2,461,367.75

Parent Lots	Area (sqm)	Assessed Value (per sqm)	Cost	Value plus 10% for CI Notes 3.12.5 or Final Value
Lot 35 Taylor Rd	155	\$17.625	\$2,751.86	\$3,005.06
Lot 45 Wright Rd	2333	\$78.75	\$183,723.75	\$202,096.13

Sub total - Land value \$205,101.19

Survey and other fees	
Lot 45 Wright Rd	\$5,000.00
Lot 35 Taylor Rd	\$5,000.00

Sub Total Survey \$10,000.00

TOTAL \$2,676,468.93

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ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

DCA03 5d Armadale Road and Primary School Distributor Road Intersection

5d 75% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and the distributor road to the Primary School, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$821,687.67

Item	Cost	Notes
Preliminary design brief and 15% design		PD 2009 Costed to 3.6.2 Scheme costs G (d)
Perf Claim Temporary Intersection Construction	\$643,296.31	PD 2013 OUT/8960/12
Final Claim Temporary Intersection Construction	\$178,391.36	PD 2013 OUT/12008/12

Total \$821,687.67

DCA03 11a Keane Road Construction

11a A 33% contribution to the total cost of constructing this section of Keane Road, including any roundabouts and/ or traffic management devices. If environmental approval is not

TOTAL COST \$747,453.48

Item	Cost	33% Contribution	Notes
Construction cost	\$2,265,010.53	\$747,453.48	3.2% WALGA LGCI Forecast - previous IN/ 10262/11 Porter Consulting provided cost estimate. Minus roundabout construction cost below under Item 14a

Total \$747,453.48

DCA03 12b Balannup Road Construction

12b 100% of the total cost of constructing the full earthworks, one carriage way and all structures, including a culvert, shared path, pedestrian crossings over Balannup Drain and a roundabout at the intersection of Reilly Road.

TOTAL COST \$3,070,109.00

Item	Cost	Notes
Construction cost	\$2,162,875.00	IE/9755/13 - previous IN/21576/11 Porter Consulting provided cost estimate.
Reilly Skeet Survey	\$3,500.00	PD 2013 (Authority Records) Technical Services Request for Design
Service Relocations	\$423,734.00	IE/7402/13 assumed construction of roundabout separate to Balannup Road
Environmental	\$250,000.00	Western Power Policy requires powerline to be relocated underground. Costing
Private Works Relocations	\$70,000.00	Environmental remediation/studies in association with Balannup Lake/drainage.
	\$160,000.00	in association with land acquisition to upgrade Balannup Road to 24.5m wide

Total \$3,070,109.00

DCA03 13a Reilly Road Construction

13a 100% of the total cost of constructing the full earthworks, one carriage way and all structures including shared path, roundabout, traffic calming devices and associated road pavement tie in.

TOTAL COST \$499,932.97

Item	Cost	Notes
Construction cost	\$499,932.97	IE/7402/13 - previous IE/21576/11 Porter Consulting provided cost estimate.

Total \$499,932.97

DCA03 14a Skeet Road Construction

14a 100% of the cost of constructing Skeet Road, the full earthworks, one carriage way and all structures (including roundabouts) between Keane Road and the northern boundary of the proposed primary school in the area referred to as Structure Plan (SP) East, minus a 50% contribution from the Department of Education for the portion(s) of Skeet Road directly abutting the proposed primary school site and high school sites.

TOTAL COST \$1,403,051.44

Item	Cost	Notes
Total Construction	\$1,789,050.00	Keane to Northern Boundary Primary School (704.6 m) - IE/9755/13 Porter Consulting, assumptions detailed in cost breakdown.
Per linear metre rate	\$2,539.10	

Item	Cost	DoE 50% Cost
Construction adjoining Primary School (145.7 m)	\$369,946.90	\$184,973.45
Construction adjoining High School (858.4m)	\$910,013.51	\$455,006.76
Construction adjoining PDS (200.5m)	\$509,089.59	\$0.00

Item	Cost	Notes
Roundabout construction	\$253,981.65	Skeet Road and Keane Road - Advice IE/14368/12

Total DoE Contribution \$639,980.21

Total DCP Contribution \$1,403,051.44

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ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

DCA03 14b Skeet Road Balannup Drain Culvert Construction

14b 100% of the cost of constructing the Skeet Road culverts, pedestrian crossings, associated road pavement tie in, and pavement reconstruction between the southern boundary of Lot 5000 Rellily Road and the existing Skeet Road pavement adjacent to Lot 515 Skeet Road.

TOTAL COST \$307,494.56

Item	Cost	Notes
Construction cost	\$307,494.56	3.2% WALGA LGCI Forecast - previous INT/17697/11 Cost: Estimate Manager Engineering and Design

Total \$307,494.56

DCA03 14c Skeet Road Fencing Construction

14c 100% of the cost of fencing along the Skeet Road reserve abutting Lots 171, 67 and 65 Skeet Road, Forresdale

TOTAL COST \$210,420.03

Item	Cost	Notes
Construction cost	\$210,420.03	3.2% WALGA LGCI Forecast - previous INT/17697/11 Cost: Estimate Manager Engineering and Design

Total \$210,420.03

DCA03 14d Skeet Road and Rellily Road Intersection

14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Rellily Road including the cost to acquire any road widenings for the ultimate road reserve.

TOTAL COST \$403,006.70

Construction

Item	Cost	Notes
Roundabout Construction	\$390,845.70	IE/7402/13 (note professional fees reduced to 6.5%) - previous INT/17697/11
Private Works Relocations	\$20,000.00	Allowance \$20k per lot for driveway, domestic services and fencing.

Sub total Construction \$410,845.70

Land

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI	Notes
Lot 515 Skeet Rd	186.00	\$35.00	\$6,510.00	\$7,161.00	3.12.5 of Final Value

Sub Total Land \$7,161.00

Survey and other fees	
Lot 515 Skeet Rd	\$5,000.00

Sub Total Survey \$5,000.00

Total \$403,006.70

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ICS 2013

Regional Paths

Cost per metre \$120.00 Construction to 2.5m wide, advice from Manager Civil Works 2011 IE/5653/11 & INT/6385/13

Clause	Total
6a	\$3,483,964.92
6b	\$0.00
6c	\$524,085.00
6c	\$350,525.68
TOTAL COST	\$4,398,575.59

6a A contribution towards the total cost of constructing the Regional Path Network within Development Control Area No.3 as identified in the adopted Infrastructure Cost Schedule.

TOTAL COST \$3,483,964.92

Some path costs included in road calculations. Cost assumes constructed as part of subdivision & then credited at the cost per m rate.

Cost per m \$120.00

Map Ref	Parent Lot or Nearest Lot No	Location	Distance (m)	Cost	Other information
SP Central Paths					
6a01	50 Wright Rd	Harrisdale Drive (north)	479.09	\$79,504.00	FD 2012 (INT/15207/12 - Constructed by Council)
6a01	50 Wright Rd	Old Wright Road 225m north from 49 Keane Rd	225	\$18,000.00	FD 2009 (OE/1576/09 - Constructed by Council)
6a02	49 Keane Rd	Old Wright Road Nicholson to N boundary Lot 50	300	\$19,116.00	FD 2007 (Authority records)
6a03	388 Wright Rd	Old Wright Road Nicholson to N boundary Lot 50	402.34	\$27,429.55	FD 2009 (OUT/6169/08)
6a04	50 Wright Rd	Reilly Rd N boundary	764.9	\$76,450.00	FD 2010 (OUT/11223/09)
6a05	50 Wright Rd	New Wright Rd	916	\$92,440.00	FD 2007 (Authority records)
6a05	50 Wright Rd	New Wright Rd	109.6	\$8,095.64	FD 2009 (OUT/565/09)
6a06	49 Keane Rc	New Wright Rc	407.9	\$37,853.12	Fixed Cost - Payment: Pencing (OUT/2669/13)
6a06	49 Keane Rd	Part of New Wright Rd	367	\$27,525.00	FD 2009 (OUT/602/09)
6a07	48 Wright Rd	New Wright Rc	362.6	\$43,512.00	Oval Site and portion south of Broadway Blvd
6a08	15 Wright Rd	New Wright Rd	360.7	\$33,472.96	FD 2013 (OUT/8258/12)
6a09	14 Mason Rd	Old Wright Road S - western boundary of lot	618.8	\$74,256.00	
6a10	46 Wright Rd	Old Wright Road S - western boundary of lot	716	\$85,920.00	
6a11	45 Wright Rd	Wright Rd Lot 46 Armadale Rd	733.7	\$88,044.00	
6a12	49 Keane Rd	Part of Gallinago Cnr	105.7	\$7,927.50	FD 2009 (OUT/602/09)
6a12	49 Keane Rd	Part of Gallinago Cnr	369	\$25,456.84	FD 2007 (Authority records)
6a13	49 Keane Rd	Pardalote Rd	335	\$25,125.00	FD 2009 (OUT/602/09)
6a14	Easthope Link	Wright Road to Keane Road	792	\$95,040.00	
6a15	Keane Road	Nicholson Rd to Skeet Road	1120	\$134,400.00	Distance from IN/5933/09, confirmed with IntraMaps
6a16	6 Nicholson Rc	Internal to the lot	681	\$81,720.00	From IntraMaps; IN/5933/09 transposec figures
6a17	2 Skeet Rd	Internal to the lot	50.1	\$6,012.00	
6a18	13 Mason Rd	Internal to the lot	338.9	\$40,668.00	
6a19	15 Wright Rd	Internal to the lot	250.1	\$30,012.00	
6a20	14 Mason Rd	Internal to the lot	670	\$80,400.00	
6a21					Deleted - combined with 6a20 submission 2011
6a22	154 Mason Rc	Mason Rd	388	\$46,560.00	
6a23	Mason Rc - Rural	Mason Rd Rural area	500.9	\$60,108.00	
6a24	6 Nicholson Rc	Skeet Road boundary	603.3	\$72,396.00	From 1:2000 Cadastral Plans - is lot boundary length
6a25	22 Nicholson Rd (SP SE)	Skeet Road boundary	577	\$69,240.00	Consultants mapping (TRIM IN/3755/08)
6a26	46 Wright Rd	Road reserve	587	\$70,440.00	Length provided by CLE Para Nature reserve - over Trunk Main
6a27	See SP South Paths, G-1				
6a28	See SP South Paths, C-D				
6a29	3 Nicholson Rc	Internal to the lot	35.8	\$4,296.00	
6a29	3 Nicholson Rc	Adjacent to Trunk Main N side	513.25	\$61,590.00	From 1:2000 Cadastral Plans - is lot boundary length
6a30	4 Nicholson Rc	Adjacent to Trunk Main N side	409.65	\$49,158.00	From 1:2000 Cadastral Plans - is lot boundary length
6a31	Wright Rc crossing	Adjacent to Trunk Main N side	25.4	\$3,048.00	From IntraMaps
6a32	15 Wright Rd	Adjacent to Trunk Main N side	961.99	\$115,438.80	From 1:2000 Cadastral Plans - is lot boundary length
6a33	13 Mason Rd	Adjacent to Trunk Main N side	99.94	\$11,992.80	From 1:2000 Cadastral Plans - is lot boundary length
6a34	388 Wright Rd	N Side Nicholson Rd	796		FD 2007 & 2008 - Included in 3b
6a35	49 Keane Rc	N Side Nicholson Rd	438		Included in 3b
6a36	6 Nicholson Rc	N Side Nicholson Rd	821.17		Included in 3b
6a36	6 Nicholson Rc	N Side Nicholson Rd	27.5		Included in 3b
6a37	2 Skeet Rd	N Side Nicholson Rd	780.53		Included in 3b
6a38	21 Nicholson Rd (SP SE)	E Side Nicholson Rd (Lot 2)	1055		Included in 3b
6a39	48 Wright Rd	Oval POS	449	\$53,880.00	Eastern boundary of PW(N)/C&SF (Nicholson Road) & internal to lot Nicholson to Wright Road link
6a40	Over Trunk Main	Mason Rd - Para to Skeet Rd	100	\$12,000.00	From Map Info program
6a41	13 Mason Rd	Mason Rd - Para to Skeet Rd	440	\$52,800.00	From Map Info program
6a42	2 Skeet Rd	Mason Rd - Para to Skeet Rd	290	\$34,800.00	From Map Info program
SP South East Paths					
6a43	22 Nicholson Rd (SP SE)	Internal to the lot	30	\$3,600.00	Consultants mapping (IN/3755/08)
6a44	21 Nicholson Rd (SP SE)	Riva Entrance	450	\$41,760.00	FD 2013 INT/1452/13
6a45	21 Nicholson Rd (SP SE)	Internal to Armadale Rd	813	\$97,560.00	Consultants mapping (IN/3755/08)
6a46	21 Nicholson Rd (SP SE)	Local Centre to School	374	\$44,880.00	Consultants mapping (IN/3755/08)
6a46	21 Nicholson Rd (SP SE)	Next to school	514	\$61,680.00	Consultants mapping (IN/3755/08)
6a47	22 Nicholson Rd (SP SE)	To private school	52	\$6,240.00	Consultants mapping (IN/3755/08)

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ICS 2013

Regional Paths

SP South Paths					
Ea48	A-B	1171	\$140,520.00	Consultants mapping (IN/5656/08)	
Ea28	45 Wright Rd	733	\$87,960.00	Consultants mapping (IN/5656/08)	
	<i>Part claim Fossiter Ave</i>	<i>135</i>	<i>\$15,660.00</i>	<i>PD 2013 OUT/9860/12</i>	
Ea49	E-F	583	\$69,960.00	Consultants mapping (IN/5656/08)	
Ea27	G-H	982	\$117,840.00	Consultants mapping (IN/5656/08)	
Ea50	I-J	618	\$74,160.00	Consultants mapping (IN/5656/08)	
Ea51	N-M	367	\$44,040.00	Consultants mapping (IN/5656/08)	
SP East Paths					
Ea52	800 & 54 Skeet Rd	1670	\$200,400.00	Balannup Road Lot 5000 Reilly Road to Keane Rd INT/17882/11	
Ea53	800 & 54 Skeet Rd	490	\$58,800.00	Perdiatote Rd to High School Site (D-E) INT/17882/11	
Ea54	800 & 54 Skeet Rd	326	\$39,120.00	Balannup Rd to Skeet Rd adjacent to Primary School INT/17882/11	
Ea55	800 & 54 Skeet Rd	357	\$42,840.00	Balannup Rd to Keane Rd adjacent to High School INT/17882/11	
Ea56	800 & 54 Skeet Rd	241	\$28,920.00	Collared St POS to Gracefield	

Fixed costs 6,114 \$498,002.49 Cost is excluding DUPs constructed in associated with road projects
 Future costs 24,925 \$2,605,184.72
 Contingency \$390,777.71

TOTAL 31,039 \$3,483,964.92

DCA03 6b Wright Road Dual Use Path

6b A contribution towards the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road. (Included under Item 1b Wright Road Construction Project)

TOTAL COST \$0.00 *Included in 1b Wright Road Project*

Map Ref	Parent Lot or nearest Lot No	Location	Distance (m)	Cost
6b01	106 & 107 Wright Rd		263.6	Included in 1b
6b02	92 Ranford Rd		94.7	Included in 1b
6b03	92 Ranford to 50 Wright		361.4	Included in 1b
	TOTAL		719.7	

DCA03 6c Armadale Road Dual Use Path

6c A contribution towards the cost of a shared path along Armadale Road from Warton Road to Anstey Road.

TOTAL COST \$524,085.00

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6c	Anstey Rd to Warton Rd	Northern side of Armadale Rd	4212	\$524,085.00	Advice from Manager Civil Works INT/6385/13 - IN/3791/09, INT/7734/10, IE/5653/11 2011 & INT/17069/11

TOTAL \$524,085.00

DCA03 6d Lot 5000 Reilly Road and Skeet Road Dual Use Path

6d A contribution towards the cost of shared paths within Lot 5000 Reilly Road and Skeet Road between Keane Road and Ranford Road as identified in the

TOTAL COST \$390,525.68

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6d	Lot 5000 Reilly Road	Southern side of Balannup Drain	800	\$133,900.00	Advice from Manager Civil Works, includes cost for additional fill sand to be supplies, spread and compacted INT/17069/11 & INT/6385/13

Sub Total \$133,900.00

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6d	Skeet Road between Keane Road and Ranford Road	Further liaison with DoE required	2075	\$262,108.00	Advice from Manager Civil Works, includes minor clearing, and some additional earthworks INT/17403/11 & INT/6385/13

Linear Metre Rate \$140.77

Item	Cost	DoE 50% Cost
Construction adjoining Primary School (145.7 m)	\$20,510.91	\$10,255.45
Construction adjoining High School (358.4m)	\$50,459.74	\$25,229.87

Total DoE Contribution \$35,482.32
 Total DCP Contribution \$256,625.68
 Sub Total \$256,625.68
 TOTAL \$390,525.68

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ICS 2013

Arterial Drainage

TOTAL ARTERIAL \$14,143,253.15

Item	Total
7a	\$4,477,466.14
7b	\$2,726,174.85
7c	\$2,103,015.08
7d	\$155,206.00
7e	\$3,007,383.31
7f	\$982,222.30
7g	\$0.00
7h	\$691,785.47

DCA03 7a Drainage Land Acquisition

7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.

TOTAL COST \$4,477,466.14

Parent Lot	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3, 12, 5 or Final Value	Notes Updated Newhaven Estate drainage calculations following structure plan modification (30/05/2012)
14 Mason Rd	311	1452	\$92.50	\$134,268.90	\$147,728.79	
15 Wright Rd	239	1251	\$92.50	\$115,717.50	\$127,289.25	
15 Wright Rd	485				\$159,775.75	PD 2013 (OUT/8258/12)
48 Wright Road Grouped Housing	75	563	\$90.00	\$50,634.00	\$55,697.40	Deleted - non compliance with Schedule 13B
48 Wright Road Playing Field Site	212					Deleted - non compliance with Schedule 13B
49 Keane Rd	48				\$28,756.59	PD 2013 Bond Transfer (OUT/2669/13)
49 Keane Rd	318				\$224,076.91	PD 2009 (OUT/6002/08)
49 Keane Rd	215				\$125,599.82	PD 2011 (OUT/9723/10) Lot 8106 on DP 68520
49 Keane Rd	48				\$27,818.03	PD 2011 (OUT/9723/10) 50% of 96m Lot 8102 on DP 67299
50 Wright Road (Wright Rd to Benalla Rd = 250m)	482				\$267,751.71	PD 2009 (OUT/3454/10) Wright Road to Reilly Road = 482m
50 Wright Road (Wright Rd to Benalla Rd = 250m)	250				\$77,918.72	PD 2007 - DP50041 - 250m of 812 (30.7% of area) as at 12/5/06 (Thumb Drive Ref 20)
50 Wright Road (Wright Rd to Benalla Rd = 250m)	205				\$126,530.89	PD 2009 (OUT/6717/09)
Dr to southern boundary of former Lot 50 = 205						
Sub total	3033				\$1,367,944.26	

Parent Lot	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3, 12, 5 or Final Value	Notes Updated Newhaven Estate drainage calculations following structure plan modification (30/05/2012)
Lot 53 Skeet - Legal Fees					\$1,569.20	PD 2008
Lot 53 Skeet - Payment for land					\$2,861,100.00	PD 2009 (IN/5253/08)
Lot 53 Skeet - Legal Agreement					\$255.00	PD 2010 (OUT/4660/10)
Lot 53 Survey, DP & fees					\$6,894.43	PD 2009 (Authority records)
Lot 53 Settlement Fee, application for New Title and Transfer of Land					\$271.25	PD 2010 (Authority records) Registration of Western Power Easement Lot 53 Skeet Road
East of MRS P&R to Forrestale Main Drain (Lot 67)	360	11520	\$18.50	\$213,120.00	\$234,432.00	Based on North Forrestale Structure Plan cross sections need 36m wide at eastern end and 20m at western end - Assumed
Lot 67 - Fees					\$5,000.00	
Sub total					\$3,109,521.88	
TOTAL					\$4,477,466.14	

DCA03 7b Drainage Construction

7b A contribution of approximately 100% of the cost of constructing an open channel in the multiple use corridor and 100% of the cost of constructing the arterial drainage channel adjacent to Reilly Road.

