

CITY OF ARMADALE

A G E N D A

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 19 AUGUST 2008 AT 7.00 PM.

A meal will be served at 6:15 pm

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read by the Chairman.

DECLARATION OF MEMBER'S INTERESTS

QUESTION TIME

Minimum time to be provided – 15 minutes (unless not required).

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Development Services Committee Meeting held on 22 July 2008, to be confirmed.

Moved Cr _____

Carried/Lost ()

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE No.14/2008

The following items were included for information in the “Development Services” section -

- **Outstanding Matters & Information Items**
Report on Outstanding Matters - Development Services Committee
Propose Piping over Neerigen Brook – Lot 413 Albany Hwy, Bedfordale
- **Health**
Health Services Manager’s Report for the month of June 2008
- **Planning**
Planning Services Manager’s Report for the month of June 2008
Town Planning Scheme No.4 - Amendment Action Table
Planning Applications Monthly Statistics – June 2008
Subdivision Applications - WAPC Approvals/Refusals – June 2008
Subdivision Applications - Report on Lots Registered for 2006/07 & 2007/08
PAW Closure Report - Significant Actions during June 2008
Road Naming Report 2007/08 & consequential action of Council Recommendation
- **Building**
Building Services Manager’s Report for the month of June 2008
Building Applications Monthly Statistics *for the month of June 2008*

If any of the items listed above requires clarification or a report for a decision of Council, this item is to be raised for discussion at this juncture.

DEVELOPMENT SERVICES COMMITTEE

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19 AUGUST 2008

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**DEVELOPMENT
SERVICES
COMMITTEE**

BUILDING

*** DELEGATION OF AUTHORITY RELEVANT TO BUILDING DEPARTMENT NEW LEGISLATION – UNAUTHORISED BUILDING WORK**

WARD : ALL
DATE : 13 August 2008
REF : SLH
RESPONSIBLE : BSM / EDDS
MANAGER

In Brief:

- New legislation came into effect on 1st July 2008 facilitating the consideration of Unauthorised Building Work.
- Council grants Delegation of Authority to officers of the City to ensure the efficient processing and determination of applications and so that Council's time may be spent on policy and more complex matters.
- Delegations of Authority are required to be reviewed annually. Revised Delegations were adopted by Council in November 2007 to comply with relevant Legislation.
- Recommend that Delegations be made relating to unauthorised building works.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Fits with the aims for Developing our Organisation to:

- Deliver high quality, professional governance and administration; and
- Ensure our workplace enable staff to be innovative and confident.

Legislation Implications

Local Government Act 1995

Local Government (Miscellaneous Provisions) Act 1960

- new provision 374AAB(1)

*“The authority to approve or refuse to approve –
(a) plans and specifications submitted under section 374; or
(b) unauthorised building work under section 374AA,
May be delegated by a local government to a person,....”*

Building Regulations 1989.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

The granting of the proposed new delegations will assist in managing the City’s growing workload within its current resources.

In addition, revenue is generated by fees contained within the new legislation with the fee structure as follows:

SCALE OF FEES	
Description	Fee
For the issue of a building approval certificate in relation to a building of Class 1 or 10.	0.7% of 10/11 of the estimated current value of the unauthorised building work as determined by the local government, but not less than \$170.
For the issue of a building approval certificate in relation to a building other than a building of Class 1 or 10.	0.4% of 10/11 of the estimated current value of the unauthorised building work as determined by the local government, but not less than \$170.

Consultation

- ◆ Corporate Services Directorate;
- ◆ Executive Director Development Services; and
- ◆ Planning Services Manager.

BACKGROUND

It is a requirement of the Local Government Act 1995 that all Delegations of Authority be reviewed annually. Revised Delegations were adopted by Council in November 2007 to comply with relevant legislation.

New legislation, however, came into effect 1st July 2008 relating to Unauthorised Building Work to enable the retrospective approval of works. To facilitate the administration of resulting applications delegation is sought. Should delegation not be authorised until the annual review in November 2008 applications would have to be held in “pending” or require individual reports to Council. This may cause financial hardship to owners as some applications are as a result of a change of ownership of properties, which would prevent settlement of the sale being finalised.