TOTAL COST \$2,726,174.85

Balannup Drain - Mason Rd to Western end Lot 53 Skeet Rd	\$327,254.00
Balannup Drain - Trunk Main crossings	\$745,195.21
Balannup Drain - Western end Lot 53 Skeet Rd to Baileys Branch	\$1,447,575.64
James Drain - Junction Point Lot 58 Armadale Road to northern boundary Armadale Road	\$206,150.00

Description	Length (m)	Rate	Cost	Notes
Balannup Drain - Mason Rd to Western end Lot 53 Skeet Rd		\$133.00		3.2% WALGA LGCI Forecast - rounded, Design from Forrestale UWMs.
14 Mason Rd	295	\$133.00	\$39,235.00	
15 Wright Rd	239	\$133.00	\$31,787.00	
15 Wright Rd	485	\$124.00	\$60,140.00	PD 2013 (OUT/8258/12)
48 Wright Road Grouped Housing	145	\$133.00	\$19,285.00	Deleted - non compliance with Schedule 13B
48 Wright Road Playing Field Site	212			Deleted - non compliance with Schedule 13B
49 Keane Rd	48	\$127.00	\$6,096.00	PD 2013 Bond Transfer (OUT/2669/13)
49 Keane Rd	318	\$100.00	\$31,800.00	PD 2009 (OUT/6002/08)
49 Keane Rd	215	\$122.00	\$26,230.00	PD 2011 (OUT/9723/10)
50 Wright Rd	482	\$133.00	\$64,106.00	
50 Wright Road	250	\$100.00	\$25,000.00	PD 2007 Wright Rd to Benalla Rd
50 Wright Road	205	\$115.00	\$23,575.00	PD 2009 (OUT/6717/09) Benalla Dr
Sub Total	2969		\$327,254.00	

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ICS 2013

Arterial Drainage

Balannup Drain Trunk Main Crossings	
Trunk main crossing - Wright Road - Pipe lowering Design work	\$16,162.83 PD 2008 (OE/842/07 & OUT/1692/08)
Trunk Main Crossing - Wright Road - Siphon Construction	\$59,535.53 PD 2010 (OUT/5888/09)
Trunk main crossing - Balannup Drain	\$667,456.95 PD 2010 (OUT/5021/10 & INT/7797/10)

Sub Total \$745,195.21

Balannup Drain - Western end Lot 53 Skeet Rd to Baileys Branch Drain	
Drain Survey pick-up (needed to prepare quote) below:	\$1,026.00 PD 2009 (Authority records)
Reilly Road and part Balannup Road Survey	\$5,376.00 PD 2011 (Authority records)
Balannup Drain As Con Survey East of Skeet Road	\$1,600.00 PD 2012 (Authority records)
Reilly Road and Lot 5000 Reilly Road Clearing Permits	\$200.00 PD 2012 (Authority records)
Geotechnical Report	\$21,484.00 PD 2012 (Authority records)
Hydraulic Capacity Modelling and Geotechnical Report	\$21,485.00 PD 2012 (Authority records)
Balannup Drain Realignment Design	\$14,332.34 PD 2012 (Authority records)
West end Lot 53 to Baileys Branch Drain Construction	\$372,588.00 INT/6385/13 minus expenditure below
Balannup Drain Realignment Design	\$107,412.00 PD 2013 (INT/6422/13 & INT/6420/13)
Lot 53 Skeet Rd (adjacent to Reilly Road) Vegetation Stabilisation with native species	\$582,000.00 Parks Assessment of Opus Cost Estimate including below environmental design funds
Environmental Studies Design	\$200,000.00 Necessary to design and implement the Balannup Drain relocation from Reilly Road reserve to Lot 5000 Reilly Road
Lot 53 Skeet Rd - Consultancy advice on size of culverts under	\$2,465.00 PD 2009 (Authority records)

Sub Total \$1,447,575.64

James Drain	Rate	Length (m)	Rate	Cost	Notes
Main arterial drainage corridor SP South	\$133.00				Information from Emerson Stewart and SP South LWMS IE/7049/11
Lot: 45 Wright Rd	\$133.00	525	\$69,825.00		
Lot: 58 Armadale Rd	\$133.00	700	\$93,100.00		
Lot: 10 Armadale Rd	\$133.00	135	\$17,955.00		
Lot: 3/4 Armadale Rd	\$133.00	110	\$14,630.00		
Lot: 12 Armadale Rd	\$133.00	80	\$10,640.00		

Sub Total \$206,150.00

DCA03 7c Skeet Road Arterial Drain

7c 100% of the cost of constructing Skeet Road pipe work, culverts and pavement reconstruction and reinstatement of Nicholson Road, Mason Road and any other portion of

Description	Quantity (m)	Rate	Cost	Notes
Skeet Rd 1350mm pipe	200	\$1,136.22	\$227,243.09	
Skeet Rd 900mm pipe	1900	\$522.66	\$993,052.30	
Skeet Road/Balannup Drain Design Issues			\$245,000.00	
Skeet Road Flora Study and Clearing Permit			\$9,362.00	PD 2012
Nicholson Road Culvert Installation			\$228,111.93	PD 2011 (OUT/937/11) - Newhaven Estate Nicholson Road Culvert
Nicholson Road Culvert Installation			\$77,111.18	PD 2011 (OUT/9729/10) - Northern side of culvert to Heron Park
Nicholson Road Culvert Installation			\$29,475.60	PD 2008 (OUT/7588/07)
Contingency			\$293,059.08	Used by PB in their estimates

Emerson Stewart advise pipe work still required because topography adjacent to

Sub Total \$2,103,015.08

DCA03 7d Balannup Maintenance

7d Maintenance works in Balannup Drain.

TOTAL COST \$155,206.00 Fixed cost - see Infrastructure Cost Schedule 2008 for cost breakdown

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ICS 2013

Arterial Drainage

DCA03 7e Water Management Initiatives

7e A contribution to the cost of providing pre and/or post development water quality data, monitoring and Water Management initiatives as specified in the Infrastructure

TOTAL COST \$3,007,383.31 Approach proposed is that DCP responsible for Local Water Management Strategy post development monitoring &

Item	Cost	Information source
North Forrestdale Stage 1 Structure Plan LWMS	\$164,239.77	FD 2008 (OUT/639/08)
Surface and Groundwater Monitoring Costs to August 2006	\$50,965.77	FD 2008 (OUT/639/08)
SP Central Surface water monitoring point installation (Western end Lot 53 Skeet) - Channel upgrade to provide required smooth flow	\$6,720.00	FD 2009 (Authority records) Works by COA Technical Services
SP Central, East & Brade - LWMS Surface & Ground Water Monitoring Costs	\$1,106,448.00	INT/6363/13 Based on advice from MW- Sampling and Analysis Plan
SP South East and SP South - Establishment and LWMS monitoring ground and surface water monitoring	\$906,684.00	INT/6363/13 Based on advice from Sampling and Analysis Plan JDA IN/5693/09 & IN/5694/09
Community Education Scoping Document	\$3,140.91	FD 2007 (Authority records)
Community Education Year 2008	\$7,500.00	FD 2008 (E/2055/08)
Community Education Year 2009	\$37,351.66	FD 2009 (Authority records)
Community Education Year 2010	\$20,148.34	FD 2010 (IN/6369/09)
Community Education Year 2011	\$10,000.00	FD 2011 (OUT/2637/11)
Community Education to 2019	\$295,056.57	Increased by CPI 1.4%, initial per lot ratio
Signage to explain drainage system to residents	\$40,000.00	Required so residents understand areas may be underwater for periods of time following rainfall. New item resulting from complaints in 2009
Contingency (15% Estimated costs)	\$353,128.29	
Sub Total - Fixed Costs	\$300,066.45	
Sub Total - Estimated Costs	\$3,007,383.31	

DCA03 7f James Drain Land Acquisition

7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain

TOTAL COST \$982,222.30
Legal Advice Cost of Acquiring Easements and Land \$55,454.43 3.2% WALGA LGC Forecast

James Drain Land Acquisition

Description	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 45 Wright Rd	525	3675	\$78.75	\$289,406.25	\$318,346.88	Main arterial drainage corridor SP South. Advice from Emerson
Lot 58 Armadale Rd	545	3760	\$81.25	\$305,500.00	\$336,050.00	
Lot 58 Armadale Rd	155				\$70,246.00	FD 2013 OUT/6175/12
Lot 10 Armadale Rd	135	1050	\$72.50	\$78,300.00	\$86,130.00	
Lot 3/4 Armadale Rd	110	850	\$71.25	\$62,700.00	\$68,970.00	
Lot 12 Armadale Rd	80	600	\$71.25	\$42,750.00	\$47,025.00	
Sub Total	1550	9995			\$926,767.66	

DCA03 7g James Drain Administration

7g 100% of the cost of implementing administrative measures to ensure access in perpetuity along James Drain from Armadale Road to Commercial Road for the City of

TOTAL COST \$0.00 Covered by General Works (CI 3.6.2) Covered by General Works (CI 3.6.2)

DCA03 7h James Drain Realignment

7h Initial maintenance works in James Drain from the northern boundary of Armadale Road to Forrestdale Lake including upgrading of the drainage channel and including

TOTAL COST \$691,785.47

James Drain reinstatement	\$133,090.63	3.2% WALGA LGC Forecast - Reinstatement to provide an even grade between the existing road crossings at Armadale Road, Nicholson Road, Swamp Road and Commercial Road (2.000m is above invert level to provide an even grade between road crossings) Advice from Emerson Seward (E/1326/09)
James Drain Swamp Road Alignment	\$361,200.00	3.2% WALGA LGC Forecast - Includes cost to realign Swamp Road and construct drain. (E/23199/10)
James Drain Maintenance/destling	\$107,261.95	3.2% WALGA LGC Forecast - Cost per annum for 5 years (E/23199/10)
Contingency (15%)	\$90,232.89	
TOTAL	\$691,785.47	

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ICS 2013

Community facilities

COMMUNITY FACILITIES COST \$21,295,797.16

Item	Total
8a	\$860,177.29
8b	\$3,763,353.13
8c	\$1,677,451.46
8d	\$273,080.82
8e	\$3,800,000.00
8f	\$0.00
8g	\$4,304,558.95
8h	\$6,617,175.51

Included as consolidated projects under associated Multi Purpose Facility Item

DCA03 8a District Sporting Field Contribution

8a A contribution to the cost of provision of sporting facilities for district sporting facilities, including change rooms, toilets, associated facilities and a multiple purpose sporting oval.

TOTAL COST \$860,177.29 Increased as per Community Services advice

DCA03 8b Piara Waters (North) Community & sporting Facility

8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.

TOTAL COST \$3,763,353.13

Total Project Cost \$6,193,128.45 CoA and DCP project:

Total Cost CoA Project \$5,803,578.45 Excluding DCP reimbursement to developer

Item	Notes
Concept plan design and documentation	\$25,740.00 PD 2010 - Fixed Cost (OUT/6176/09 & TEN/31/09)
Fees Stage 1 & 2	\$17,756.00 PD 2012 - Fixed Cost
Preliminaries	\$436,668.95
Building	\$2,300,000.00
Head Works	\$50,000.00
Playground	\$170,000.00
Floodlighting	\$315,000.00
Cricketer Nets & AFL Goal Posts	\$110,000.00
Cricketer Wicket	\$9,000.00
Project management, design and documentation and fitout associated with building	\$380,000.00
Parking	\$342,900.00
Bin Store	\$5,000.00
Landscaping	\$302,404.00
Site Furniture	\$75,000.00
Irrigation	\$131,178.00
Drainage Swales and Silcrete	\$176,407.50
Other Contribution	-\$1,429,775.32
Stage 2 Grant	-\$500,000.00
Sub-total No.1	\$2,873,603.13

Project under construction - INT/8747/12 Funding model in place, budget control Director City Projects, Piara Waters (North) Community and Sporting Facility Cost Estimate Schedule - INT/7596/10 & INT/3816/11.

Oval 50% Funding (Item 8f)	
Former Lot 48 - Piara Waters (North) Community & Sporting Facility - SP Central	\$1,000,000.00
Stage 1 Grant - CSRFF	-\$500,000.00
Sub-total No.2	\$500,000.00

Schedule 13B funding under Item 8f for 50% oval, consolidated as project with building under Item 8b during advertising Draft: ICS 2011

Reimbursements City Project	
Project Management Cost to Date Reimbursement May 2012	\$167,998.13 PD 2012 INT/9384/12 Formal Claim
Project Management Cost to Date Reimbursement July 2012	\$28,500.00 PD 2012 INT/15106/12 & INT/15107/12 Formal Claim
Project Cost to Date Reimbursement January 2013	\$394,887.49 PD 2013 INT/1755/13 & INT/1755/13
Project Cost to Date Reimbursement April 2013	\$350,746.44 PD 2013
Total Reimbursements to date	\$941,932.06
Reimbursements Remaining (Funding under Item 8f additional)	\$2,431,671.07

Works outside City project:	
Earthworks (not covered under City project: funds)	\$389,650.00 Preliminary Site fill works above AAMGL, shared cost with Developer

TOTAL \$3,763,353.13

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ICS 2013

Community facilities

DCA03 8c Baker's House Community Facility

8c 100% of the total cost to acquire the land and existing building on Lot 49 Keane Road and 72% of the cost of the refurbishment of the existing homestead dwelling, car parking, playground and landscaping for a community facility.

TOTAL COST \$1,677,451.46

Building and land cost

Item	Notes
Building Purchase	\$150,000.00 PD 2007 & 2008 as per legal agreement (Authority records)
Land Acquisition(4019sqm)	\$442,050.00 PD 2009 (OUT/6002/08)
Sub-total	\$592,050.00

Refurbishment of existing homestead	
Total Refurbishment Cost	\$1,193,379.00
Reimbursement City Project 1	\$66,738.81 PD 2012 (INT/9395/12)
Reimbursement City Project 2	\$13,744.18 PD 2012 (INT/15106/12 & INT/15195/12)
Reimbursement City Project 3	\$62,795.04 PD 2013 (INT/22304/12 & INT/22566/12)
Reimbursement City Project 4	\$649,025.85 PD 2013 (INT/1754/13 & INT/1758/13)
Final Reimbursement City Project	\$40,827.14 PD 2013 (INT/8925/13 & INT/8926/13)
28% Contribution (Other) Cost	-\$334,286.12 Lotterywest Grant Funding
Total Reimbursements	\$853,131.02

Prior Fixed Costs	
Kitchen	\$16,823.01 PD 2009 (INT/11602/08)
Curtains and downpipes	\$4,633.20 PD 2009 (INT/11602/08)
Re-roofing and lighting	\$7,497.00 PD 2009 (OUT/9630/09)
Alarm system	\$590.40 PD 2009 (INT/11602/08)
Roller blinds	\$1,277.02 PD 2009 (INT/11602/08)
Sewerage connection	\$7,293.60 PD 2009 (INT/11602/08)
Air conditioning	\$12,429.81 PD 2009 (INT/11602/08)
Ecosmart fireplace	\$13,666.32 PD 2009 (INT/11602/08)
Connect water	\$5,400.00 PD 2009 (INT/11602/08)
Connect power	\$12,890.53 PD 2009 (INT/11602/08)
Service Connections	\$1,514.16 PD 2009 (INT/11602/08)
Connect broadband	\$9,556.80 PD 2009 (INT/11602/08)
Car Parking	\$53,652.78 PD 2009 (INT/11602/08)
Landscaping	\$57,454.81 PD 2009 (INT/11602/08)
Development Application Fee	\$3,755.00 PD 2012
Playground	\$29,796.00 PD 2013 (INT/5671/13)
DCCP Fixed costs	\$232,230.44 Total Fixed Cost of Items

TOTAL COST to scheme \$1,677,451.46

DCA03 8d Carey Baptist College Community Use

8d Contribution towards the provision of sporting facilities at Carey Baptist College - Lot 1000 Wright Road to provide public sporting facilities including 50% of the cost of car parking, change rooms and toilets.

TOTAL COST	\$273,080.82 Increased by 5% as per Community Facilities advice
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ICS 2013

Community facilities

DCA03.8e Harrisdale North & Piara Waters South East Community Facility

8e 100% of the total cost to construct change rooms, car parking and toilet block associated with active recreational uses on two sites of public open space identified on the Structure Plan abutting proposed primary schools.

Harrisdale North - Site A	\$1,700,000.00
South East - Site B	\$2,100,000.00
TOTAL COST	\$3,800,000.00

Harrisdale North Site A TOTAL \$1,700,000.00

Total Project Cost including external funding \$2,830,000.00 Advice Community Infrastructure Manager INT/6497/13
Total Other Funding -\$1,130,000.00

Multi purpose Facility Item	Notes
Building - Sporting pavilion/ community meeting place	Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	Potential CSRFF Grant Funding component or CoA contribution
Sub-total No.1	\$1,100,000.00

Harrisdale North Site A (1001 Wright Rd)	\$1,200,000.00	Total Cost of Shared Oval Construction, Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	-\$400,000.00	Potential DoE contribution towards shared oval
	-\$200,000.00	Potential CSRFF Grant Funding component or CoA contribution
Sub-total No.3	\$600,000.00	
TOTAL	\$1,700,000.00	

South East Site B TOTAL \$2,100,000.00

Total Project Cost including external funding \$9,570,000.00 Advice Community Infrastructure Manager INT/6497/13
Total Other Funding -\$1,470,000.00

Multi purpose Facility Item	Notes
Building - Sporting pavilion/ community meeting place	Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	Potential CSRFF Grant Funding component or CoA contribution
Sub-total No.1	\$1,200,000.00

Harrisdale North Site A (1001 Wright Rd)	\$1,800,000.00	Total Cost of Shared Oval Construction, Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	-\$600,000.00	Potential DoE contribution towards shared oval
	-\$300,000.00	Potential CSRFF Grant Funding component or CoA contribution
Sub-total No.3	\$900,000.00	
TOTAL	\$2,100,000.00	

DCA03.8f Playing Field Development

8f 50% of the total cost to construct a senior multiple purpose sporting oval adjoining each of the public primary schools and on Lot 48 Nicholson Road.

TOTAL COST \$0.00
Included under relevant items for consolidated projects i.e. 8b, 8e & 8g

Only available for senior ovals partly on public open space with a

Construction Costs

Location	50% cost	Full Cost
Harrisdale North Site A (1001 Wright Rd)	50% Funding of Oval construction included under Item 8e	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSRFF Grant Funding component or CoA contribution
Piara Waters South East Site B (21 Nicholson Rd)	50% Funding of Oval construction included under Item 8e	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSRFF Grant Funding component or CoA contribution
Piara Waters (South) Community & Sporting Facility Site C (45 Wright/58 Armadale)	50% Funding of Oval construction included under Item 8g	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSRFF Grant Funding component or CoA contribution
Piara Waters (North) Community & Sporting Facility (Former Lot 48 Wright)	50% Funding of Oval construction included under Item 8b	Total Cost of Shared Oval Construction
Stage 1 Grant - CSRFF		City notified of successful grant application received curing advertising Draft ICS 2011

Sub-total - construction \$0.00 Included under relevant items for consolidated projects i.e. 8b, 8e & 8g

Design fees (3.6.2.d)

Preliminary design brief and 15% design PD 2009 Costed to 3.6.2 Schema costs G (d)

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ICS 2013

Community facilities

DCA03 8g Piara Waters (South) Community & Sporting Facility

8g 100% of the cost of building a combined sporting pavilion / community meeting rooms on the proposed public open space in the area known as Structure Plan (SP) South, inclusive of change rooms, toilets, storage, community meeting space, car parking, a playground and landscaping, minus any probable or received grant funding.

TOTAL COST \$4,304,558.95
Total Project Cost including external funding \$6,200,000.00

Multi purpose Facility Item	Notes
Building - Sporting pavilion/ community meeting place	INT/7552/10 - Community and Sporting Facility 1,000sqm at \$3,500per sqm. Advice Director City Projects based INT/3698/11 - no increase from 2010.
Probable grant component	Assume 25% of costs, rounded to nearest \$100, advice from Recreation Facilities Planning Coordinator.
Sub-total No.1	\$2,345,000.00

Non-grant funded component	Notes
Project management, design and documentation and fitout associated with building	Advice Director City Projects September 2011 INT/16885/11
Car parking	\$363,763.00 Advice Manager Civil Works INT/17069/11, based on construction cost 100
Landscaping	\$104,000.00 Advice from Manager Parks INT/7702/10, area of landscaping 1,600sqm.
Playground	\$170,000.00 Advice from Manager Parks INT/7702/10, Playground and associated
Contingency	\$281,334.90 Contingency - Non grant funded items only
Sub-total No.2	\$1,219,117.90

Playing Field 50% Funded	Notes
Primary School Site C - 45 Wright/58 Armadale - Piara Waters (South) Community & Sporting Facility - SP South	Schedule 13B funding under Item 8f for 50% oval, consolidated as project with building under Item 8g
External Funding Sources	Potential DoE contribution towards shared oval or CoA contribution
Sub-total No.3	-\$240,441.05 \$740,441.05 Potential CSRF Grant Funding Component

TOTAL \$4,304,558.95

DCA03 8h Harrisdale (East) Community & Sporting Facility

8h 100% of the cost of building a combined sporting pavilion / community building on the proposed open space in the area known as Structure Plan (SP) East, including, but not limited to, change rooms, ovals, toilets, storage, community meeting spaces, car parking, a playground, landscaping, irrigation, earthworks and site fill minus any probable or received grant funding, and any contribution obtained from the Department of Education for a shared oval facility as specified in the Infrastructure Cost Schedule.

TOTAL COST \$6,617,175.51

Item	Notes
Building - Sporting pavilion/ community meeting place	Based on Piara Waters (South) Advice Director City Projects INT/16885/11
Oval Sites/Playing Fields	Based on Frye Park, earthworks & site fill, irrigation costed below. Advice Director City Projects INT/16885/11
Contribution Earthworks and Site Fill for Oval and Surrounds	Based on Frye Park. Advice Director City Projects INT/16885/11
Project management, design and documentation and fitout associated with building	Based on Piara Waters (North) tender prices. Advice Director City Projects INT/16885/11
Car parking	\$363,538.13 Advice Manager Civil Works INT/17069/11, based on construction cost 100 car parking bays
Landscaping	\$104,000.00 Based on Piara Waters (South). Advice Director City Projects INT/16885/10
Playground	\$120,000.00 Advice Director City Projects INT/16885/11, Assume similar playground, associated amenities and infrastructure as at Piara Waters (North & South)
Contingency	\$744,288.68 Split per stages construction phase

Sub Total \$8,187,175.51

Grant/External funding Stage 1	-\$500,000.00
Grant/External funding Stage 2	-\$500,000.00
External/CoA Funding	-\$570,000.00

Sub Total -\$1,570,000.00

TOTAL \$6,617,175.51

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Sewer, power & CCWs

TOTAL SEWER & POWER \$3,322,789.23

TOTAL CCW \$1,550,838.44

Item	Total
9a	\$167,332.00
9b	\$654,899.50
9c	\$2,500,557.73

Item	Total
10a	\$1,550,838.44

9a 100% of the total cost to acquire the land for the sewer pump station buffer zone (public open space that is non-creditable) on Lot 49 Keane Road and Lot 50 Wright Road.

TOTAL COST \$167,332.00 Water corp to buy land for pump station, scheme to buy buffer only. Fixed cost.

Location	Final Value	Notes
49 Keane Rd	\$76,692.00	PD 2009 see OUI/3987/09
50 Wright Rd	\$90,640.00	PD 2009 see OUI/595/09
TOTAL	\$167,332.00	

9b Reimbursement of the portion of the cost of constructing the sewer pumping station and temporary pressure mains, which are not prefunded by the Water Corporation.

TOTAL COST \$654,899.50

Section/ works	Cost per m	Notes
Para Waters	\$542,419.10	PD 2010 (IE/5960/09) Wright/ Nicholson Rd to Bartram Rd (~ 3.4km) and a type 40 pump station
49 Keane Road	\$112,480.40	PD 2009 See OUI/4000/09; Covers Wright/ Nicholson Rd to Turtledevel/
TOTAL	\$654,899.50	

9c Contribution towards the cost to reconfigure the 132 KV power lines to an urban standard on current alignment as specified in the Infrastructure Cost Schedule. Other relocation costs to be met by individual subdividers.

TOTAL COST \$2,500,557.73

Increased CPI 1.4% - previous cost provided March 2007 (LEG/IN/13153). Note normal variation in Western Power quotes of plus or minus 30%, and this is a contribution.

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Western (Cannington to Marriot Road)				
49 Keane Rd	700		\$229,600.00	Western (Cannington to Marriot Road)
6 Nicholson Rd	810	\$384.39	\$311,356.04	Western (Cannington to Marriot Road)
2 Skeer Rd	740	\$384.39	\$284,448.73	Western (Cannington to Marriot Road)
22 Nicholson Rd (S2)	60	\$384.39	\$23,063.41	Western (Cannington to Marriot Road)
21 Nicholson Rd (S2)	960	\$384.39	\$369,014.57	Western (Cannington to Marriot Road)
Sub total	3270		\$1,217,482.75	

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Eastern (Cannington to Piniarra)				
50 Wright Rd	200		\$59,408.00	Eastern (Cannington to Piniarra)
49 Keane Rd	860		\$274,400.00	Eastern (Cannington to Piniarra)
6 Nicholson Rd	830		\$318,146.30	Eastern (Cannington to Piniarra)
2 Skeer Rd	380		\$17,271.80	Eastern (Cannington to Piniarra)
22 Nicholson Rd (S2)	420	\$327.79	\$137,671.18	Eastern (Cannington to Piniarra)
21 Nicholson Rd (S2)	620	\$327.79	\$203,228.89	Eastern (Cannington to Piniarra)
334 Armadale Rd (S2)	120	\$327.79	\$39,334.62	Eastern (Cannington to Piniarra)
Road reserves	180	\$327.79	\$59,001.94	Wright Road, Keane Rd & Hale Road
Sub total	3790		\$1,145,462.74	

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Southern (Wagerup to Alcoa Piniarra)				
800 & 54 Skeer Rd	225	\$384.39	\$86,488.14	Southern (Wagerup to Alcoa Piniarra)
5000 Rilly Rd	71	\$384.39	\$27,291.81	Southern (Wagerup to Alcoa Piniarra)
Road reserves	62	\$384.39	\$23,832.29	Southern (Wagerup to Alcoa Piniarra)
Sub total	358		\$137,612.24	
TOTAL	7358		\$2,500,557.73	

DCAO3 10a Conservation Category Wetlands

10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.

TOTAL COST \$1,550,838.44

Area (sqm)	Assessed Urban Value (per sqm)	Value at Assessed Urban Value	Assessed Value (62.5% of urban value - as per CI Value Paid	Value plus CI Allowance; or Value Paid
North Western Wetland				3.12.5
South Western Wetland				See below
Combined NW & SW Wetland				\$1,104,743.75
Eastern Wetland				See below
TOTAL				\$1,550,838.44

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ICS 2013

3.6.2 General Works

TOTAL COST \$1,480,726.75

Notes
All future costs to 2022 (9 years)

Item	Total	Notes
a	\$20,155.00	FD 2007 - Fixed Cost
b	\$348,482.17	Included under specified
c	\$613,880.75	Included under specified
d		
e		
f		
g	\$498,208.83	

(a) All costs incurred by the City associated with the preparation, processing and gazettal of the Development Contribution Plan No.3 and subsequent amendments, Infrastructure Cost Schedule and provisions under this scheme or former Town Planning Scheme No.2, including but not limited to any environmental assessment as required by the Department of Environmental Protection (DEP) and Environmental Protection Authority (EPA).

Repayment to City \$20,155.00 FD 2007

Fixed Cost

(c) Any compensation paid or payable for or in respect of the provision of any of the Common Infrastructure Works or facilities referred to in this Schedule, or in the administration of Part 6B and Schedule 13B of the Scheme for this Development Contribution Plan.

TOTAL COST \$348,482.17

(d) Any consulting fees agreed to by the City associated with designing and undertaking of the Common Infrastructure Works, including but not limited to surveying, engineering, planning, quotes and certification of estimated costs, environmental, project management and landscaping.

TOTAL COST \$913,880.75

Consulting fees included in Specified Works costs where practical

Year	Amount	Notes
2007	\$69,005.00	FD 2007 Scoping and preliminary design fees for roads - Stephenson consulting and Onus (Authority records)
2008	\$5,110.00	FD 2008 Re-costing Nicholson Rd & Ovals (OE/929/06) & Drainage (Emerson Stewart)
2009	\$35,088.75	FD 2009 - Armadale Rd 15d & e) and Ovals 15% design and costing
2010	\$16,535.00	SP South East and SP South - LWMS Sampling and Analysis Plan
2011	\$3,470.00	Finalisation of LWMS Sampling and Analysis Plan & Re-costing of Item 5c & 5d
2012	\$6.00	No charges financial year ending 30 June 2011
2013	\$10,087.00	FD 2012
2013	\$84,575.00	FD 2013 Part Financial Year Charge
Skeet Road Environmental	\$50,000.00	Environmental remediation studies in association with adjacent P&R Reserves

Future fees \$360,000.00 Cost estimate over 9 years till 2022

(g) All costs incurred by Council associated with the preparation, administration and management of the Development Contribution Plan and Infrastructure Cost Schedule including but not limited to bank charges, audit fees, office and sundry costs, legal expenses, valuation fees, reviews of land values and costs, caveat and conveyancing fees, Council staff salaries including a Co-ordinator/ Manager of the Development Contribution Plan, any interest costs incurred by Council in respect to loan funds required to provide timely implementation of any of the listed Common Infrastructure Works or related costs, any claims for injurious affection and the costs of establishing any required system to facilitate the administration and the ongoing management of Development Contribution Plan and Infrastructure Cost Schedule along with the specific requirements of the Scheme pertaining thereto.

TOTAL COST \$498,208.83

Cost estimate	Value	Basis
Bank charges	\$5,960.46	3.2% WALGA LGCI Forecast
Audit fees	\$72,148.20	
2007	\$4,048.20	FD 2007 Audit by Barry Robbins (Authority records)
2008	\$5,500.00	FD 2008 Audit 2008 to 2008 by Macri Partners (Authority records)
2009	\$2,800.00	FD 2009 Audit 2009 by Macri Partners (Authority records)
2010	\$2,900.00	FD 2010 Audit 2010 by Macri Partners (Authority records)
2011	\$3,500.00	FD 2011 Audit 2011 by Macri Partners (Authority records)
2012	\$4,000.00	FD 2012 Audit 2012 by Macri Partners (Authority records)
Future audit costs	\$49,000.00	Estimate of \$5500 per annum based on Audit by Macri Partners
Office costs		
Sundry	\$18,438.49	Included in Staff salaries and on-costs
Amd 12 Gazetteal	\$1,818.18	FD 2007
Sundry 2008	\$649.57	FD 2008 - Includes construction cost index
Sundry 2009	\$658.44	FD 2009 (Authority records)
Sundry 2010	\$712.04	FD 2010 (Authority records)
Sundry 2011	\$1,194.12	FD 2011 (Authority records)
Sundry 2012	\$1,706.14	FD 2012 (Authority records)
Future Sundry	\$11,700.00	
Legal expenses	\$140,058.24	
Legal advice	\$137.04	FD 2007
Legal advice for Deed of Agreement	\$2,156.70	FD 2008 - Deeds of release
Legal advice for Deed of Agreement	\$1,078.00	FD 2009 to 27 May 2009 (Authority records), Lot 53 Skeat
Settlement Fees	\$706.00	FD 2010 (Authority records)
Legal Advice	\$950.50	FD 2011 (Authority records)
Future legal costs	\$135,000.00	\$14,500 per annum
Valuation fees & reviews	\$235,765.76	
2007	\$23,061.21	FD 2007
2008	\$13,250.00	FD 2008
2009	\$20,500.00	FD 2009
2010	\$15,750.00	FD 2010 - updated during advertisement
2011	\$17,750.00	FD 2011
2011 No.2	\$10,454.55	FD 2012 - Amendment No. 64
Future valuation fees	\$135,000.00	Expect fewer valuations in future \$15,000 per annum
Caveat & conveyancing	\$35,000.00	
Staff salaries & on-costs	\$1,994,894.51	
2006	\$74,089.00	FD 2006 (Authority records)
2007	\$92,053.06	FD 2007 (Authority records)
2008	\$93,386.59	FD 2008 (Authority records)
2009	\$103,505.38	FD 2009 (Authority records)
2010	\$92,280.20	FD 2010 (Authority records)
2011	\$93,323.36	FD 2011 (Authority records)
2012	\$106,246.92	FD 2012 (Authority records)
Future on-costs	\$1,350,000.00	
Recruitment contingency	\$22,542.84	
Recruitment	\$2,542.84	FD 2010 (Authority records)
Future Recruitment Fees	\$20,000.00	Staff recruitment
Loan fees and interest	\$2,026,599.67	
Loan Fees	\$359,652.14	Covers when forced to do work early: 3.2% WALGA LGCI Forecast
2008	\$172,706.00	FD 2008
2009	\$234,735.63	FD 2009
2010	\$241,728.73	FD 2010
2011	\$512,184.45	FD 2011
2012	\$800,200.00	FD 2012
Part 2013	\$424,697.00	FD 2013

TOTAL \$498,208.83

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ICS 2013

ASSESSED VALUES

Only shows Assessed Values - Fixed costs and negotiated agreement prices not shown

Totals
Grand total
\$3,198,002.25

Scheme Text

1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.

DO NOT EDIT BELOW THIS LINE

Lots	Area (sqm)	Assessed Value (per sqm)	Cost	Value plus 10% for CI 3.12.5
Lot 106 (East) Wright Rd	245.6	\$150.00	\$36,840.00	\$40,524.00

\$40,524.00

3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forresdale town centre

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
6 Nicholson Rd	525.00	\$108.00	\$56,700.00	\$62,370.00
21 Nicholson Rd (SP SE)	830.00	\$84.600	\$702,180.00	\$772,398.00
6 Nicholson Rd (SP South)	1037.00	\$85.00	\$88,145.00	\$96,959.50
5 Nicholson Rd (SP South)	442	\$100.00	\$44,200.00	\$48,620.00
4 Nicholson Rd (SP South)	259	\$210.00	\$54,390.00	\$59,829.00
3 Nicholson Rd (SP South)	101	\$300.00	\$30,300.00	\$33,330.00
2 Nicholson Rd (SP South)	110	\$250.00	\$27,500.00	\$30,250.00
13 Mason Road	581.00	\$90.00	\$52,290.00	\$57,519.00
48 Wright Rd	980.00	\$95.00	\$93,100.00	\$102,410.00
15 Wright Rd	111.00	\$92.50	\$10,267.50	\$11,294.25

\$1,274,979.75

5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
Lot 35 Taylor Rd	155	\$17.83	\$2,731.88	\$3,005.06
Lot 45 Wright Rd	2333	\$78.75	\$183,723.75	\$202,096.13

\$205,101.19

7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
14 Mason Rd	311	1,451.8800	\$92.50	\$147,728.79
15 Wright Rd	239	1,251.0000	\$92.50	\$127,289.25
48 Wright Rd	145	562.6000	\$90.00	\$55,687.40
East of MRS P&R to Forresdale Main Drain (Lot 67)	360	11,520.0000	\$18.50	\$234,432.00

\$565,147.44

7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain north of the Armadale Road and James Drain south of Armadale Road to Forresdale Lake, as identified in the adopted Infrastructure Cost Schedule.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
Lot 45 Wright Rd	525	3,675.0000	\$78.75	\$818,346.88
Lot 58 Armadale Rd	545	3,760.0000	\$81.25	\$336,050.00
Lot 10 Armadale Rd	135	1,080.0000	\$72.50	\$86,130.00
Lot 3/4 Armadale Rd	110	880.0000	\$71.25	\$68,970.00
Lot 12 Armadale Rd	80	600.0000	\$71.25	\$47,025.00

\$856,521.88

12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value
Lot 500 Balannup Rd	18.00	\$45.00	\$810.00	\$891.00
Lot 509 Balannup Rd	1147.00	\$45.00	\$51,615.00	\$56,776.50
Lot 510 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 511 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 512 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 513 Balannup Rd	418.00	\$42.50	\$17,765.00	\$19,541.50
Lot 514 Balannup Rd	436.00	\$42.50	\$18,530.00	\$20,383.00
Lot 173 Balannup Rd	1796.00	\$45.00	\$80,820.00	\$88,902.00

\$248,567.00

14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value
Lot 515 Skeet Rd	186.00	\$35.00	\$6,510.00	\$7,161.00

\$7,161.00

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DRAFT ICS 2013

DRAFT INFRASTRUCTURE COST SCHEDULE

Contents

<i>Clause 3.4.2 - Calculation of Contribution Cost Per Lot</i>
<i>Clause 3.4 - Calculation of Payments to date "B" and Estimated lot Yield "D"</i>
<i>Clause 3.3 - Deductions from Development Contribution Area</i>
<i>Clause 3.6 Common Infrastructure Works - Calculates "A"</i>
<i>Common Infrastructure Works - Summary</i>
<i>Clause 3.6.3 Specified Works</i>
<i>Arterial Roads</i>
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<i>Community facilities</i>
<i>Sewer, power and CCW's</i>
<i>Clause 3.6.2 General Works</i>
<i>Clause 3.12.3 Proposed values</i>

Calculation of Contribution Cost Per Lot		Notes
A = Gross cost of Common Infrastructure Work	\$88,658,567.41	Clause 3.6 Calculation of "A"
B = Payments to Date	\$39,066,961.99	
C = Common Infrastructure Work Cost	\$49,591,605.43	C = A - B
D = Estimated Lot Yield (unsubdivided balance)	3,571	Calculated at 10.6 lots per hectare excluding land uses in Clause 3.3 of Schedule 13B and Clause 6B.4.4. See worksheet Clause 3.4 Calculation of "B" and "D" and Clause 3.3 Deductions from Development Contribution Area
E = Contribution Cost Per Lot	\$13,887.42	E = C/D

DRAFT INFRASTRUCTURE COST SCHEDULE 2013

DRAFT ICS 2013

Clause 3.4 - Calculation of "B" and "D"

Calculation Date	Parent Lot	Location and Area in DCA 03				Net Area for calculation of B & D				Calculation of "B" (Insert Unsubdivided area first - Column O)				Calculation of "D"			
		Parcel area in DCA No 3 (see TFS 4 Special Control Area Map 3) (sqm)	C3.3 Deductions (sqm) (see over for calcs)	Parcel area in DCA No 3 minus C3.3 deductions (sqm)	Net Area for Lot Yield Calc (ha)	Lots produced (at or from last calculation date)	Area within which Lots Produced (ha)	Density	Contribution Cost Per Lot	No of Lots for Calculation of "B"	"B" = No Lots x Contribution Cost Per Lot and Nominal Contributions	Unsubdivided area of Lot (ha) at calculation date	Unsubdivided area of Lot (ha) at 4 April 2013	Unsubdivided area source & notes	"D" at 10 lots per ha		
07-Sep-11	SP Central 2 Scent Rd	150,178,404	16,203,36	133,975,04	13.3975	0	0.0000			0.00	\$0.00	13.3975			10.60		
04-Apr-13						125	10.1693	12.2919	\$13,577.03	101.69	\$1,380,689.51	3.2282	DP76205 Powerline basement not yet ceded so	34.22			
12-May-08	3 Nicholson Rd	97,403,845	0.00	97,403,85	9.7404	39	8.7234	4.4707	\$9,575.80	39.00	\$373,456.20	1.0170	DP60224				
27-May-09	4 Nicholson Rd	107,521,531	0.00	107,521,53	10.7522	189	10.7522	17.5779	\$9,575.80	187.52	\$1,029,604.68	0.0000					
26-May-10	3 Nicholson Rd					18	0.6785	26.5291	\$9,939.33	6.79	\$67,438.35	0.3385	DP63370 & DP64793				
13-Jun-11	3 Nicholson Rd					35	1.6363	21.3897	\$11,504.29	16.36	\$188,244.70	0.0000	DP65277	0.00			
13-Jun-11	6 Nicholson Rd	481,758,351	8,195.13	473,563,22	47.3563	112	7.8694	14.2323	\$11,504.29	78.69	\$905,321.14	39.4869	DP71171				
07-Sep-11	6 Nicholson Rd					121	6.1047	19.8208	\$12,678.87	61.05	\$774,006.98	33.3822	DP71201 & DP71793				
04-May-12	6 Nicholson Rd					138	12.7366	10.8349	\$12,678.87	127.37	\$1,614,856.96	20.6456	DP71201 & DP71793				
04-Apr-13	6 Nicholson Rd					107	5.6877	18.8125	\$13,577.03	56.88	\$772,220.74	14.9579	DP71793	158.55			
13-Jun-11	13 Hason Rd	277,277,135	0.00	277,277,14	27.7277	0	0.0000			0.00	\$0.00	27.7277	DP76544	293.91			
27-May-09	14 Hason Rd	238,901,625	0.00	238,901,63	23.8902	0	0.0000			0.00	\$0.00	23.8902					
26-May-10	14 Hason Rd					124	13.2192	9.3803	\$9,939.33	124.00	\$1,232,476.92	10.6710	DP65201 Lot 9040				
46 Wright Rd						0	0.0000			0.00	\$0.00	27.0820					
13-Jun-11	14 Hason & 46 Wright Rd	310,820,138	40,000.00	270,820,14	27.0820	200	10.9893	18.1995	\$11,504.29	109.89	\$1,264,242.53	26.7637	DP65219				
04-May-12	14 Hason & 46 Wright Rd					67	4.5400	14.7577	\$12,678.87	45.40	\$575,620.70	22.2237	DP73710				
04-Apr-13	14 Hason & 46 Wright Rd					127	8.9202	14.2373	\$13,577.03	89.20	\$1,211,098.23	13.3035	DP76569	141.02			
15 Wright Rd																	
48 Wright Rd																	
12-May-08	15 & 48 Wright Rd	382,814,438	64.00	382,750,44													
		210,419,033	876.00	209,543,03													
						198	23.9926	6.2525	\$9,575.80	188.00	\$1,896,008.40	35.237	DP 58082				
27-May-09	15 & 48 Wright Rd					170	9.0036	18.8813	\$10,376.34	90.04	\$934,244.15	26.233	DP 50975				
26-May-10	15 & 48 Wright Rd					68	18.7949	3.6180	\$9,939.33	68.00	\$675,874.44	16.442	DP63326				
13-Jun-11	15 & 48 Wright Rd					56	2.2302	25.1099	\$11,504.29	22.30	\$256,566.68	14.212	DP63326	150.64			
12-May-08	49 Keane Rd	538,206,000	31,238.91	506,967,09	50.6967	230	23.2504	9.8923	\$9,575.80	230.00	\$2,202,434.00	27.4463	DP 59398				
27-May-09	49 Keane Rd					149	9.6927	15.3274	\$10,376.34	96.93	\$1,005,747.51	17.7636	DP63035				
26-May-10	49 Keane Rd					116	22.8868	5.0698	\$9,939.33	116.00	\$1,152,962.28	4.5655	DP63036				
13-Jun-11	49 Keane Rd					33	4.5655	11.6088	\$11,504.29	45.66	\$252,228.36	0.0000	DP70108	0.00			
12-May-08	50 Wright Rd	538,575,005	0.00	538,575,01	53.8575	358	34.1453	10.4846	\$9,575.80	341.45	\$3,369,685.69	13.7122	DP 57664 & DP 57670				
27-May-09	50 Wright Rd					14	1.4419	9.7094	\$10,376.34	14.00	\$145,268.76	18.2703	DP 57664				
26-May-10	50 Wright Rd					28	18.2203	12.4793	\$9,939.33	182.70	\$1,813,945.41	0.0000	DP 58941 & DP 58940	0.00			
26-May-10	50 Wright Rd					2	0.0000		\$9,939.33	2.00	\$19,878.66	0.0000					
27-May-09	113 Warton Rd	145,657,995	40,000.00	105,658,00	10.5658	0	0.0000			0.00	\$0.00	10.5658					
27-May-09	114 Warton Rd	65,353,803	59,351.15	6,002.65	0.6003	1	0.2983	3.3523	\$10,376.34	1.00	\$10,376.34	0.3020	SUB713190				
08-Apr-11	113 & 114 Warton Rd					32	3.1790	10.0661	\$9,939.33	31.79	\$315,971.30	10.0113	DP65356				
13-Jun-11						42	4.0428	10.3889	\$11,504.29	40.43	\$465,091.44	5.9685	DP 66788				
04-May-12						2	0.0000		\$12,678.87	2.00	\$25,357.74	5.8111	DP 69461				
04-Apr-13						61	3.4918	17.4695	\$13,577.03			2.3193	DP74553 & DP72816	24.58			
13-Jun-11	143 Warton Rd	267,348,276	0.00	267,348,28	26.7348	0	0.0000			0.00	\$0.00	26.7348	DP72816	283.39			
27-May-09	151 Wright Rd	91,593,000	0.00	91,593,00	9.1593	0	0.0000			0.00	\$0.00	9.1593					
26-May-10	151 Wright Rd					120	9.1593	13.1014	\$9,939.33	91.59	\$910,373.05	0.0000	DP 65130 & DP 66319	0.00			
27-May-09	153 Wright Rd	90,515,000	0.00	90,515,00	9.0515												
154 Hason Rd		65,606,000	0.00	65,606,00	6.5606												
12-May-08	Lot 153 & 154 Combined					103	9.6062	10.7222	\$9,575.80	96.06	\$919,870.50	6.0059	DP 58901 Lot 9000				
13-Jun-11	Lot 153 & 154 Combined					34	2.1443	15.8560	\$11,504.29	21.44	\$496,686.49	3.8616	DP68123				
07-Sep-11	Lot 153 & 154 Combined					48	3.8616	12.4301	\$12,678.87	38.62	\$485,607.24	0.0000	DP71428	0.00			
12-May-08	388 Wright Rd	373,501,117	12,017.00	311,484,12	31.1484	338	31.1484	10.8513	\$9,575.80	311.48	\$2,982,705.61						
27-May-09	388 Wright Rd					6	0.0000		\$10,376.34	6.00	\$62,258.04						
26-May-10	388 Wright Rd					2	0.0000		\$9,939.33	2.00	\$19,878.66						
04-May-12	388 Wright Rd					1	0.0000		\$12,678.87	1.00	\$12,678.87	0.0000		0.00			
13-Jun-11	1000 Wright Rd	120,011,000	120,011.00	0.00	0.0000					0.00	\$26,550.00	0.0000		0.00			
13-Jun-11	1001 Wright Rd	115,675,000	115,675.00	0.00	0.0000					0.00	\$0.00	0.0000		0.00			
13-Jun-11	Water Corp Main Corridor	56,901,958	56,901.96	0.00										0.00			
		4,676,038,654	500,533,51	4,175,505,15	417,5505	3834	337,2267	11,3692			\$31,776,533.24			1,086.32			

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Clause 3.4 - Calculation of "B" and "D"

Calculation Date	Parent Lot	Location and Area in DCA 03	Net Area for calculation of B & D			Calculation of "B" (Insert Unsubdivided area first - Column O)				Calculation of "D"							
			Parcel area in DCA No 3 (see TFS 4 Special Control Area Map 3) (sqm)	CI 3.3 Deductions (sqm) (see over for calcs)	Parcel area in DCA No 3 minus CI 3.3 deductions (sqm)	Net Area for Lot Yield Calc (ha)	Lots produced (at or from last calculation date)	Area within which Lots Produced (ha)	Density	Contribution Cost Per Lot	Contribution Cost Per Lot	No of Lots for Calculation of "B"	"B" = No Lots x Contribution Cost Per Lot and Nominal Contributions	Unsubdivided area of Lot (ha) at calculation date	Unsubdivided area of Lot (ha) at 4 April 2013	Unsubdivided area source & notes	"D" at 10 lots per ha
13-Jun-11	SP South East	334 Armadale Rd (SP SE)	118,993.244	101,463.00	17,530.24	1.7530		0.0000			\$0.00	1.7530	\$0.00	1.7530	1.7530		19.58
13-Jun-11	SP South East	21 Nicholson Rd (SP SE)	388,401.000	28,299.00	360,102.00	36.0102		0.0000			\$0.00	36.0102	\$0.00	36.0102	36.0102		381.71
27-May-09	SP South East	473,912.000	30,412.55	443,499.45	44.3499								45,352.9				
13-Jun-11	SP South East	22 Nicholson Rd (SP SE)					145	11.9670	12.1167	\$11,504.29	119.67		\$1,376,718.38	33.3859		DP67676	
07-Sep-11	SP South East	22 Nicholson Rd (SP SE)					95	4.6189	20.5677	\$11,504.29	46.19		\$531,371.65	28.7670		DP70607 & DP70622	
04-Apr-13	SP South East	22 Nicholson Rd (SP SE)					95	9.7474	9.7462	\$13,577.03	95.00		\$1,289,817.85	19.0196		DP67676 & DP71324 & DP75963	201.61
	Totals SP SE		981,306,244	160,174.55	821,131.69	82.1132	240.00	16.59	14.47				3,197,907.89				601.90
13-Jun-11	SP South	12 Pira - Former Mason (SP South)	40,140.509	13,454.00	26,686.51	2.6687		0.0000					\$0.00	2.6687	2.6687		28.29
13-Jun-11	SP South	6 Nicholson (SP South)	98,965.833	582.84	98,383.00	9.8383		0.0000					\$0.00	9.8383	9.8383		104.29
13-Jun-11	SP South	5 Nicholson (SP South)	11,776.792	433.75	11,343.04	1.1343		0.0000					\$0.00	1.1343	1.1343		12.02
13-Jun-11	SP South	4 Nicholson (SP South)	10,998.000	1,857.18	9,140.82	0.9141		0.0000					\$0.00	0.9141	0.9141		9.69
13-Jun-11	SP South	31 Armadale Rd	10,960.181	1,344.50	9,615.68	0.9616		0.0000					\$0.00	0.9616	0.9616		10.19
13-Jun-11	SP South	30 Armadale Rd	25,500.076	2,787.90	22,712.18	2.2712		0.0000					\$0.00	2.2712	2.2712		24.07
13-Jun-11	SP South	12 Armadale Rd	87,803.888	0.00	87,803.89	8.7804		0.0000					\$0.00	8.7804	8.7804		93.07
13-Jun-11	SP South	11 Armadale Rd	49,237.336	1,728.90	47,508.44	4.7508		0.0000					\$0.00	4.7508	4.7508		50.36
13-Jun-11	SP South	10 Armadale Rd	49,974.508	0.00	49,974.51	4.9975		0.0000					\$0.00	4.9975	4.9975		52.97
13-Jun-11	SP South	8 Armadale Rd	343,828.123	27,080.70	316,747.42	31.6747							\$0.00	31.6747			
04-Apr-13	SP South	58 Armadale Rd					167.00	12.5892	13.27	\$13,577.03	125.89		\$1,709,245.20	19.0855		DP75730 Powerline easement not yet ceded so still deducted	202.31
13-Jun-11	SP South	Road Reserve	15,539.362	5,036.10	10,503.26	1.0503		0.0000					\$0.00	1.0503	1.0503		11.13
13-Jun-11	SP South	45 Wright	391,075.955	49,930.60	341,145.36	34.1145		0.0000					\$0.00	34.1145	34.1145		361.61
13-Jun-11	SP South	25 Wright	4,285.321	308.30	3,977.02	0.3977		0.0000					\$0.00	0.3977	0.3977		4.22
27-May-09	SP South	30 Wright	20,566.184	0.00	20,566.18	2.0566		0.0000					\$0.00				0.00
13-Jun-11	SP South	30 Wright					1	0.2323	4.3048	\$11,504.29	1.00		\$11,504.29	1.8325	1.8325	DP68108	19.42
13-Jun-11	SP South	4 Wright	14,668.191	0.00	14,668.19	1.4668		0.0000					\$0.00	1.4668	1.4668		15.55
13-Jun-11	SP South	5 Wright	18,826.263	0.00	18,826.26	1.8826		0.0000					\$0.00	1.8826	1.8826		19.96
13-Jun-11	SP South	6 Wright	29,148.911	0.00	29,148.91	2.9149		0.0000					\$0.00	2.9149	2.9149		30.90
13-Jun-11	SP South	7 Wright	35,309.495	12,591.00	22,718.50	2.2718		0.0000					\$0.00	2.2718	2.2718		24.08
	Totals SP South		1,258,604.928	117,135.76	1,141,469.16	111.4783	168.00	12.82	13.10				\$1,720,749.49				1,074.14
	SP East																
		5000 Reilly Rd (Balannup Drain Reserve)	30,603.000	30,603.00	0.00	0.0000		0.0000					\$0.00	0.0000	0.0000		0.00
		800 Street Rd	538,547.000	0.00	538,547.00	53.8547		0.0000					\$0.00	53.8547			
		54 Street Rd	538,391.000	139,400.00	398,991.00	39.8991		0.0000					\$0.00	39.8991			
		Lot 800 Street & 54 Street Combined					250.00	17.4690	14.31	\$13,577.03	174.69		\$2,371,771.37	76.2848	76.2848	DP76208 School Sites included as yet to be ceded	808.62
	Totals SP East		1,107,541.000	170,003.00	937,538.00	93.7538	0.00	0.00	n/a				\$2,371,771.37				808.62
	GRAND TOTAL		8,023,499.826	847,846.82	7,075,644.00	704.90	4,242.00	166.6341	11.5701				\$39,056,961.99				3,570.97

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Clause 3.3 Deductions from Development Contribution Area

Location and Area	Nominal contribution areas (sqm) (Sch 13B Cl 3.3)	CCWs (Sch13B Cl 3.3)	Drainage Reserves (Sch13B Cl 3.3)	Public Utility Sites (Cl 6B4.4 (c) & Sch13B Cl 3.3)	Community purpose sites (Sch13B Cl 3.3)	Common Infrastructure Sites (Sch13B Cl 3.3)	Primary & Other Regional Roads (Cl 6B4.4 (a - e))	Road notes	Government Schools (Cl 6B4.4 (c))	Other Developments (Cl 6B4.4 (e))	Notes	Total Deductions (area in sqm)	Notes
Parent Lot													
SP South East	101,463.00											101,463.00	
334 Armadale Rd (SP SE)													
21 Nicholson Rc (SP SE)							13,299.00	Nicholson Rd & Armadale Rd - Figure GIS	15,000.00			28,299.00	
22 Nicholson Rc (SP SE)							382.55	Nicholson Rd - Figure GIS	20,000.00	10,030	Powerline Easement	30,412.55	
22 Nicholson Rc (SP SE)													
22 Nicholson Rc (SP SE)													
22 Nicholson Rc (SP SE)													
Totals SP SE	160,174.55											160,174.55	
SP South													
12 Para - Former Mason (SP South)							522.00	Nicholson Road		12,932	Powerline Easement	13,454.00	IN/5341/10
6 Nicholson (SP South)							582.837	Nicholson Rd				582.84	
5 Nicholson (SP South)							433.75	Nicholson Rd				433.75	
4 Nicholson (SP South)							1857.177	Nicholson Rd & Armadale Road				1,857.18	
31 Armadale Rd							1,344.50	Armadale Road				1,344.50	
30 Armadale Rd							2,787.90	Armadale Road				2,787.90	
12 Armadale Rd												0.00	
11 Armadale Rd							1,728.90	Armadale Road				1,728.90	
10 Armadale Rd												0.00	
58 Armadale Rd							10,663.70	Armadale Road	14,510.00	1,907	Powerline Easement	27,080.70	
58 Armadale Rd													
Road Reserve													
45 Wright							418.10	Armadale Road	4,618.00			5,036.10	
25 Wright							11,888.60	Armadale Rd & Wright Rd Intersection	15,730.00	22,312	Powerline Easement	49,930.60	
30 Wright							308.30	Armadale Road				308.30	
30 Wright												0.00	
4 Wright												0.00	
5 Wright												0.00	
6 Wright												0.00	
7 Wright										12,591	Powerline Easement	12,591.00	
Totals SP South												117,135.76	
SP East													
5000 Reilly Rd (Balannup Drain Reserve)			30,603.00									30,603.00	
800 Skeet Rd												0.00	
54 Skeet Rd									139,400.00			139,400.00	
Lot 800 Skeet & 54 Skeet Combined													
Totals SP East												170,003.00	
GRAND TOTAL												847,846.82	

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Common Infrastructure Works - Summary

Clause	Scheme Provision	Cost	Notes
3.6.2 General Works			
3.6.2a	(a) All costs incurred by the City associated with the preparation, processing and gazettal of the Development Contribution Plan No.3 and subsequent amendments, Infrastructure Cost Schedule and provisions under this scheme or former Town Planning Scheme No.2, including but not limited to any environmental assessment as required by the Department of Environmental Protection (DEP) and Environmental Protection Authority (EPA).	\$20,155.00	Fixed Cost
3.6.2b	(b) The acquisition of land, including associated infrastructure and structures, for the roads, intersections, sewerage pumping station(s), arterial drainage land for multiple use corridor, community facilities and Conservation Category Wetlands included in the Specified Works in Clause 3.6.3 of Schedule 13B.	\$348,482.17	Included under specified works
3.6.2c	(c) Any compensation paid or payable for or in respect of the provision of any of the Common Infrastructure Works or facilities referred to in this Schedule, or in the administration of Part 6B and Schedule 13B of the Scheme for this Development Contribution Plan.	\$613,880.75	Consulting fees included in Specified Works costs where practical
3.6.2d	(d) Any consulting fees agreed to by the City associated with designing and undertaking of the Common Infrastructure Works, including but not limited to surveying, engineering, planning, quotes and certification of estimated costs, environmental, project management.		Included under specified works
3.6.2e	(e) The provision of any road listed in the Specified Works in Clause 3.6.3 of Schedule 13B, including but not limited to land acquisition, earthworks, shared paths, cycleways, footpaths, traffic management devices, limited landscaping, stabilisation of verges, the formation, preparation, priming and sealing of the road and the provision of kerbing, drainage, service ducts, intersection treatments and lighting and costs associated with the relocation of existing services in connection with the road or in the road reserve.		Included under specified works
3.6.2f	(f) Any environmental remediation or improvement including the removal of any contaminant and peat associated with the Specified Works referred to in Clause 3.6.3 of Schedule 13B.	\$498,208.83	Included under specified works
3.6.2g	(g) All costs incurred by Council associated with the preparation, administration and management of the Development Contribution Plan and Infrastructure Cost Schedule including but not limited to bank charges, audit fees, office and sundry costs, legal expenses, valuation fees, reviews of land values and costs, caveat and conveyancing fees, Council staff salaries including a Co-ordinator/Manager of the Development Contribution Plan, any interest costs incurred by Council in respect to loan funds required to provide timely implementation of any of the listed Common Infrastructure Works or related costs, any claims for injurious affection and the costs of establishing any required system to facilitate the administration and the ongoing management of Development Contribution Plan and		
Sub Total		\$1,480,726.75	
3.6.3 Specified Works			
1	Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road:		
1a	1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.	\$40,524.00	
1b	1b 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions or land ceded free of cost from adjoining lots and / or from any other developments or subdivisions with a nexus to the road works.	\$1,145,835.38	Fixed cost
2	Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road:		
2a	2a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Warton Road and roundabout at the intersection of Warton Road and Mason Road, minus any contributions and grants from external sources.	\$2,170,570.71	
2b	2b 100% of the total cost of constructing the full earthworks, one carriageway, roundabout intersection, cycle facilities and all structures, minus any contributions and grants from external sources.	\$6,946,675.32	
2c	2c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Warton Road, including any road widenings, minus any contributions and grants from external sources.	\$281,153.96	
3	Nicholson Road between Warton Road and Armadale Road:		
3a	3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestdale town centre	\$4,269,020.63	
3b	3b 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.	\$16,112,908.13	Includes Specified Work (3c - Intersection).
3c	3c 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre. (Included under Item 3b Nicholson Road Construction Project)	\$0.00	Cost of signalised intersection treatment including within in Item 3b
3d	3d 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Nicholson Road, including any road widenings, minus any contributions and grants from external sources.	\$119,884.04	
3e	3e A contribution towards landscaping works.	\$1,152,425.84	
4	Mason Road between Warton Road and 550 metres east of Warton Road		
4a	4a 100% of the total cost to acquire any road widenings for the ultimate road reserve.	\$14,872.00	
4b	4b 100% of the total cost of constructing the full earthworks, one carriageway and all	\$353,678.00	
5	Intersections with Ranford and Armadale Roads:		
5a	5a 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, at Ranford Road and Wright Road except those areas ceded free of cost from adjacent lots.	\$0.00	Covered by Ranford Road Grant
5b	5b A contribution to the cost of upgrading the intersection at Ranford Road and Wright Road and installing traffic signals.	\$312,900.00	
5c	5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.	\$2,676,468.93	
5d	5d 75% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and the distributor road to the Primary School, including any road widenings, minus any contributions and grants from external sources.	\$821,687.67	
6	Regional Path Network:		
6a	6a A contribution towards the total cost of constructing the Regional Path Network within Development Control Area No.3 as identified in the adopted Infrastructure Cost Schedule.	\$3,483,964.92	Some path costs included in road calculations. Cost accurate as at 2013-06-17.
6b	6b A contribution towards the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road. (Included under Item 1b Wright Road Construction Project)	\$0.00	Included in 1b
6c	6c A contribution towards the cost of a shared path along Armadale Road from Warton Road to Anstey Road.	\$524,085.00	
6d	6d A contribution towards the cost of shared paths within Lot 5000 Reilly Road and Skeet Road between Keane Road and Ranford Road as identified in the adopted Infrastructure Cost	\$390,525.68	

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Common Infrastructure Works - Summary		
7	Arterial Drainage and Water Management:	
7a	7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.	\$4,477,466.14
7b	7b A contribution of approximately 100% of the cost of constructing an open channel in the multiple use corridor and 100% of the cost of constructing the arterial drainage channel adjacent to Reilly Road.	\$2,490,993.65
7c	7c 100% of the cost of constructing Skeet Road pipe work, culverts and pavement reconstruction and reinstatement of Nicholson Road, Mason Road and any other portion of road pavement modified to install arterial drainage.	\$2,103,015.08
7d	7d Maintenance works in Balannup Drain.	\$155,206.00
7e	7e A contribution to the cost of providing pre and/or post development water quality data, monitoring and Water Management initiatives as specified in the Infrastructure Cost Schedule.	\$3,007,383.31
7f	7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain north of the Armadale Road, and James Drain south of Armadale Road to Forrestdale Lake, as identified in the adopted Infrastructure Cost Schedule.	\$982,222.30
7g	7g 100% of the cost of implementing administrative measures to ensure access in perpetuity along James Drain from Armadale Road to Commercial Road for the City of Armadale and any other drainage utilities responsible for management of the drain. (Included under General Schedule.)	\$0.00
7h	7h Initial maintenance works in James Drain from the northern boundary of Armadale Road to Forrestdale Lake including upgrading of the drainage channel and including upgrading culverts at the road crossings including those at Armadale Road and Nicholson Road.	\$691,785.47
8	Community and Recreation Facilities:	
8a	8a A contribution to the cost of provision of sporting facilities for district sporting facilities, including change rooms, toilets, associated facilities and a multiple purpose sporting oval.	\$630,137.89
8b	8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.	\$3,763,353.13
8c	8c 100% of the total cost to acquire the land and existing building on Lot 49 Keane Road and 72% of the cost of the refurbishment of the existing homestead dwelling, car parking, playground and landscaping for a community facility.	\$1,684,069.85
8d	8d Contribution towards the provision of sporting facilities at Carey Baptist College - Lot 1000 Wright Road to provide public sporting facilities including 50% of the cost of car parking, change rooms and toilets.	\$273,080.82
8e	8e 100% of the total cost to construct change rooms, car parking and toilet block associated with active recreational uses on two sites of public open space identified on the Structure Plan abutting proposed primary schools.	\$3,800,000.00
8f	8f 50% of the total cost to construct a senior multiple purpose sporting oval adjoining each of the public primary schools and on Lot 48 Nicholson Road.	\$0.00
8g	8g 100% of the cost of building a combined sporting pavilion / community meeting rooms on the proposed public open space in the area known as Structure Plan (SP) South, inclusive of change rooms, toilets, storage, community meeting space, car parking, a playground and landscaping, minus any probable or received grant funding.	\$4,304,558.95
8h	8h 100% of the cost of building a combined sporting pavilion / community building on the proposed open space in the area known as Structure Plan (SP) East, including, but not limited to, change rooms, ovals, toilets, storage, community meeting spaces, car parking, a playground, landscaping, irrigation, earthworks and site fill minus any probable or received grant funding, and any contribution obtained from the Department of Education for a shared oval facility as specified in the Infrastructure Cost Schedule.	\$6,199,175.51
9	Regional Sewer Infrastructure and 132KV Power Lines:	
9a	9a 100% of the total cost to acquire the land for the sewer pump station buffer zone (public open space that is non-creditable) on Lot 49 Keane Road and Lot 50 Wright Road.	\$167,332.00
9b	9b Reimbursement of the portion of the cost of constructing the sewer pumping station and temporary pressure mains, which are not funded by the Water Corporation.	\$654,899.50
9c	9c Contribution towards the cost to reconfigure the 132 KV power lines to an urban standard on current alignment as specified in the Infrastructure Cost Schedule. Other relocation costs to be met by individual subdividers.	\$2,500,557.73
10	Conservation Category Wetlands:	
10a	10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.	\$1,550,838.44
11	Keane Road between Skeet Road and Anstey Road:	
11a	11a A 33% contribution to the total cost of constructing this section of Keane Road, including any roundabouts and/or traffic management devices. If environmental approval is not granted for the construction of Keane Road, then the City is required to refund the contributions paid by subdividers towards the construction of Keane Road (together with any interest earned), with the exception of the roundabout at Skeet Road and Keane Road.	\$747,453.48
12	Balannup Road between the southern boundary of Lot 5000 Reilly Road and Ranford Road:	
12a	12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.	\$283,628.00
12b	12b 100% of the total cost of constructing the full earthworks, one carriage way and all structures, including a culvert, shared path, pedestrian crossings over Balannup Drain and a roundabout at the intersection of Reilly Road.	\$3,070,109.00
13	Reilly Road between the existing cul-de-sac of Reilly Road and Balannup Road:	
13a	13a 100% of the total cost of constructing the full earthworks, one carriage way and all structures including shared path, roundabout, traffic calming devices and associated road reserve.	\$499,932.97
14	Skeet Road:	
14a	14a 100% of the cost of constructing Skeet Road, the full earthworks, one carriage way and all structures (including roundabouts) between Keane Road and the northern boundary of the proposed primary school in the area referred to as Structure Plan (SP) East, minus a 50% contribution from the Department of Education for the portion(s) of Skeet Road directly abutting the proposed primary school site and high school sites.	\$1,403,051.44
14b	14b 100% of the cost of constructing the Skeet Road culverts, pedestrian crossings, associated road pavement tie in, and pavement reconstruction between the southern boundary of Lot 5000 Reilly Road and the existing Skeet Road pavement adjacent to Lot 515 Skeet Road, Forrestdale.	\$307,494.56
14c	14c 100% of the cost of fencing along the Skeet Road reserve abutting Lots 171, 67 and 65 Skeet Road, Forrestdale.	\$210,420.03
14d	14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.	\$402,495.20
Sub Total		\$87,177,840.66
GRAND TOTAL		\$88,658,567.41

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DRAFT ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

TOTAL ROADS \$43,343,189.29

Item	Cost	Item	Cost
1a	\$40,524.00	5a	\$0.00
1b	\$1,145,835.38	5b	\$312,900.00
2a	\$2,170,570.71	5c	\$2,676,468.93
2b	\$6,946,675.32	5d	\$821,687.67
2c	\$119,884.04	11a	\$747,453.48
3a	\$4,269,020.63	12a	\$283,628.00
3b	\$16,112,908.13	12b	\$3,070,109.00
3c	\$0.00	13a	\$499,932.97
3d	\$281,153.96	14a	\$1,403,051.44
3e	\$1,152,425.84	14b	\$307,494.56
4a	\$14,872.00	14c	\$210,420.03
4b	\$353,678.00	14d	\$402,495.20

DCA03 1a Wright Road

1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.

TOTAL COST \$40,524.00

Parent Lot (New lot No.)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 100 Wright Rd				\$0.00	Acquired & funded from Rainford Rd project, (Now Lot 174)
Lot 106 (East) Wright Rd	245.6	\$150.00	\$36,840.00	\$40,524.00	Information from engineering drawings
Total				\$40,524.00	

DCA03 2a Warton Road

2a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Warton Road and roundabout at the intersection of Warton Road and Mason Road, minus any contributions and grants from external sources.

TOTAL COST \$2,170,570.71

Parent Lots (from North to South)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
388 Wright				\$387,530.00	PD 2007 (Thumb Drive No 53)
114 Warton				\$776,305.66	PD 2009 OUTF/2670/09
114 Warton				\$14,546.12	PD 2009 OUTF/2670/09 Offset Above Payment
113 Warton				\$43,189.70	PD 2012 (INT/1432/12)
2001 Warton				\$78,416.22	PD 2012 (OUT/7232/11) Former Lot 150 Warton Road
9005 Warton				\$19,610.64	PD 2012 (OUT/11544/11) Former Lot 150 Warton Road
152 Warton (9001)				\$85,729.10	PD 2010 (OUT/2542/10)
155 Warton				\$135,382.50	PD 2009 (INT/10987/08)
143 Warton				\$219,743.70	PD 2012 (OUT/9508/11)
8 Warton (88)				\$100,974.50	PD 2010 (OUT/576/10)
9 Warton (99)				\$74,203.25	PD 2010 (OUT/8607/09)
10 Warton (100)				\$44,709.50	PD 2010 (OUT/8607/09)
51 Warton (151)				\$86,303.25	PD 2009 (IN/3327/09)
50 Warton (150)				\$91,476.00	PD 2009 (INT/6004/09)
Sub total				\$2,170,570.71	

Survey and other fees	Value	Notes
150 (9001) Warton	\$3,511.50	PD 2010 (Authority records)
152 Warton	\$3,400.50	PD 2010 (Authority records)
155 Warton - Survey, DP Lodgement	\$4,508.00	PD 2008 (INT/4382/08)
143 Warton	\$10,654.71	PD 2012 (OUT/3859/12, OUTF/6219/12 & INT/21458/11)
8 Warton - Survey, DP and Lodgement	\$2,294.00	PD 2010 (Authority records)
Survey fees, Landgate fees and bank fees Lots 9, 10, 155, 51 and 50 Warton	\$8,586.20	PD 2009 (Authority records)
Lot 10 Warton Lodgement fee	\$349.50	PD 2010 (Authority records)
Lot 9 Warton Lodgements, Landgate and bank	\$497.70	PD 2010 (Authority records)
555 Warton - Survey, DP Lodgement	\$1,838.00	PD 2011 (IN/15685/10)
150 Warton - Survey, DP Lodgement, Valuation	\$6,112.70	PD 2012 (IN/8086/11)
Sub total	\$41,752.81	

Total Land and Survey and other fees \$2,170,570.71

DRAFT ICS 2013

ROADS - Common Infrastructure Works (Land then other items)

DCA03 3a Nicholson Road

3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestdale town centre

TOTAL COST \$4,269,020.63

Parent Lots (from North to South)	Area (sqm)	Assessed Value (sqm)	Value	Value plus 10% for CI 3.1.2.5 or Final Value	Notes
114 Warton Rd					Part of DP57861 - See 2a Warton Rd above
388 WYRINE Rd				\$934,340.00	PD 2007 (Thumb Drive No 53)
49 Keane Rd				\$427,009.66	PD 2007 (Thumb Drive No 45 & 54)
6 Nicholson Rd				\$637,100.00	PD 2009 (OUT/3772/09)
2 Skeet Rd				\$648,648.00	PD 2013 (OUT/7766/12) (E/5644/11)
22 Nicholson Rd (SP SE)				\$27,035.25	PD 2011 (OUT/5512/11)
21 Nicholson Rd (SP SE)	8041	\$84.600	\$680,268.60	\$748,293.46	
6 Nicholson Rd (SP South)	684	\$85.000	\$58,140.00	\$63,954.00	
5 Nicholson Rd (SP South)	442	\$100.000	\$44,200.00	\$48,620.00	
4 Nicholson Rd (SP South)	259	\$210.000	\$54,390.00	\$59,829.00	
3 Nicholson Rd (SP South)	101	\$300.000	\$30,300.00	\$33,330.00	
2 Nicholson Rd (SP South)	110	\$250.000	\$27,500.00	\$30,250.00	
Sub-total MRS areas				\$3,858,411.37	

Area in excess of MRS	Area (sqm)	Value	Value plus 10% for CI 3.1.2.5 or Final Value	Notes
49 Keane Rd				TS Drawing No. PD 2011 OUT/4516/11 DP 65820
6 Nicholson Rd	97.00	\$108.000	\$10,476.00	\$11,523.60 Area 5b Easthope Link
6 Nicholson Rd	127.00	\$108.000	\$13,716.00	\$15,087.60 Area 6 Easthope Link
6 Nicholson Rd	301.00	\$108.000	\$32,508.00	\$35,758.80 Area 9a
48 Wright Rd				\$6,136.00 PD 2013 (OUT/613/13)
48 Wright Rd	432.00	\$95.000	\$41,040.00	\$45,144.00 Area 7 Easthope Link
48 Wright Rd	264.00	\$95.000	\$25,080.00	\$27,588.00 Area 8a Easthope Link
48 Wright Rd	142.00	\$95.000	\$13,490.00	\$14,839.00 Area 11a Exchange Ave
48 Wright Rd	142.00	\$95.000	\$13,490.00	\$14,839.00 Area 11b Exchange Ave
15 Wright Rd	31.00	\$92.500	\$2,867.50	\$3,154.25 Area 9b
15 Wright Rd	80.00	\$92.500	\$7,400.00	\$8,140.00 Area 9c
13 Mason Road	348.00	\$90.000	\$31,320.00	\$34,452.00 Area 11c & 11d Exchange Ave
13 Mason Road	233.00	\$90.000	\$20,970.00	\$23,067.00 Area 9e Yellowwood DP74615
2 Skeet Rd				\$20,416.00 PD 2013 (OUT/7766/12)
12 Piara Drive				\$51,678.00 PD 2011 (OUT/5689/11)
21 Nicholson Rd	110.00	\$84.600	9306	\$10,236.60 Area 20
21 Nicholson Rd	149.00	\$84.600	\$12,605.40	\$13,863.94 Area 20a
6 Nicholson (S P South)	175.00	\$85.000	\$14,875.00	\$16,362.50 Area 21
6 Nicholson (S P South)	178.00	\$85.000	\$15,130.00	\$16,643.00 Area 21a
Sub total non MRS				\$377,010.04
Sub total all areas				\$4,235,421.41

Survey costs	Value	Notes
6 Nicholson Rd survey costs (McMillen Nolan) and Lot 12 Piara Drive survey costs and fees	\$3,051.42	PD 2009 (Authority records)
Survey and fees	\$2,547.80	PD 2011 (Authority records)
Sub total survey costs	\$28,000.00	SP South Lots 2, 3, 4, 5, 6, 21 and SP Central Lot 13
Sub total survey costs	\$33,599.22	

TOTAL Costs \$4,269,020.63

DCA03 4a Mason Road

4a 100% of the total cost to acquire any road widenings for the ultimate road reserve.

TOTAL COST \$14,872.00

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.1.2.5 or Final Value	Notes
Lot 155 (747) Warton Rd					\$4,867.50 PD 2009 (INT/10887/08)
Lot 143 (765) Warton Rd				\$10,004.50	PD 2012 (OUT/9508/11)
Sub total				\$14,872.00	

DCA03 5a Wright Road and Ranford Road Intersection

5a 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, at Ranford Road and Wright Road except those areas coded free of cost from adjacent lots.

TOTAL COST \$0.00 Covered by Ranford Road Grant

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 1.2a Balannup Road

12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.

TOTAL COST \$283,628.00

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes - Engineering Drawings IE/18075/11, updated INT/6456/13
Lot 500 Balannup Rd	18.00	\$45.00	\$810.00	\$891.00	
Lot 509 Balannup Rd	1147.00	\$45.00	\$51,615.00	\$56,776.50	
Lot 510 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 511 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 512 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00	
Lot 513 Balannup Rd	418.00	\$42.50	\$17,765.00	\$19,541.50	
Lot 514 Balannup Rd	436.00	\$42.50	\$18,530.00	\$20,383.00	
Lot 173 Balannup Rd	1796.00	\$42.50	\$76,330.00	\$83,963.00	
Sub Total Acquisition				\$243,628.00	

Survey costs	Value	Notes
Survey and fees	\$40,000.00	
Sub Total Survey	\$40,000.00	

TOTAL \$283,628.00

DCA03 1b Wright Road Construction

1b 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions or land coded free of cost from adjoining lots and / or from any other developments or subdivisions with a nexus to the road works.

TOTAL COST \$1,145,835.38 Fixed Cost 2011

Feature survey	\$3,670.00	PD 2007 - Opus International
Construction to date	\$320,364.46	PD 2008
Construction to 28 May 09	\$688,713.96	PD 2009
Construction to 10 June 10	\$153,339.93	PD 2010 INT/5510/10
Less contribution	-\$20,252.97	PD 2011 (DA 10.2.2009.10.1) Less contribution for intersection upgrades for Lots 106 & 107

TOTAL COST TO SCHEME \$1,145,835.38

DCA03 2b Warton Road Construction

2b 100% of the total cost of constructing the full earthworks, one carriageway, roundabout intersection, cycle facilities and all structures, minus any contributions and grants from external sources.

TOTAL COST \$6,946,675.32

Section	Item	Cost	Notes
All	Feature survey (Quodding)	\$7,780.00	PD 2008 (Authority records)
All	Geotech Survey - Golder	\$19,907.00	PD 2008 (IE/919/08 & IE 1953/08)
All	Final design (L&L Design and SJR Civil)	\$30,308.55	PD 2008 (Authority records)
All	Design Services/ Final Design (SJR Civil)	\$6,570.00	PD 2009 (Authority records)
Mason/ Jandakot	Western Power Design Fee	\$19,088.19	PD 2008 (Authority records)
Accruals 2007/08		\$4,737.27	PD 2008 (Authority records)
Accrual Reversal 2008		-\$4,738.27	PD 2009 (Authority records)
Road construction	Cleaning	\$34,859.36	PD 2009 for works/ property reinstatement Lot 155 Warton & Lot 10 Warton Rd (Authority records)
Mason Rd Intersection	Western Power - relocation works	\$616.65	PD 2009 (IN/725/08)
Lot 10 Warton Road	Replacement Shrubs/Verge	\$468.00	PD 2009 (OE/1202/09)
Lots 8-50	Noise survey	\$4,630.00	PD 2008 (OUT/938/08 and related files)
Nicholson to Armadale	Construction cost	\$1,884,654.36	PD 2011 (INT/6614/11)
Nicholson to Armadale	Construction cost	\$942,295.68	PD 2011 (INT/1428/11)
Nicholson to Armadale	Construction cost	\$397,268.00	PD 2012 (INT/1713/11 & INT/17142/11) Fixed Cost Progress Payment 1 July 2011 to 26 August 2011
Nicholson to Armadale	Construction cost	\$1,001,256.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Nicholson to Armadale	Construction cost	\$871,719.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Nicholson to Armadale	Construction cost	\$201,908.00	Revised construction cost September 2011 Manager Civil Works
Mason/Jandakot	Western Power - relocation works	\$202,252.73	Quotation January 2008 (IN/725/08) Works completed but invoice not received
Nicholson to Armadale	Relocation of private infrastructure	\$58,817.00	PD 2010 (INT/7811/10 & INT/7845/09)
Lot 143 Warton Road	Relocation private property infrastructure	\$160,000.00	PD 2010 (OUT/5483/10 & IE/9294/10)
Lot 8 Warton Road	Relocation planting	\$12,000.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 8 Warton Road	Relocation bore & pump	\$26,930.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 8 Warton Road	Relocation private infrastructure driveway reconstruction	\$70,000.00	PD 2011 (IE/21113/10 & INT/16666/10)
Lot 555 Warton Road	Survey Cost	\$1,838.00	PD 2011
Warton Rd - Nicholson to Armadale	Relocation private property infrastructure	\$141,554.96	PD 2011 (INT/6614/11)
Warton Rd - Nicholson to Armadale	Relocation private property infrastructure	\$11,641.00	PD 2011 (INT/1428/11)
Lot 143 Warton Road	Relocation private property infrastructure	\$25,228.36	PD 2012 (OUT/3859/12, OUT/6219/12 & INT/21458/11)
Stage 1 Adjacent to 368 Wright	Construction cost	\$768,084.48	PD 2012 (INT/7942/12 & INT/5906/12)
Stage 1 (Arion)	Landscaping	\$45,000.00	INT/7942/12
Sub TOTAL		\$6,946,674.32	

Nicholson to Armadale	Grant	\$2,296,608.00	Expenditure Construction Civil Works covered under grant shown below
Nicholson to Armadale	Grant	-\$2,296,607.00	Fixed cost, external funding grant expended 2009/10 Warton Road (Nicholson Road to Warton Road). Total project cost \$7,589,308.76 (DCP \$5,292,641.76 & Grant \$2,296,607.00)

TOTAL \$6,946,675.32

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 2c Armadale Road and Warton Road Intersection

2c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Warton Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$119,884.04 Construction tie in works following MRWA signalled intersection upgrade, 3.2% WALGA LGCI Forecast

DCA03 3b Nicholson Road Construction

3b 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.

TOTAL COST \$16,112,908.13 Includes Specified Work (3c - Intersection).

Section	Item	Cost	Notes
Harristdale Drive to Piara Drive (Former Mason)	Final design (including sub-consultants)	\$2,440.00	Advice from Manager Engineering and Design INT/17697/11
Stage 2 & 3 Design	Final Design progress payment	\$1,200.00	PD 2012 - SJR Civil (Authority records)
	Water Main Design	\$700.00	PD 2012 - (Authority records)
	Water Main Design	\$3,430.00	PD 2013 - (Accumulative)
	Sidra Analysis	\$7,230.00	PD 2012 - (Authority records)
	Final Design progress payment	\$7,000.00	PD 2009 - SJR Civil (Authority records)
	Survey (Robert Quodling)	\$11,340.00	PD 2009 - SJR Civil (Authority records)
	Nicholson Road Design Costs	\$43,040.00	PD 2010 - SJR Civil (Authority records)
	Final Design progress payment	\$480.00	PD 2011 - SJR Civil (Authority records)
	Preparation of Final Design project brief	\$3,115.00	PD 2009 Opus International Consultants - under Tender 33/08. (Authority records)
Stage 4 Design	Final design (including sub-consultants)	\$32,292.33	
	Final Design progress payment	\$29,410.17	PD 2013 - (Authority records)
	Final Design progress payment	\$24,297.50	PD 2013 - (Authority records)
Wright Rd to Armadale Rd	Construction road and paths		
Stage 1 Construction	Survey and Construction by Council	\$934,519.00	PD 2007 & 2008 including variations (INT/4528/08) - includes regional path & square end
Stage 1 Construction	Earthworks by Perron	\$131,167.23	PD 2007 (Thumb Drive RD 44)
Stage 1 Construction	Street lighting	\$80,950.41	PD 2007 (IN/895/07)
Stage 2 Construction	Construction road and paths	\$1,482,041.25	Refer to RDN730-02 and INT/18615/12 for revised figures
Stage 2 Construction	Construction road and paths	\$1,065,982.74	PD 2011 (INT/6614/11) Fixed Cost
Stage 2 Construction	Construction road and paths	\$318,046.26	PD 2011 (INT/1428/11) Fixed Cost End of Financial Year 2011 Payment
Stage 2 Construction	Construction road and paths	\$179,366.00	PD 2012 (INT/1713/11 & INT/17142/11) Fixed Cost Progress Payment 1 July 2011 to 26 August 2011
Stage 2 Construction	Construction road and paths	\$460,581.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Stage 2 Construction	Construction road and paths	\$1,159,053.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Stage 2 Construction	Construction road and paths	\$862,635.00	PD 2013 (INT/6422/13 & INT/6420/13) Fixed Cost Progress Payment to April 2013
Stage 3 Construction	Construction road and paths	\$1,473,947.10	Refer to RDN730-02 and INT/18615/12 for revised figures
Stage 3 Construction	Construction road and paths	\$179,977.00	PD 2012 (INT/23115/11 & INT/23114/11) Fixed Cost Progress Payment 26 August 2011 to 18 Nov 2011
Stage 3 Construction	Construction road and paths	\$63,973.00	PD 2012 (INT/15105/12 & INT/15201/11) Fixed Cost Progress Payment 18 Nov 2011 TO 30 June 2012
Stage 3 Survey	Lot 13 Piara Drive - Drainage	\$4,402.40	PD 2012
Stage 3 Construction	Construction road and paths	\$2,178,894.00	PD 2013 (INT/6422/13 & INT/6420/13) Fixed Cost Progress Payment to April 2013
Stage 4 Construction	Construction road and paths	\$5,119,844.99	INT/6504/13 Opus Costing re design - Piara Drive (former Mason Road) to Armadale Road - MRWA
Stage 4 Construction	Road Reserve Clearing	\$43,612.75	PD 2012
Stage 4 Construction	Road Reserve Tree Survey	\$7,840.00	PD 2012
Stage 4 Construction	Road Reserve Clearing Permit	\$100.00	PD 2012
Keane Rd to Armadale Rd	Environmental Issues	\$200,000.00	Cost associated with resolving environmental issues and implementing revegetation associated with drainage of Nicholson Road. Review 2011 advice from Manager Engineering & Design INT/6675/11.

TOTAL \$16,112,908.13

DCA03 3c Nicholson Road Town Centre Intersection

3c 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre. (Included under Item 3b Nicholson Road Construction Project)

TOTAL COST \$0.00 Cost of signalled intersection treatment including within in Item 3b under Stage 2 construction works

DCA03 3d Armadale Road and Nicholson Road Intersection

3d 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Nicholson Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$281,153.96 Construction tie in works following MRWA signalled intersection upgrade, 3.2% WALGA LGCI Forecast

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 3e Nicholson Road Landscaping

3e A contribution towards landscaping works.

TOTAL COST \$1,152,425.84

	Area of median (sqm)	Cost per sqm	Total Cost	Notes - Original input cost agreed at North Forresdale Planning Steering Group 27 March 2007. Developers to landscape verge. City (or developers) to landscape median. Concept plans undertaken Parks 2013, consulted Steering Group March 2013 meeting.
Contribution to landscaping Nicholson Road median	14,348	\$66.95	\$960,567.80	
Contribution - Warton Rd to Harrisdale Dr	3,202		\$191,858.04	PD 2009 (OUT/5315/08)

TOTAL \$1,152,425.84

DCA03 4b Mason Road Construction

4b 100% of the total cost of constructing the full earthworks, one carriageway and all structures.

TOTAL COST \$353,678.00

Survey	\$6,000.00	PD 2008 (OUT/1692/08)
Final Design	\$18,005.00	PD 2008 (57 & OUT/1692/08)
Construction	\$309,673.00	PD 2008 (OUT 1796/07 & 1692/08)
Construction	\$20,000.00	PD 2012 (OUT/10027/11)

TOTAL \$353,678.00

DCA03 5b Ranford Road and Wright Road Intersection

5b A contribution to the cost of upgrading the intersection at Ranford Road and Wright Road and installing traffic signals.

TOTAL COST \$312,900.00 PD 2009 to Technical Services Account PC 61.21.61.36.56.2 (Authority records)

DCA03 5c Armadale Road and Wright Road Intersection

5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$2,676,468.93

Upgrading of intersection	\$2,461,367.75	3.2% WALGA LCGI Forecast - previous IE/10454/10 Porter Consulting provided cost estimate revision based on prior preliminary 15% designs. Quote received from Western Power for \$687,623.07 in 2009 IW/5361/09.
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Sub total Construction \$2,461,367.75

Parent Lots	Area (sqm)	Assessed Value (per sqm)	Cost	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 35 Taylor Rd	155	\$17.625	\$2,731.88	\$3,005.06	
Lot 45 Wright Rd	2333	\$78.75	\$183,723.75	\$202,096.13	

Sub total - Land value \$205,101.19

Survey and other fees

Lot 45 Wright Rd	\$5,000.00
Lot 35 Taylor Rd	\$5,000.00

Sub Total Survey \$10,000.00

TOTAL \$2,676,468.93

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 1.1a Keane Road Construction

5d 75% of the cost of temporary intersection works/ upgrading of the intersection of Armada Road and the distributor road to the Primary School, including any road widenings, minus any contributions and grants from external sources.

TOTAL COST \$621,687.67

Item	Cost	Notes
Preliminary design brief and 15% design		PD 2009 Costed to 3.6.2 Scheme costs G (d)
Part Claim Temporary Intersection Construction	\$643,296.31	PD 2013 OUT/8960/12
Final Claim Temporary Intersection Construction	\$178,391.36	PD 2013 OUT/12008/12

Total \$621,687.67

DCA03 1.1a Keane Road Construction

11a A 33% contribution to the total cost of constructing this section of Keane Road, including any roundabouts and/or traffic management devices. If environmental approval is

TOTAL COST \$747,453.48

Item	Cost	33% Contribution	Notes
Construction cost	\$2,265,010.53	\$747,453.48	3.2% WALGA LGCI Forecast - previous IV/10262/11 Porter Consulting provided cost estimate. Minus roundabout construction cost below under Item 14a
Total		\$747,453.48	

DCA03 1.2b Balannup Road Construction

1.2b 100% of the total cost of constructing the full earthworks, one carriage way and all structures, including a culvert, shared path, pedestrian crossings over Balannup Drain and a roundabout at the intersection of Reilly Road.

TOTAL COST \$3,070,109.00

Item	Cost	Notes
Construction cost	\$2,166,375.00	IE/9755/13 - previous IV/21576/11 Porter Consulting provided cost estimate.
Reilly Skeet Roundabout	\$423,734.00	IE/7402/13 assumed construction of roundabout separate to Balannup Road
Service Relocations	\$250,000.00	Western Power Policy requires powerline to be relocated underground.
Environmental	\$70,000.00	Environmental remediation/studies in association with Balannup
Private Works Relocations	\$160,000.00	In association with land acquisition to upgrade Balannup Road to 24.5m wide
Total	\$3,070,109.00	

DCA03 1.3a Reilly Road Construction

1.3a 100% of the total cost of constructing the full earthworks, one carriage way and all structures including shared path, roundabout, traffic calming devices and associated road pavement tie in.

TOTAL COST \$499,932.97

Item	Cost	Notes
Construction cost	\$499,932.97	IE/7402/13 - previous IE/21576/11 Porter Consulting provided cost estimate.
Total	\$499,932.97	

DCA03 1.4a Skeet Road Construction

1.4a 100% of the cost of constructing Skeet Road, the full earthworks, one carriage way and all structures (including roundabouts) between Keane Road and the northern boundary of the proposed primary school in the area referred to as Structure Plan (SP) East, minus a 50% contribution from the Department of Education for the portion(s) of Skeet Road directly abutting the proposed primary school site and high school sites.

TOTAL COST \$1,403,051.44

Item	Cost	Notes
Total Construction	\$1,789,050.00	Keane to Northern Boundary Primary School (204.6 m) - IE/9755/13 Porter Consulting, assumptions detailed in cost breakdown.
Per linear metre rate	\$2,539.10	

Item	Cost	DoE 50% Cost
Construction adjoining Primary School (145.7 m)	\$369,946.90	\$184,973.45
Construction adjoining High School (358.4m)	\$910,013.51	\$455,006.76
Construction adjoining POS (200.5m)	\$509,089.59	\$0.00

Item	Cost	Notes
Roundabout construction	\$253,981.65	Skeet Road and Keane Road - Advice IE/14368/12

Total DoE Contribution \$639,980.21

Total DCP Contribution \$1,403,051.44

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ROADS - Common Infrastructure Works (Land then other items)

DCA03 14b Skeet Road Balannup Drain Culvert Construction

14b 100% of the cost of constructing the Skeet Road culverts, pedestrian crossings, associated road pavement tie in, and pavement reconstruction between the southern boundary of Lot 5000 Reilly Road and the existing Skeet Road pavement adjacent to Lot 515 Skeet Road.

TOTAL COST \$307,494.56

Item	Cost	Notes
Construction cost	\$307,494.56	3.2% WALGA LSCI Forecast - previous IN7/17697/11 Cost Estimate Manager Engineering and Design

Total \$307,494.56

DCA03 14c Skeet Road Fencing Construction

14c 100% of the cost of fencing along the Skeet Road reserve abutting Lots 171, 67 and 65 Skeet Road, Forrestdale

TOTAL COST \$210,420.03

Item	Cost	Notes
Construction cost	\$210,420.03	3.2% WALGA LSCI Forecast - previous IN7/17697/11 Cost Estimate Manager Engineering and Design

Total \$210,420.03

DCA03 14d Skeet Road and Reilly Road Intersection

14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.

TOTAL COST \$402,495.20

Construction

Item	Cost	Notes
Roundabout Construction	\$390,845.70	IE/7402/13 (note professional fees reduced to 6.5%) - previous
Private Works Relocations	\$20,000.00	Allowance \$20k per lot for driveway, domestic services and fencing.

Sub total Construction \$410,845.70

Land

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.1.2.5 or Final Value	Notes
Lot 515 Skeet Rd	186.00	\$32.50	\$6,045.00	\$6,649.50	

Sub Total Land \$6,649.50

Survey and other fees	Value
Lot 515 Skeet Rd	\$5,000.00

Sub Total Survey \$5,000.00

Total \$402,495.20

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Regional Paths

Cost per metre \$120.00 Construction to 2.5m wide, advice from Manager Civil Works 2011 IE/5653/11 & INT/6385/13

Clause	Total
6a	\$3,483,964.92
6b	\$0.00
6c	\$524,085.00
6d	\$390,525.68
TOTAL COST	\$4,398,575.59

6a A contribution towards the total cost of constructing the Regional Path Network within Development Control Area No.3 as identified in the adopted Infrastructure Cost Schedule.

TOTAL COST \$3,483,964.92

Some path costs included in road calculations. Cost assumes constructed as part of subdivision & then credited at the cost per m rate.

Cost per m \$120.00

Map Ref	Parent Lot or Nearest Lot No	Location	Distance (m)	Cost	Other Information
6a01	SP Central Paths	Harrisdale Drive (north)	479.09	\$79,504.00	PD 2012 (INT/15201/12 - Constructed by Council)
6a01	50 Wright Rd	Old Wright Road 225m north from 49 Keane Rd	225	\$18,000.00	PD 2009 (OE/1576/09 - Constructed by Council)
6a02	49 Keane Rd	Old Wright Road Nicholson to N boundary Lot 50	300	\$19,116.00	PD 2007 (Authority records)
6a03	388 Wright Rd	Old Wright Road Nicholson to N boundary Lot 50	402.34	\$27,429.55	PD 2009 (OUT/6169/08)
6a04	50 Wright Rd	Reilly Rd N boundary	764.9	\$76,490.00	PD 2010 (OUT/11223/09)
6a05	50 Wright Rd	New Wright Rd	916	\$82,440.00	PD 2007 (Authority records)
6a05	50 Wright Rd	New Wright Rd	108.6	\$8,095.64	PD 2009 (OUT/595/09)
6a06	49 Keane Rd	New Wright Rd	407.9	\$37,853.12	Fixed Cost - Payment Pending (OUT/2669/13)
6a06	49 Keane Rd	Part of New Wright Rd	367	\$27,525.00	PD 2009 (OUT/6002/08)
6a07	48 Wright Rd	New Wright Rd	362.6	\$43,512.00	
6a08	15 Wright Rd	New Wright Rd	360.7	\$33,472.96	PD 2013 (OUT/8258/12)
6a09	14 Mason Rd	Old Wright Road S - western boundary of lot	618.8	\$74,256.00	
6a10	46 Wright Rd	Old Wright Road S - western boundary of lot	716	\$85,920.00	
6a11	45 Wright Rd	Wright Rd Lot 46 Armadale Rd	733.7	\$88,044.00	
6a12	49 Keane Rd	Part of Gallinago Chr	105.7	\$7,927.50	PD 2009 (OUT/6002/08)
6a12	49 Keane Rd	Part of Gallinago Chr	369	\$25,456.84	PD 2007 (Authority records)
6a13	49 Keane Rd	Pardale Rd	335	\$25,125.00	PD 2009 (OUT/6002/08)
6a14	6 Nicholson Rd	Wright Rd to Keane Rd	792	\$95,040.00	Distance from calculation by GIS officer from oval concept plan
6a15	6 Nicholson Rd	Keane Road - Nicholson Rd to eastern boundary 6 Nicholson	1120	\$134,400.00	Distance from IN/5933/09, confirmed with IntraMaps
6a16	6 Nicholson Rd	Internal to the lot	681	\$81,720.00	From IntraMaps: IN/5933/09 transposed figures
6a17	2 Skeet Rd	Internal to the lot	50.1	\$6,012.00	
6a18	13 Mason Rd	Internal to the lot	338.9	\$40,668.00	
6a19	15 Wright Rd	Internal to the lot	250.1	\$30,012.00	
6a20	14 Mason Rd	Internal to the lot	670	\$80,400.00	
6a21		Mason Rd	388	\$46,560.00	Deleted - combined with 6a20 submission 2011
6a23	Mason Rd - Rural	Mason Rd Rural area	500.9	\$60,108.00	
6a24	6 Nicholson Rd	Skeet Road boundary	603.3	\$72,396.00	From 1:2000 Cadastral Plans - Is lot boundary length
6a25	22 Nicholson Rd (SP SE)	Skeet Road boundary	577	\$69,240.00	Consultants mapping (TRIM IN/3755/08)
6a26	46 Wright Rd	Road reserve	587	\$70,440.00	Length provided by CLE Piara Nature reserve - over Trunk Main
6a27	See SP South Paths, G-H				
6a28	See SP South Paths, C-D				
6a29	3 Nicholson Rd	Internal to the lot	35.8	\$4,296.00	
6a29	3 Nicholson Rd	Adjacent to Trunk Main N side	513.25	\$61,590.00	From 1:2000 Cadastral Plans - Is lot boundary length
6a30	4 Nicholson Rd	Adjacent to Trunk Main N side	409.65	\$49,158.00	From 1:2000 Cadastral Plans - Is lot boundary length
6a31	Wright Rd crossing	Adjacent to Trunk Main N side	25.4	\$3,048.00	From IntraMaps
6a32	15 Wright Rd	Adjacent to Trunk Main N side	961.99	\$115,438.80	From 1:2000 Cadastral Plans - Is lot boundary length
6a33	13 Mason Rd	Adjacent to Trunk Main N side	99.94	\$11,992.80	From 1:2000 Cadastral Plans - Is lot boundary length
6a34	388 Wright Rd	N Side Nicholson Rd	796		PD 2007 & 2008 - Included in 3b
6a35	49 Keane Rd	N Side Nicholson Rd	438		Included in 3b
6a36	6 Nicholson Rd	N Side Nicholson Rd	821.17		Included in 3b
6a36	6 Nicholson Rd	N Side Nicholson Rd	27.5		Included in 3b
6a37	2 Skeet Rd	N Side Nicholson Rd	780.53		Included in 3b
6a38	21 Nicholson Rd (SP SE)	E Side Nicholson Rd (Lot 2)	1055		Included in 3b
6a39	48 Wright Rd	Eastern boundary of POS	449	\$53,880.00	Eastern boundary of PW(N)C&SF & internal to lot Nicholson to Wright Road link
6a40	Over Trunk Main	Mason Rd - Piara to Skeet Rd	100	\$12,000.00	From Map Info program
6a41	13 Mason Rd	Mason Rd - Piara to Skeet Rd	440	\$52,800.00	From Map Info program
6a42	2 Skeet Rd	Mason Rd - Piara to Skeet Rd	290	\$34,800.00	From Map Info program
6a43	22 Nicholson Rd (SP SE)	Internal to the lot	30	\$3,600.00	Consultants mapping (IN/3755/08)
6a44	21 Nicholson Rd (SP SE)	Riva Entrance	450	\$41,760.00	PD 2013 INT/1452/13
6a45	21 Nicholson Rd (SP SE)	Internal to Armadale Rd	813	\$97,560.00	Consultants mapping (IN/3755/08)
6a46	21 Nicholson Rd (SP SE)	Local Centre to School	374	\$44,880.00	Consultants mapping (IN/3755/08)
6a46	21 Nicholson Rd (SP SE)	Next to school	514	\$61,680.00	Consultants mapping (IN/3755/08)
6a47	22 Nicholson Rd (SP SE)	To private school	52	\$6,240.00	Consultants mapping (IN/3755/08)

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Regional Paths

SP South Paths					
6a48	A-B	1171	\$140,520.00	Consultants mapping (IN/5656/08)	
6a28	4.5 Wright Rd	733	\$87,960.00	Consultants mapping (IN/5656/08)	
	<i>Part claim Rossiter Ave</i>	135	\$15,660.00	PD 2013 OUV/8960/12	
6a49	E-F	583	\$69,960.00	Consultants mapping (IN/5656/08)	
6a27	G-H	982	\$117,840.00	Consultants mapping (IN/5656/08)	
6a50	I-J	618	\$74,160.00	Consultants mapping (IN/5656/08)	
6a51	N-M	367	\$44,040.00	Consultants mapping (IN/5656/08)	
SP East Paths					
6a52	800 & 54 Skeet Rd	1670	\$200,400.00	Balannup Road Lot 5000 Rellly Road to Keane Rd INT/17882/11	
6a53	800 & 54 Skeet Rd	490	\$58,800.00	Pardalote Rd to High School Site (D-E) INT/17882/11	
6a54	800 & 54 Skeet Rd	326	\$39,120.00	Balannup Rd to Skeet Rd adjacent to Primary School INT/17882/11	
6a55	800 & 54 Skeet Rd	357	\$42,840.00	Balannup Rd to Keane Rd adjacent to High School INT/17882/11	

Fixed costs 6,114 \$468,002.49 Cost is excluding DUP's constructed in associated with road projects
 Future costs 24,925 \$2,605,184.72
 Contingency \$390,777.71

TOTAL 31,039 \$3,483,964.92

DCA03 6b Wright Road Dual Use Path

6b A contribution towards the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road. [Included under

TOTAL COST \$0.00

Included in 1b

Map Ref	Parent Lot or nearest Lot No	Location	Distance (m)	Cost
6b01	106 & 107 Wright Rd		263.6	Included in 1b
6b02	82 Ranford Rd		94.7	Included in 1b
6b03	82 Ranford to 50 Wright		361.4	Included in 1b
	TOTAL		719.7	

DCA03 6c Armadale Road Dual Use Path

6c A contribution towards the cost of a shared path along Armadale Road from Warton Road to Anstey Road.

TOTAL COST \$524,085.00

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6c		Northern side of Armadale Rd	4212	\$524,085.00	Advice from Manager Civil Works INT/6385/13 - IN/3791/09, INT/7734/10, IE/5653/11 2011 & INT/17069/11

TOTAL \$524,085.00

DCA03 6d Lot 5000 Rellly Road and Skeet Road Dual Use Path

6d A contribution towards the cost of shared paths within Lot 5000 Rellly Road and Skeet Road between Keane Road and Ranford Road as identified in the

TOTAL COST \$390,525.68

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6d		Southern side of Balannup Drain	800	\$133,900.00	Advice from Manager Civil Works, includes cost for additional fill sand to be supplies, spread and compacted INT/17069/11 & INT/6385/13

Sub Total \$133,900.00

Skeet Road

Map ref	Section	Location	Distance (m)	Cost	Other information & Notes
6d		Further liaison with DoE required	2075	\$292,108.00	Advice from Manager Civil Works, includes minor clearing, and some additional earthworks INT/17403/11 & INT/6385/13

Linear Metre Rate \$140.77

Item	Cost	DoE 50% Cost
Construction adjoining Primary School (145.7 m)	\$20,510.91	\$10,255.45
Construction adjoining High School (358.4m)	\$50,453.74	\$25,226.87

Total DoE Contribution \$35,482.32

Total DCP Contribution \$256,625.68

Sub Total \$256,625.68

TOTAL \$390,525.68

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Arterial Drainage

TOTAL ARTERIAL \$13,908,071.95

Item	Total
7a	\$4,477,466.14
7b	\$2,490,993.65
7c	\$2,103,015.08
7d	\$155,206.00
7e	\$3,007,383.31
7f	\$982,222.30
7g	\$0.00
7h	\$691,785.47

DCA03 7a Drainage Land Acquisition

7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.

TOTAL COST \$4,477,466.14

Parent Lot	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
14 Mason Rd	311	1452	\$92.50	\$134,298.90	\$147,728.79	Updated Newhaven Estate drainage calculations following structure plan modification (30/05/2012)
15 Wright Rd	239	1251	\$92.50	\$115,717.50	\$127,289.25	
15 Wright Rd	485				\$158,775.75	PD 2013 (OUT/8258/12)
48 Wright Rd Grouped Housing	145	563	\$90.00	\$50,634.00	\$55,697.40	Deleted - non compliance with Schedule 13B
48 Wright Road Playing Field Site	212					Deleted - non compliance with Schedule 13B
49 Keane Rd	48				\$28,756.99	Fixed Cost - Payment Pending (OUT/2669/13)
49 Keane Rd	318				\$224,076.91	PD 2009 (OUT/6002/08)
49 Keane Rd	215				\$125,599.82	PD 2011 (OUT/9723/10) Lot 8106 on DP 68520
49 Keane Rd	48				\$27,818.03	PD 2011 (OUT/9723/10) 50% of 96m Lot 8102 on DP 67299
50 Wright Rd	482				\$267,751.71	PD 2009 (OUT/3454/10) Wright Road to Reilly Road = 482m
50 Wright Road (Wright Rd to Benella Dr to southern boundary of former Lot 50) = 205	250				\$77,918.72	PD 2007 - DP50041 - 250m of 812 (30.7% of area) as at 12/5/06 (Thumb Drive Ref 20)
50 Wright Road (Wright Rd - Benella Dr to southern boundary of former Lot 50) = 205	205				\$126,530.89	PD 2009 (OUT/6717/09)
Sub total	3033				\$1,367,944.26	

Parent Lot	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 53 Skeet - Legal Fees					\$1,569.20	PD 2008
Lot 53 Skeet - Payment for land					\$2,861,100.00	PD 2009 (IN/5253/08)
Lot 53 Skeet - Legal Agreement					\$255.00	PD 2010 (OUT/4660/10)
Lot 53 Survey, DP & fees					\$6,894.43	PD 2009 (Authority records)
Lot 53 Settlement Fee, application for New Title and Transfer of Land					\$271.25	PD 2010 (Authority records) Registration of Western Power Easement Lot 53 Skeet Road
East of MRS P88 to Forrestdale Main Drain (Lot 67)	360	11520	\$18.50	\$213,120.00	\$234,432.00	Based on North Forrestdale Structure Plan cross sections need 36m wide at eastern end and 20m at western end - Assumed
Lot 67 - Fees					\$5,000.00	
Sub total					\$3,109,521.88	
TOTAL					\$4,477,466.14	

DCA03 7b Drainage Construction

7b A contribution of approximately 100% of the cost of constructing an open channel in the multiple use corridor and 100% of the cost of constructing the arterial drainage channel adjacent to Reilly Road.

TOTAL COST \$2,490,993.65

Balannup Drain - Mason Rd to Western end Lot 53 Skeet Rd	\$327,254.00
Balannup Drain - Trunk Main crossings	\$745,195.21
Balannup Drain - Western end Lot 53 Skeet Rd to Baileys Branch	\$1,212,394.44
James Drain - Junction Point Lot 58 Armadale Road to northern boundary Armadale Road	\$206,150.00

Description	Length (m)	Rate	Cost	Notes
Balannup Drain - Mason Rd to Western end Lot 53 Skeet Rd		\$133.00		3.2% WALGA LGCI Forecast - rounded, Design from Forrestdale UWMs.
14 Mason Rd	295	\$133.00	\$39,235.00	
15 Wright Rd	239	\$133.00	\$31,787.00	
15 Wright Rd	485	\$124.00	\$60,140.00	PD 2013 (OUT/8258/12)
48 Wright Rd	145	\$133.00	\$19,285.00	
48 Wright Road Grouped Housing	75			Deleted - non compliance with Schedule 13B
48 Wright Road Playing Field Site	212			Deleted - non compliance with Schedule 13B
49 Keane Rd	48	\$127.00	\$6,096.00	Fixed Cost - Payment Pending (OUT/2669/13)
49 Keane Rd	318	\$100.00	\$31,800.00	PD 2009 (OUT/6002/08)
49 Keane Rd	215	\$122.00	\$26,230.00	PD 2011 (OUT/9723/10)
50 Wright Rd	482	\$133.00	\$64,106.00	
50 Wright Road	250	\$100.00	\$25,000.00	PD 2007 Wright Rd to Benella Rd
50 Wright Road	205	\$115.00	\$23,575.00	PD 2009 (OUT/6717/09) Benella Dr
Sub Total	2969		\$327,254.00	

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Arterial Drainage

Balannup Drain Trunk Main crossings	
Trunk main crossing - Wright Road - Pipe lowering Design work	\$18,162.83 PD 2008 (OE/842/07 & OUT/1692/08)
Trunk Main Crossing - Wright Road - Slothon Construction	\$59,535.53 PD 2010 (OUT/5888/09)
Trunk main crossing - Balannup Drain	\$667,496.85 PD 2010 (OUT/5021/10 & INT/7797/10)

Sub Total \$745,195.21

Balannup Drain - Western end Lot 53 Skeet Rd to Baileys Branch Drain	
Drain Survey pick-up (needed to prepare quote) below	\$1,026.00 PD 2009 (Authority records)
Reilly Road and part Balannup Road Survey	\$5,376.00 PD 2011 (Authority records)
Balannup Drain As Con Survey East of Skeet Road	\$1,600.00 PD 2012 (Authority records)
Reilly Road and Lot 5000 Reilly Road Clearing Permits	\$200.00 PD 2012 (Authority records)
Geotechnical Report	\$21,484.00 PD 2012 (Authority records)
Hydraulic Capacity Modelling and Geotechnical Report	\$21,485.00 PD 2012 (Authority records)
Balannup Drain Realignment Design	\$14,332.34 PD 2012 (Authority records)
West end Lot 53 to Baileys Branch Drain Construction	\$372,588.00 INT/6385/13 minus expenditure below
Balannup Drain Realignment Design	\$107,412.00 PD 2013 (INT/6422/13 & INT/6420/13)
Lot 53 Skeet Rd (adjacent to Reilly Road) Vegetation Stabilisation with	\$426,361.00 3.2% WALGA LGCI Forecast - DP63040 (30.603sqm)
Lot 53 Skeet Rd - Consultancy advice on size of culverts under	\$2,465.00 PD 2009 (Authority records)
#65-Review-2011 (No-2) Deleted Due to Amendment No. 56 Re-zoning - SP East and Developer Releasing Powerlines - Offset by inclusion of Skeet Road culvert - Lot 53 Skeet Rd (adjacent to Reilly Road) Piping - Environmental Studies/Design	\$0.00 Emerson Stewart advises need two 1.5m x 1.5m box culverts which would cost \$250,000 to install (IN/3796/09, included contingency so amended by IN/5933/09). Cost estimate revised manager-Civil Works INT/7733/10 - Advice Manager-Civil Works 2011 IE/5653/11
	\$100,000.00 Necessary to design and implement the Balannup Drain relocation from Reilly Road reserve to Lot 5000 Reilly Road
Contingency (15% Estimated Costs)	\$136,065.10

Sub Total \$1,212,394.44

James Drain Description	Rate	Length (m)	Rate	\$133.00	Cost	Notes
Main arterial drainage corridor SP South						Information from Emerson Stewart and SP South LWMS IE/7049/11
Lot 45 Wright Rd		525	\$133.00		\$69,825.00	
Lot 58 Armadale Rd		700	\$133.00		\$93,100.00	
Lot 10 Armadale Rd		135	\$133.00		\$17,955.00	
Lot 3/4 Armadale Rd		110	\$133.00		\$14,630.00	
Lot 12 Armadale Rd		80	\$133.00		\$10,640.00	

Sub Total 1550 \$206,150.00

DCA03 7c Skeet Road Arterial Drain

7c. 100% of the cost of constructing Skeet Road pipe work, culverts and pavement reconstruction and reinstatement of Nicholson Road, Mason Road and any other portion of

TOTAL COST \$2,103,015.08

Emerson Stewart advise pipe work still required because topography adjacent to

Description	Quantity (m)	Rate	Notes
Skeet Rd 1350mm pipe	200	\$1,136.22	\$227,243.09
Skeet Rd 900mm pipe	1900	\$522.66	\$993,052.30
Skeet Road/Balannup Drain Design Issues			\$245,000.00
Skeet Road Flora Study and Clearing Permit			\$9,962.00 PD 2012
Nicholson Road Culvert Installation			\$228,111.83 PD 2011 (OUT/937/11) - Newhaven Estate Nicholson Road Culvert
Nicholson Road Culvert Installation			\$77,111.18 PD 2011 (OUT/9723/10) - Northern side of culvert to Heron Park
Nicholson Road Culvert Installation			\$29,475.60 PD 2008 (OUT/7588/07)
Contingency			\$293,059.08 Used by PB in their estimates

Sub Total \$2,103,015.08

DCA03 7d Balannup Maintenance

7d Maintenance works in Balannup Drain.

TOTAL COST \$155,206.00 Fixed cost - see Infrastructure Cost Schedule 2008 for cost breakdown

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Arterial Drainage

DCA03 7e Water Management Initiatives

7e A contribution to the cost of providing pre and/or post development water quality data, monitoring and Water Management Initiatives as specified in the Infrastructure

TOTAL COST \$3,007,383.31 Approach proposed is that DCP responsible for Local Water Management Strategy post development monitoring &

Item	Cost	Information source
North Forrestdale Stage 1 Structure Plan LWMS	\$164,239.77	PD 2008 (OUT/639/08)
Surface and Groundwater Monitoring Costs to August 2006	\$50,965.77	PD 2008 (OUT/639/08)
SP Central Surface water monitoring point installation (Western end Lot 53 Skeet) - Channel upgrade to provide required smooth flow	\$6,720.00	PD 2009 (Authority records) Works by COA Technical Services
SP Central, East & Erade - LWMS Surface & Ground Water Monitoring Costs	\$1,108,448.00	INT/6363/13 Based on advice from MWH Sampling and Analysis Plan
SP South East and SP South - Establishment and LWMS monitoring ground and surface water monitoring	\$906,684.00	INT/6363/13 Based on advice from Sampling and Analysis Plan JDA INV/5693/09 & INV/5694/09
Community Education Scoping Document	\$3,140.91	PD 2007 (Authority records)
Community Education Year 2008	\$7,500.00	PD 2008 (IE/2055/08)
Community Education Year 2009	\$37,351.66	PD 2009 (Authority records)
Community Education Year 2010	\$20,148.34	PD 2010 (INV/6369/09)
Community Education Year 2011	\$10,000.00	PD 2011 (OUT/2637/11)
Community Education to 2019	\$299,056.57	Increased by CPI 1.4%, initial per lot ratio
Signage to explain drainage system to residents	\$40,000.00	Required so residents understand areas may be underwater for periods of time following rainfall. New item resulting from complaints in 2008
Contingency (15% Estimated costs)	\$353,128.29	

Sub Total - Fixed Costs \$300,066.45

Sub Total - Estimated Costs \$3,007,383.31

DCA03 7f James Drain Land Acquisition

7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain

TOTAL COST \$982,222.30

Legal Advice Cost of Acquiring Easements and Land	\$55,454.43	3.2% WALGA LGCI Forecast
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James Drain Land Acquisition

Description	Length (m)	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
Lot 45 Wright Rd	52.5	3675	\$78.75	\$289,406.25	\$318,346.88	Main arterial drainage corridor SP South. Advice from Emerson
Lot 58 Armadale Rd	54.5	3760	\$81.25	\$305,500.00	\$336,050.00	
Lot 58 Armadale Rd	155				\$70,246.00	PD 2013 OUT/6175/12
Lot 10 Armadale Rd	135	1080	\$72.50	\$78,300.00	\$86,130.00	
Lot 3/4 Armadale Rd	110	880	\$71.25	\$62,700.00	\$68,970.00	
Lot 12 Armadale Rd	80	600	\$71.25	\$42,750.00	\$47,025.00	
Sub Total	1550	9995			\$926,767.88	

DCA03 7g James Drain Administration

7g 100% of the cost of implementing administrative measures to ensure access in perpetuity along James Drain from Armadale Road to Commercial Road for the City of

TOTAL COST \$0.00 Covered by General Works (CI 3.6.2)

Covered by General Works (CI 3.6.2)

DCA03 7h James Drain Realignment

7h Initial maintenance works in James Drain from the northern boundary of Armadale Road to Forrestdale Lake including upgrading of the drainage channel and including

TOTAL COST \$691,785.47

James Drain reinstatement	\$133,090.63	3.2% WALGA LGCI Forecast - Reinstatement to provide an even grade between the existing road crossings at Armadale Road, Nicholson Road, Swamp Road and Commercial Road (2,000m is above invert level to provide an even grade between road crossings) Advice from Emerson Stewart (IE/1326/09)
James Drain Swamp Road Alignment	\$361,200.00	3.2% WALGA LGCI Forecast - includes cost to realign Swamp Road and construct drain. (IE/23199/10)
James Drain Maintenance/desilting	\$107,261.95	3.2% WALGA LGCI Forecast - Cost per annum for 5 years (IE/23199/10)
Contingency (15%)	\$90,232.89	
TOTAL	\$691,785.47	

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Community facilities

COMMUNITY FACILITIES COST \$20,654,376.16

Item	Total
8a	\$630,137.89
8b	\$3,763,353.13
8c	\$1,684,069.85
8d	\$273,080.82
8e	\$3,800,000.00
8f	\$0.00
8g	\$4,304,558.95
8h	\$6,199,175.51

Included as consolidated projects under associated Multi Purpose Facility Item

DCA03 8a District Sporting Field Contribution

8a A contribution to the cost of provision of sporting facilities for district sporting facilities, including change rooms, toilets, associated facilities and a multiple purpose sporting oval.

TOTAL COST \$630,137.89 Increased by 5% as per Community Facilities advice

DCA03 8b Piara Waters (North) Community & sporting Facility

8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.

TOTAL COST \$3,763,353.13

Total Project Cost \$6,193,128.45 CoA and DCP project

Total Cost CoA Project \$5,803,578.45 Excluding DCP reimbursement to developer

Item	Notes
Concept plan design and documentation	\$25,740.00 PD 2010 - Fixed Cost (OUT/6176/09 & TEN/31/09)
Fees Stage 1 & 2	\$17,756.00 PD 2012 - Fixed Cost
Preliminaries	\$436,688.95
Building	\$2,300,000.00
Head Works	\$50,000.00
Playground	\$170,000.00
Floodlighting	\$315,000.00
Cricket Nets & AFL Goal Posts	\$110,000.00
Cricket Wicket	\$9,000.00
Project management, design and documentation and fitout associated with building	\$380,000.00
Parking	\$342,900.00
Bin Store	\$5,000.00
Landscaping	\$302,404.00
Site Furniture	\$75,000.00
Irrigation	\$131,178.00
Drainage Swales and Slicrete	\$176,407.50
Other Contribution	\$1,429,775.32
Stage 2 Grant	-\$500,000.00
Sub-total No.1	\$2,873,803.13

Project under construction - INT/8747/12 Funding model in place, budget control Director City Projects, Piara Waters (North) Community and Sporting Facility Cost Estimate Schedule - INT/7596/10 & INT/3816/11.

Oval 50% Funding (Item 8f)	\$1,000,000.00	Schedule 13B funding under Item 8f for 50% oval, consolidated as project with building under Item 8b
Former Lot 48 - Piara Waters (North) Community & Sporting Facility - SP Central	-\$500,000.00	City notified of successful grant application received during advertising Draft ICS 2011
Stage 1 Grant - CSRFF	\$500,000.00	
Sub-total No.2	\$500,000.00	

Reimbursements City Project		
Project Management Cost to Date Reimbursement May 2012	\$167,998.13	PD 2012 INT/9384/12 Formal Claim
Project Management Cost to Date Reimbursement July 2012	\$28,500.00	PD 2012 INT/15106/12 & INT/15107/12 Formal Claim
Project Management Cost to Date Reimbursement January 2013	\$394,687.49	PD 2013 INT/1755/13 & INT/1759/13
Total Reimbursements to date	\$591,185.62	
Reimbursements Remaining (Funding under Item 8f additional)	\$2,782,617.51	

Works outside City project Earthworks (not covered under City project funds)	\$389,550.00	Preliminary Site fill works above AAMGL, shared cost with Developer
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TOTAL \$3,763,353.13

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DRAFT ICS 2013
Community facilities

DCA03 8c Baker's House Community Facility

8c. 100% of the total cost to acquire the land and existing building on Lot 49 Keane Road and 72% of the cost of the refurbishment of the existing homestead dwelling, car parking, playground and landscaping for a community facility.

TOTAL COST \$1,684,069.85

Building and land cost

Item	Notes
Building Purchase	\$150,000.00 PD 2007 & 2008 as per legal agreement (Authority records)
Land Acquisition(4019sqm)	\$442,096.00 PD 2009 (OUT/6002/08)

Sub total \$592,096.00

Refurbishment of existing homestead	
Toilets	\$247,355.50
Kitchen (Minus Fixed Cost)	\$58,870.00
Disability access	\$118,953.00
Emergency lighting	\$18,270.00
Emergency exits	\$18,270.00
Security installation or mod	\$25,000.00
Fit out	\$180,467.00
Sewerage connection	\$52,800.00
Heating/ Cooling system	\$185,359.30
Connect gas	\$2,699.90
Energy Efficiency Implementation	\$30,000.00 Energy Efficiency Implementation Report INT/11946/10
Playground	\$80,000.00 Playground Strategy adopted by Council T13/3/08
Car Park Lighting	\$20,300.00 Energy Efficiency Implementation Report INT/11946/10
Subtotal	\$1,038,344.70
Contingency :15% on future cost	\$155,751.71
Total Refurbishment Cost	\$1,194,096.41

City Project Funds	
72% of Refurbishment future cost	\$859,749.41
Reimbursement City Project 1	\$86,738.81 PD 2012 (INT/9395/12)
Reimbursement City Project 2	\$13,744.18 PD 2012 (INT/15106/12 & INT/15195/12)
Reimbursement City Project 3	\$62,795.04 PD 2012 (INT/22304/12 & INT/22556/12)
Reimbursement City Project 4	\$649,025.85 PD 2012 (INT/22304/12 & INT/22556/12)
28% Contribution (Other) Cost	\$334,346.99
Total Reimbursements to date	\$812,303.88
Reimbursement remaining	\$47,445.53

Prior Fixed Costs	
Kitchen	\$16,823.01 PD 2009 (INT/11602/08)
Gutters and downpipes	\$4,633.20 PD 2009 (INT/11602/08)
Re-roofing and lighting	\$7,497.00 PD 2009 (OUT/9630/09)
Alarm system	\$590.40 PD 2009 (INT/11602/08)
Roller blinds	\$1,277.02 PD 2009 (INT/11602/08)
Sewerage connection	\$7,293.60 PD 2009 (INT/11602/08)
Air conditioning	\$12,429.81 PD 2009 (INT/11602/08)
Ecosmart fireplace	\$13,666.32 PD 2009 (INT/11602/08)
Connect water	\$5,400.00 PD 2009 (INT/11602/08)
Connect power	\$12,890.53 PD 2009 (INT/11602/08)
Service Connections	\$1,514.16 PD 2009 (INT/11602/08)
Connect broadband	\$3,556.80 PD 2009 (INT/11602/08)
Car Parking	\$53,652.78 PD 2009 (INT/11602/08)
Landscaping	\$57,454.81 PD 2009 (INT/11602/08)
Development Application Fee	\$3,755.00 PD 2012
Playground	\$29,796.00 PD 2013 (INT/5671/13)
DCP Fixed costs	\$232,230.44 Total Fixed Cost of items

Total Cost CoA Project (DCP & Other)	\$1,194,096.41
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TOTAL COST TO SCHEME \$1,684,069.85

DCA03 8d Carey Baptist College Community Use

8d Contribution towards the provision of sporting facilities at Carey Baptist College – Lot 1000 Wright Road to provide public sporting facilities including 50% of the cost of car parking, change rooms and toilets.

TOTAL COST \$273,080.82 Increased by 5% as per Community Facilities advice

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Community facilities

DCA03 8e Harrisdale North & Piara Waters South East Community Facility

8e 100% of the total cost to construct change rooms, car parking and toilet block associated with active recreational uses on two sites of public open space identified on the Structures Plan abutting proposed primary schools.

Harrisdale North - Site A	\$1,700,000.00
South East - Site B	\$2,100,000.00
TOTAL COST	\$3,800,000.00

Harrisdale North Site A TOTAL \$1,700,000.00

Total Project Cost including external funding \$2,830,000.00 Advice Community Infrastructure Manager INT/6497/13
Total Other Funding \$1,130,000.00

Multi purpose Facility Item	Notes
Building - Sporting pavilion/ community meeting place	Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	Potential CSREFF Grant Funding component or CoA contribution
Sub-total No.1	\$1,100,000.00

Harrisdale North Site A (1001 Wright Rd)	\$1,200,000.00	Total Cost of Shared Oval Construction, Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	-\$400,000.00	Potential DoE contribution towards shared oval
	-\$200,000.00	Potential CSREFF Grant Funding component or CoA
Sub-total No.3	\$600,000.00	

TOTAL \$1,700,000.00

South East Site B TOTAL \$2,100,000.00

Total Project Cost including external funding \$3,570,000.00 Advice Community Infrastructure Manager INT/6497/13
Total Other Funding \$1,470,000.00

Multi purpose Facility Item	Notes
Building - Sporting pavilion/ community meeting place	Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	Potential CSREFF Grant Funding component or CoA contribution
Sub-total No.1	\$1,200,000.00

Harrisdale North Site A (1001 Wright Rd)	\$1,800,000.00	Total Cost of Shared Oval Construction, Advice Community Infrastructure Manager INT/6497/13
External Funding Sources	-\$600,000.00	Potential DoE contribution towards shared oval
	-\$300,000.00	Potential CSREFF Grant Funding component or CoA
Sub-total No.3	\$900,000.00	

TOTAL \$2,100,000.00

DCA03 8f Playing Field Development

8f 50% of the total cost to construct a senior multiple purpose sporting oval adjoining each of the public primary schools and on Lot 48 Nicholson Road.

TOTAL COST \$0.00
Included under relevant items for consolidated projects i.e. 8b, 8e & 8g

Only available for senior ovals partly on public open space with a

Construction Costs

Location	50% cost	Full Cost
Harrisdale North Site A (1001 Wright Rd)	50% Funding of Oval construction included under Item 8e	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSREFF Grant Funding component or CoA
Piara Waters South East Site B (21 Nicholson Rd)	50% Funding of Oval construction included under Item 8e	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSREFF Grant Funding component or CoA
Piara Waters (South) Community & Sporting Facility Site C (45 Wright/58 Armadale)	50% Funding of Oval construction included under Item 8g	Total Cost of Shared Oval Construction
External Funding Sources		Potential DoE contribution towards shared oval
		Potential CSREFF Grant Funding component or CoA
Piara Waters (North) Community & Sporting Facility (Former Lot 48 Wright)	50% Funding of Oval construction included under Item 8b	Total Cost of Shared Oval Construction
Stage 1 Grant - CSREFF		City notified of successful grant application received during

Sub total - construction \$0.00 Included under relevant items for consolidated projects i.e. 8b, 8e & 8g

Design fees (3.6.2 d)	
<i>Preliminary design brief and 15% design</i>	<i>RD 2009 Costed to 3.6.2 Scheme costs G (d)</i>

DRAFT ICS 2013

Community facilities

DCA03 8g Piara Waters (South) Community & Sporting Facility

8g 100% of the cost of building a combined sporting pavilion / community meeting rooms on the proposed public open space in the area known as Structure Plan (SP) South, inclusive of change rooms, toilets, storage, community meeting space, car parking, a playground and landscaping, minus any probable or received grant funding.

TOTAL COST \$4,304,558.95

Total Project Cost including external funding \$6,200,000.00

Multi purpose Facility Item		Notes
Building - Sporting pavilion/ community meeting place	\$3,500,000.00	INT/7552/10 - Community and Sporting Facility 1,000sqm at \$3,500 per sqm. Advice Director City Projects based INT/3898/11 - no increase from 2010.
Probable grant component	-\$1,155,000.00	Assume 25% of costs, rounded to nearest \$100, advice from Recreation
Sub-total No.1	-\$2,345,000.00	

Non-grant funded component		Notes
Project management, design and documentation and fitout associated with building	\$300,000.00	Advice Director City Projects September 2011 INT/16885/11
Car parking	-\$363,763.00	Advice Manager Civil Works INT/17069/11, based on construction cost 100
Landscaping	-\$104,000.00	Advice from Manager Parks INT/7702/10, area of landscaping 1,600sqm.
Playground	-\$170,000.00	Advice from Manager Parks INT/7702/10, Playground and associated
Contingency	-\$281,334.90	Contingency - Non grant funded items only
Sub-total No.2	-\$1,219,117.90	

Playing Field 50% Funded		Notes
Primary School Site C - 45 Wright/58 Armadale - Piara Waters (South) Community & Sporting Facility - SP South	\$1,480,882.10	Schedule 13B funding under Item 8f for 50% oval, consolidated as project with building under Item 8g
External Funding Sources	-\$500,000.00	Potential DoE contribution towards shared oval or
	-\$240,441.05	Potential CSREFF Grant Funding Component
Sub-total No.3	-\$740,441.05	

TOTAL \$4,304,558.95

DCA03 8h HARRISDALE (East) Community & Sporting Facility

8h 100% of the cost of building a combined sporting pavilion / community building on the proposed open space in the area known as Structure Plan (SP) East.

TOTAL COST \$6,199,175.51

Item		Notes
Building - Sporting pavilion/ community meeting place	\$3,500,000.00	Based on Piara Waters (South) Advice Director City Projects INT/16885/11
Oval Sites/Playing Fields	\$2,175,000.00	Based on Frye Park, earthworks, site fill, irrigation (playing field and Earthworks, Site Fill, Irrigation for Oval and Surrounds
Project management, design and documentation and fitout associated with building	\$450,348.70	Based on Piara Waters (North) tender prices. Advice Director City Projects INT/16885/11
Car parking	-\$363,538.13	Advice Manager Civil Works INT/17069/11, based on construction cost 100
Landscaping	-\$104,000.00	Based on Piara Waters (South). Advice Director City Projects INT/16885/10.
Playground	-\$120,000.00	Advice Director City Projects INT/16885/11. Assume similar playground.
Contingency	-\$706,288.68	Split per staged construction phase
Sub Total	\$7,769,175.51	

Sub Total \$7,769,175.51

Grant/External funding Stage 1	-\$500,000.00
Grant/External funding Stage 2	-\$500,000.00
External/CoA Funding	-\$570,000.00
Sub Total	-\$1,570,000.00
TOTAL	\$6,199,175.51

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Sewer, power & CCWS

TOTAL SEWER & POWER \$3,322,789.23

TOTAL CCW \$1,550,838.44

Item	Total
9a	\$167,332.00
9b	\$654,899.50
9c	\$2,500,557.73

Item	Total
10a	\$1,550,838.44

9a 100% of the total cost to acquire the land for the sewer pump station buffer zone (public open space that is non-creditable) on Lot 49 Keane Road and Lot 50 Wright Road.

TOTAL COST \$167,332.00 Water corp to buy land for pump station, scheme to buy buffer only. Fixed cost

Location	Final Value	Notes
49 Keane Rd	\$76,692.00	PD 2009 see OUT/3987/09
50 Wright Rd	\$90,640.00	PD 2009 see OUT/595/09
TOTAL	\$167,332.00	

9b Reimbursement of the portion of the cost of constructing the sewer pumping station and temporary pressure mains, which are not prefunded by the Water Corporation.

TOTAL COST \$654,899.50

Section/ works	Cost per m	Powerline
Piara Waters	\$542,419.10	PD 2010 (IE/2960/09) Wright/ Nicholson Rd to Bartram Rd (~ 3.4km) and a type 40 pump station
49 Keane Road	\$112,480.40	PD 2009 See OUT/4000/09; Covers Wright/ Nicholson Rd to Turfedove/
TOTAL	\$654,899.50	

9c Contribution towards the cost to reconfigure the 132 KV power lines to an urban standard on current alignment as specified in the Infrastructure Cost Schedule. Other relocation costs to be met by individual subdividers.

TOTAL COST \$2,500,557.73

Increased CPI 1.4% - previous cost provided March 2007 (LEG/IN/13153). Note normal variation in Western Power quotes of plus or minus 30%, and this is a contribution.

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Western (Cannington to Marriot Road)				
49 Keane Rd	700		\$229,600.00	Western (Cannington to Marriot Road) PD 2007
6 Nicholson Rd	810	\$384.39	\$311,356.04	Western (Cannington to Marriot Road)
2 Skeet Rd	740	\$384.39	\$284,448.73	Western (Cannington to Marriot Road)
22 Nicholson Rd (S2)	60	\$384.39	\$23,063.41	Western (Cannington to Marriot Road)
21 Nicholson Rd (S2)	960	\$384.39	\$369,014.57	Western (Cannington to Marriot Road)
Sub total	3270		\$1,217,482.75	

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Eastern (Cannington to Pinjarra)				
50 Wright Rd	200		\$68,408.00	Eastern (Cannington to Pinjarra) PD 2009 OUT/595/09
49 Keane Rd	980		\$274,400.00	Eastern (Cannington to Pinjarra) PD 2007
6 Nicholson Rd	830		\$256,146.30	Eastern (Cannington to Pinjarra) PD 2012 OUT/10428/11
2 Skeet Rd	380		\$117,271.80	Eastern (Cannington to Pinjarra) Fixed Cost - Implemented ICS 2010
22 Nicholson Rd (S2)	420	\$327.79	\$137,671.18	Eastern (Cannington to Pinjarra)
21 Nicholson Rd (S2)	620	\$327.79	\$203,228.89	Eastern (Cannington to Pinjarra)
334 Armadale Rd (S2)	120	\$327.79	\$39,334.62	Eastern (Cannington to Pinjarra)
Road reserves	180	\$327.79	\$59,001.94	Wright Road, Keane Rd & Hale Road
Sub total	3730		\$1,145,462.74	

Lot	Length of powerline (m)	Cost per m	Predicted current cost	Powerline
Southern (Wagerup to Alcoa Pinjarra)				
800 & 54 Skeet Rd	225	\$384.39	\$86,488.14	Southern (Wagerup to Alcoa Pinjarra)
5000 Reilly Rd	71	\$384.39	\$27,291.81	Southern (Wagerup to Alcoa Pinjarra)
Road reserves	62	\$384.39	\$23,832.29	Southern (Wagerup to Alcoa Pinjarra)
Sub total	358		\$137,612.24	Reilly Road and Skeet Road

TOTAL 7358 \$2,500,557.73

DCA03 10a Conservation Category Wetlands

10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.

TOTAL COST \$1,550,838.44

Area (sqm)	Assessed Urban Value (per sqm)	Value at Assessed Urban Value	Assessed Value (62.5% of urban value - as per CI 3.12.4 (f))	Value plus CI Allowance; or Value Paid
North Western Wetland				\$202,468.75 (See below)
South Western Wetland				\$1,104,743.75 (See below)
Combined NW & SW Wetland				\$1,307,212.50 (See below)
Eastern Wetland				\$243,625.94 (See below)
TOTAL				\$1,550,838.44

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3.6.2 General Works

TOTAL COST \$1,480,726.75

Notes
All future costs to 2022 (9 years)

Item	Total	Notes
a	\$20,155.00	PD 2007 - Fixed Cost
b	\$318,482.17	Included under specified
c	\$613,880.75	Included under specified
d		
e		
f		
g	\$498,208.83	Included under specified

(a) All costs incurred by the City associated with the preparation, processing and gazettal of the Development Contribution Plan No.3 and subsequent amendments, Infrastructure Cost Schedule and provisions under this scheme or former Town Planning Scheme No.2, including but not limited to any environmental assessment as required by the Department of Environmental Protection (DEP) and Environmental Protection

Repayment to the City \$20,155.00 PD 2007 - Fixed Cost

(c) Any compensation paid or payable for or in respect of the provision of any of the Common Infrastructure Works or facilities referred to in this Schedule, or in the administration of Part 6B and Schedule 13B of the Scheme for this Development Contribution Plan.

TOTAL COST \$348,482.17 Increased by CPI

(d) Any consulting fees agreed to by the City associated with designing and undertaking of the Common Infrastructure Works, including but not limited to surveying, engineering, planning, quotes and certification of estimated costs, environmental, project management and landscaping.

TOTAL COST \$613,880.75 Consulting fees included in Specified Works costs where

Year	Amount	Notes
2007	\$69,005.00	PD 2007 Scoping and preliminary design fees for roads - Stephenson consulting and Opus (Authority records)
2008	\$5,110.00	PD 2008 Re-costing Nicholson Rd & Ovals (OE/9/08) & Drainage (Emerson Stewart)
2009	\$35,098.75	PD 2009 - Armadale Rd (5d & e) and Ovals 15% design and costing
2009	\$16,535.00	SP South East and SP South - LWMS Sampling and Analysis Plan
2010	\$3,470.00	Finalisation of LWMS Sampling and Analysis Plan & Re-costing of Item 5c & 5d
2011	\$0.00	No charges financial year ending 30 June 2011
2012	\$10,087.00	PD 2012 Part Financial Year Charge
2013	\$64,575.00	Environmental remediation/studies in association with adjacent P&R Reserves
Sheet Road Environmental	\$50,000.00	

Future fees (estimate) \$360,000.00 Cost estimate over 9 years till 2022

(g) All costs incurred by Council associated with the preparation, administration and management of the Development Contribution Plan and Infrastructure Cost Schedule including but not limited to bank charges, audit fees, office and sundry costs, legal expenses, valuation fees, reviews of land values and costs, caveat and conveyancing fees, Council staff salaries including a Co-ordinator/Manager of the Development Contribution Plan, any interest costs incurred by Council in respect to loan funds required to provide timely implementation of any of the listed Common Infrastructure Works or related costs, any claims for injurious affection and the costs of establishing any required system to facilitate the administration and the ongoing management of Development Contribution Plan and Infrastructure Cost Schedule along with the specific requirements of the Scheme pertaining thereto.

TOTAL COST \$498,208.83

Cost estimate	Value	Basis
Bank charges	\$5,960.46	3.2% WALGA LGCI Forecast
Audit fees	\$72,148.20	
2007	\$4,048.20	PD 2007 Audit by Barry Robbins (Authority records)
2008	\$5,500.00	PD 2008 Audit 2006 to 2008 by Macri Partners (Authority records)
2009	\$2,800.00	PD 2009 Audit 2009 by Macri Partners (Authority records)
2010	\$2,800.00	PD 2010 Audit 2010 by Macri Partners (Authority records)
2011	\$3,500.00	PD 2011 Audit 2011 by Macri Partners (Authority records)
2012	\$4,000.00	PD 2012 Audit 2012 by Macri Partners (Authority records)
Future audit costs	\$49,500.00	Estimate of \$5,500 per annum based on Audit by Macri Partners
Office costs		
Sundry	\$18,438.49	Included in Staff salaries and on-costs
Amid 12 Gazetteal	\$1,818.18	PD 2007
Sundry 2008	\$649.57	PD 2008 - Includes construction cost index
Sundry 2009	\$658.44	PD 2009 (Authority records)
Sundry 2009	\$712.04	PD 2010 (Authority records)
Sundry 2010	\$1,194.12	PD 2010 (Authority records)
Sundry 2011	\$1,706.14	
Future Sundry	\$11,700.00	
Legal expenses	\$140,058.24	
Legal advice	\$137.04	PD 2007
Legal advice for Deed of Agreement	\$2,156.20	PD 2008 - Deeds of release
Legal advice	\$1,078.00	PD 2009 to 27 May 2009 (Authority records), Lot 53 Skaet
Settlement Fees	\$706.00	PD 2010 (Authority records)
Legal Advice	\$980.50	PD 2011 (Authority records)
Future legal costs	\$135,000.00	\$14,500 per annum
Valuation fees & reviews	\$235,765.76	
2007	\$23,061.71	PD 2007
2008	\$13,250.00	PD 2008
2009	\$20,500.00	PD 2009
2010	\$15,750.00	PD 2010 - updated during advertisement
2011	\$17,750.00	PD 2011
2011 No.2	\$10,454.55	PD 2012 - Amendment No. 64
Future valuation fees	\$135,000.00	Expect fewer valuations in future \$15,000 per annum
Caveat & conveyancing fees	\$35,000.00	
Staff salaries & on-costs	\$1,994,894.51	
2006	\$74,089.00	PD 2006 (Authority records)
2007	\$82,053.06	PD 2007 (Authority records)
2008	\$93,386.59	PD 2008 (Authority records)
2009	\$103,505.38	PD 2009 (Authority records)
2010	\$92,290.20	PD 2010 (Authority records)
2011	\$93,323.36	PD 2011 (Authority records)
2012	\$106,246.92	PD 2012 (Authority records)
Future on-costs	\$1,350,000.00	
Recruitment contingency	\$22,542.84	
Recruitment	\$2,542.84	PD 2010 (Authority records)
Future Recruitment fees	\$20,000.00	Staff recruitment
Loan fees and interest	-\$2,026,599.67	
Loan Fees	\$359,652.14	Covers when forced to do work early; 3.2% WALGA LGCI Forecast
2008	-\$172,006.00	PD 2008
2009	-\$234,735.63	PD 2009
2010	-\$241,728.73	PD 2010
2011	-\$512,184.45	PD 2011
2012	-\$800,200.00	PD 2012
Part 2013	-\$424,697.00	PD 2013

TOTAL \$498,208.83

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ASSESSED VALUES

Only shows Assessed Values - Fixed costs and negotiated agreement prices not shown

Grand total
Totals
\$3,192,551.75

Schema Text

1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.

DO NOT EDIT BELOW THIS LINE

Lots	Area (sqm)	Assessed Value (per sqm)	Cost	Value plus 10% for CI 3.12.5
Lot 106 (East) Wright Rd	245.6	\$150.00	\$36,840.00	\$40,524.00

\$40,524.00

3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestdale town centre

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
6 Nicholson Rd	525.00	\$108.00	\$56,700.00	\$62,370.00
21 Nicholson Rd (SP SE)	8300.00	\$84.600	\$702,180.00	\$772,398.00
6 Nicholson Rd (SP South)	1037.00	\$85.00	\$88,145.00	\$96,959.50
5 Nicholson Rd (SP South)	442	\$100.00	\$44,200.00	\$48,620.00
4 Nicholson Rd (SP South)	259	\$210.00	\$54,390.00	\$59,829.00
3 Nicholson Rd (SP South)	101	\$300.00	\$30,300.00	\$33,330.00
2 Nicholson Rd (SP South)	110	\$250.00	\$27,500.00	\$30,250.00
13 Mason Road	581.00	\$90.00	\$52,290.00	\$57,519.00
48 Wright Rd	980.00	\$95.00	\$93,100.00	\$102,410.00
15 Wright Rd	111.00	\$92.50	\$10,267.50	\$11,294.25

\$1,274,979.75

5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
Lot 35 Taylor Rd	155	\$17.63	\$2,731.88	\$3,005.06
Lot 45 Wright Rd	2333	\$78.75	\$183,723.75	\$202,096.13

\$205,101.19

7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
14 Mason Rd	311	1,451.8800	\$92.50	\$147,728.79
15 Wright Rd	239	1,251.0000	\$92.50	\$127,289.25
48 Wright Rd	145	562.6000	\$90.00	\$55,697.40
East of MRS P&R to Forrestdale Main Drain (Lot 67)	360	11,520.0000	\$18.50	\$234,432.00

\$565,147.44

7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain north of the Armadale Road and James Drain south of Armadale Road to Forrestdale Lake, as identified in the adopted Infrastructure Cost Schedule.

Lots	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5
Lot 45 Wright Rd	525	3,675.0000	\$78.75	\$318,346.88
Lot 58 Armadale Rd	545	3,760.0000	\$81.25	\$336,050.00
Lot 10 Armadale Rd	135	1,080.0000	\$72.50	\$86,130.00
Lot 3/4 Armadale Rd	110	880.0000	\$71.25	\$68,970.00
Lot 12 Armadale Rd	80	600.0000	\$71.25	\$47,025.00

\$856,521.88

12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value
Lot 500 Balannup Rd	18.00	\$45.00	\$810.00	\$891.00
Lot 509 Balannup Rd	1147.00	\$45.00	\$51,615.00	\$56,776.50
Lot 510 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 511 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 512 Balannup Rd	418.00	\$45.00	\$18,810.00	\$20,691.00
Lot 513 Balannup Rd	418.00	\$42.50	\$17,765.00	\$19,541.50
Lot 514 Balannup Rd	436.00	\$42.50	\$18,530.00	\$20,383.00
Lot 173 Balannup Rd	1796.00	\$42.50	\$76,330.00	\$83,963.00

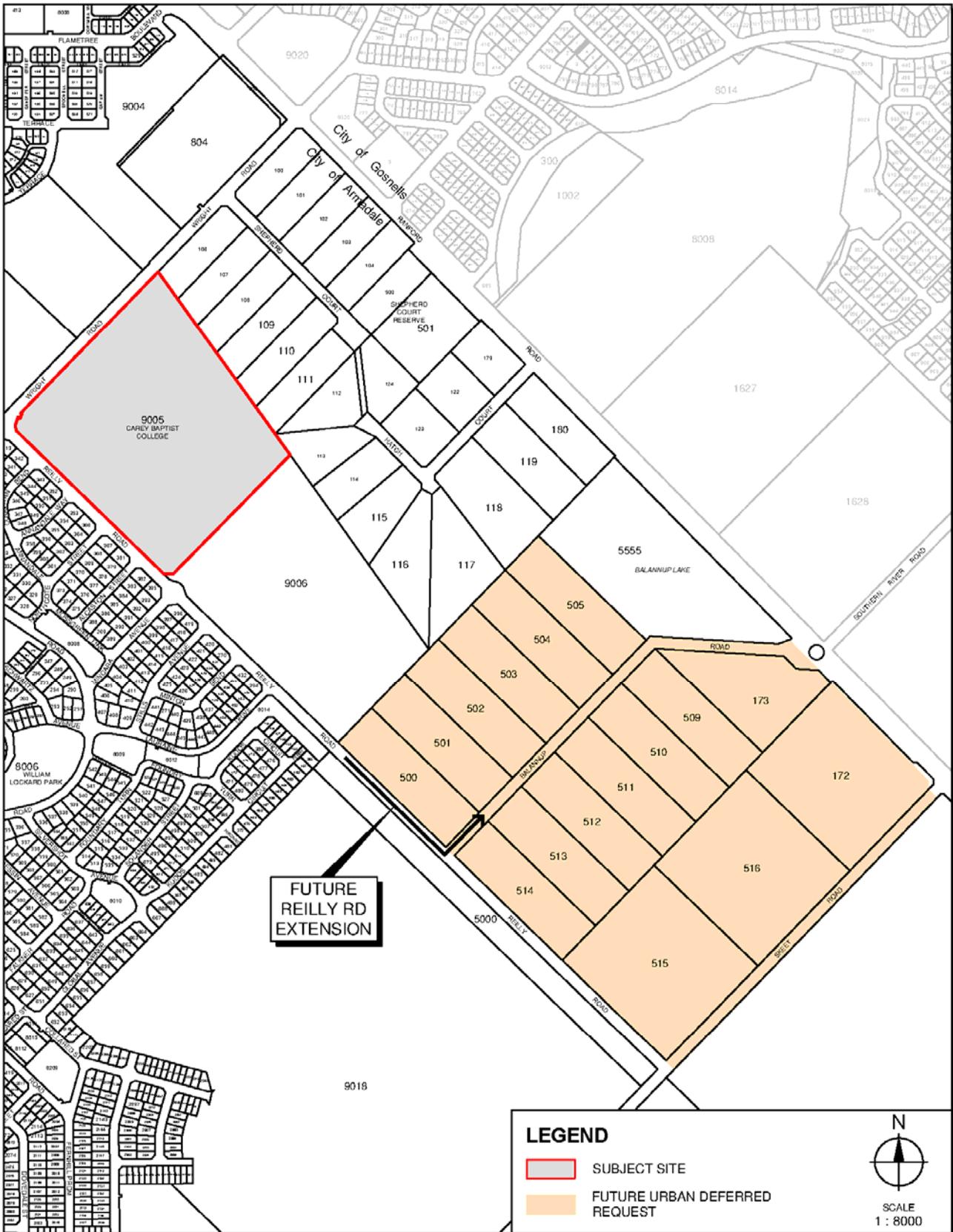
\$243,628.00

14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.

Parent Lot	Area (sqm)	Assessed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value
Lot 515 Skeet Rd	186.00	\$32.50	\$6,045.00	\$6,649.50

\$6,649.50

The City of Armadale expressly disclaims liability for any loss or damage suffered by a person relying on this document.



LOCATION PLAN
 CAREY BAPTIST COLLEGE
 51 (LOT 9005) WRIGHT ROAD, HARRISDALE
 DATE 30 May 2013 - REVISION 1301



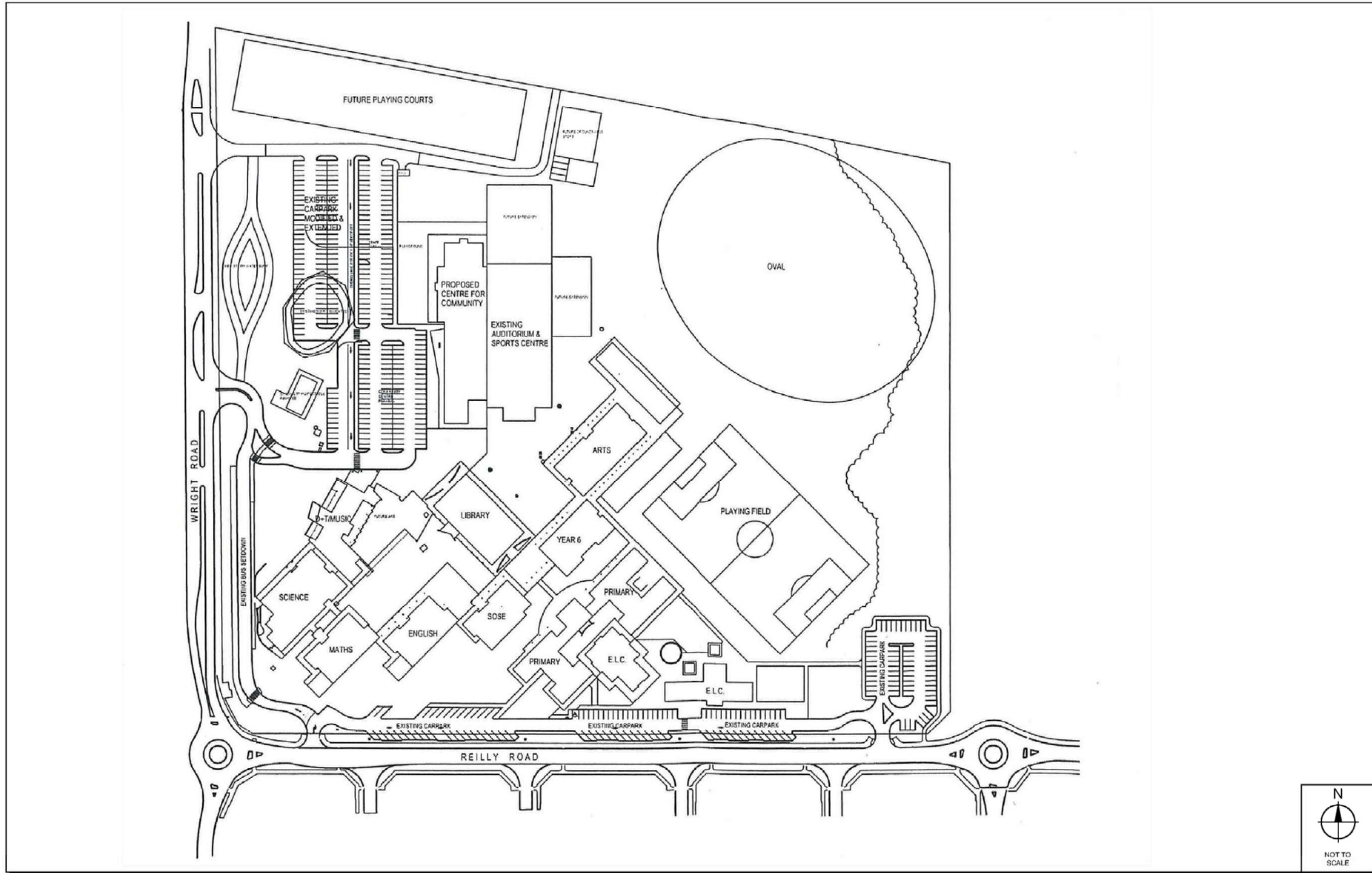
Are a photograph supplied by Landgate. Photogrammetry by NearMap
 Based on information provided by and with the permission of the Western Australian Land Information Authority (Landsat 2012)



AERIAL PHOTOGRAPH
CAREY BAPTIST COLLEGE
51 (LOT 9005) WRIGHT ROAD, HARRISDALE
DATE 30 May 2013 - REVISION 1301



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



ULTIMATE PARKING LAYOUT
CAREY BAPTIST COLLEGE
51 (LOT 9005) WRIGHT ROAD, HARRISDALE

DATE: 12 June 2013 - REVISION: 1301



Area photograph supplied by Landgate. Photographs by Neatmap
Based on information provided by and with the permission of the Western Australian Land Information Authority (Landsat 2012)

SCHEDULE OF SUBMISSIONS WAREHOUSE (COLD STORAGE & PACKING OF FRUIT) - LOT 65 ROKEWOOD WAY, KARRAGULLEN			
NO	NAME & ADDRESS	AFFECTED PROPERTY	RECOMMENDATION
1	J Finch & M Blakeley 38 Rokewood Way, Karragullen	38 Rokewood Way, Karragullen	<p style="text-align: center;">RESUMÉ OF SUBMISSION</p> <p>Object</p> <p>1.1 The existing cool storage business over the road operates five (5) days a week from early morning to late hours and the neighbours have to deal with excessive noise generated from the activity.</p> <p>1.2 As no plans of the proposed development were viewed we are not certain as to the finished appearance of the building and do not want to be looking at a warehouse wall.</p> <p>1.3 If this proposal is to go ahead the road should be maintained frequently.</p> <p style="text-align: center;">RECOMMENDATION</p> <p>1.1 The objection to the current proposal is based on noise issues related to the existing cold storage facility which has been operating from a property on the corner of Rokewood Way and Old Station Road (Lot 888) since the 1960's. The subject land has undergone a rezoning process to allow the proposed use. Such 'Additional Use No.39' zoning provisions stipulates appropriate requirements to minimise any potential adverse noise and visual impact to the neighbours which will be imposed as conditions of any approval of the development. The Acoustic Report, submitted by Herring Storer, advises that noise from the proposed cold stores will not exceed the level set by the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>1.2 The application was advertised for public comment inviting the neighbours to visit the City officers to view details and plans of the development. Details were also placed on City's website for public perusal. The land has undergone a rezoning process to allow the proposed use with appropriate requirements such as high quality painted masonry walls and vegetation buffers along all property boundaries to minimize any visual impact from the adjacent residential properties.</p> <p>1.3 The Traffic Impact Assessment prepared by VDM Consulting has demonstrated that traffic volumes associated with the facility will be relatively low, and will not significantly impact on nearby residential properties. Appropriate conditions have been included in the recommendation to address all traffic matters involved.</p>

SCHEDULE OF SUBMISSIONS WAREHOUSE (COLD STORAGE & PACKING OF FRUIT) - LOT 65 ROKEWOOD WAY, KARRAGULLEN			
NO	NAME & ADDRESS	AFFECTED PROPERTY	RECOMMENDATION
2	Ms P Hart 160 Croyden Road Roleystone		<p style="text-align: center;">RESUMÉ OF SUBMISSION</p> <p>Comments only</p> <p>2.1 Roleystone and Karragullen areas are currently experiencing significant mature tree loss due to Dieback and Marri canker. The number of tree loss through the proposal to construct this large building is significant and needs to be recognised through a significant financial offset. This money should be spent on the revegetation and management of the Council Reserve opposite to this site (Thomas Price Reserve). It should be noted that the Black Cockatoos have a massive roosting area at Canning Dam and use this area as part of their feeding habitat.</p> <p style="text-align: center;">RECOMMENDATION</p> <p>2.1 Recognising the importance of retaining as much vegetation as possible, when this land was rezoned to allow the additional use of 'Warehouse' specific provisions were included in TPS No.4 Schedule 2 – Additional Uses 39 to prevent the remainder of the site (approximately 2/3 of the property) from being developed for this purpose as follows:</p> <p><i>39.1(iv) A 15.0m minimum vegetation buffer/setback to be applied from all property boundaries to any new building and car parking areas; and</i></p> <p><i>39.2 The eastern portion of Lot 65 Rokewood Way (east of the driveway accessing Canning Road) shall not be developed or be used for the expansion of the facility.</i></p> <p><i>Native vegetation on the eastern portion of Lot 65 shall be retained and maintained to the satisfaction of the City.</i></p> <p>The requirements of this Scheme provision could be reinforced through the inclusion of an appropriate condition.</p> <p>The City is not in a position to apply a requirement of financial offsetting for vegetation loss as this land is not a City's owned reserve and is privately owned. However, a fencing condition can be imposed to ensure that the area of native vegetation is protected.</p>