Prior to the change in legislation, Building Services charged \$131 including GST for undertaking a Property Inspection Report on application during the process of change of ownership to establish the status of building works on site and in particular providing advice on how best to deal with illegal structures. The income generated for 2007/2008 was \$4,796.

Previously there has been no provision in the legislation to issue a “retrospective building licence”. The City, however, had a practise of issuing a written report outlining works on-site along with an “acknowledgement” letter if the structures were safe and complied within reasonable requirements of the Codes and could have been approved in any event but advising owners that the works had not been certified and remained “unauthorised”.

In some cases it was possible to apply for a building licence for any required rectification works and this generated some revenue.

The service of inspecting properties and providing Property Inspection Reports shall still be offered to owners as a precursor to applying for approval of Unauthorised Building Works. Income therefore is still being generated by the on-site inspections plus being generated by the applications for a "Building Approval Certificate".

DETAILS OF PROPOSAL

Unauthorised building work may include work commenced without a building licence, or which is not in compliance with, or a departure from, approved plans and specifications. Previously local governments could only prosecute and /or serve notice on building owners to pull down or alter unauthorised building works. Owners could appeal to the State Administration Tribunal. This caused considerable administrative burden on the Department of Justice, local governments and members of the public.

The majority of local governments, including the City, adopted the alternative system, which acknowledged "unauthorised works" to reduce the burden on the Department of Justice, Building Services and building owners. This system has operated effectively for many years while the Department of Housing and Works drafted legislation to formalise the process.

As a separate process, owners or builders who carry out unauthorised building work may still be prosecuted by local governments under the Act and/or the Builders' Registration Board under the Builders' Registration Act 1939. It should be noted, however, that the offences for these breaches continue to apply only to the person who commits the offence i.e. the builder or the original owner who commences unauthorised building work or who allows an unauthorised building to be occupied, not a person who may subsequently become an owner.

New section 374 AAB of the Act states;

"Delegation of authority to approve plans of buildings or unauthorised building work"

The authority to approve or to refuse to approve - plans and specifications submitted under section 374 or unauthorised building work under section 374AA; may be delegated by a local government to a person.

Associated clauses state the prescribed qualifications that must be held by the person/s delegated the authority to approve unauthorised building works. Building officers being considered for the increased delegation hold the appropriate qualifications.

COMMENT

According to section 374AAB of the Local Government (Miscellaneous Provisions) Act 1960 and advice from the Department of Local Government, Section 374AAB (6) does not allow a person to whom authority is delegated under this section to on delegate that authority. Council is therefore required to delegate authority directly to the officers rather than via the CEO as is normal practice.

While there is no requirement under the legislation for the decision to be made by absolute majority, in view of other Council decisions on delegated authority being made in this way it would be appropriate for reasons of good governance and consistency for the decision to be made by absolute majority.

OPTIONS

Council could:

1. grant delegation to determine applications for unauthorised works to appropriate officers.
2. not grant delegation to determine applications for unauthorised works.

CONCLUSION

Following the promulgation of new legislation relating to Unauthorised Building Works to facilitate the administration of resulting applications, delegation is sought to three officers.

RECOMMEND

That Council:

1. **under the provisions of section 374AAB (1) of the Local Government (Miscellaneous Provisions) Act 1960, delegate to Susan Hillel (Building Services Manager), Michael Carty (Co-ordinator Building Services) and Roy Goodger (Senior Building Surveyor) the authority as referred to in S374AA of the Local Government (Miscellaneous Provisions) Act (referring to unauthorised building works);**
2. **makes the delegation in (1) above for the period from 26th August 2008 to the next annual review date of all Council delegations (November 2008); and**
3. **as part of its next annual review of all delegations, include the delegation in (1) above.**

*** ABSOLUTE MAJORITY OF COUNCIL REQUIRED.**

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**DEVELOPMENT
SERVICES
COMMITTEE**

PLANNING



DEDICATION OF LOT 4914 ARMADALE ROAD, HAYNES AS A ROAD

WARD : LAKE

DATE : 4 August 2008

REF : MF

RESPONSIBLE MANAGER : PSM

APPLICANT : Armadale Redevelopment Authority

LANDOWNER : Shoreden Pty Ltd

SUBJECT LAND : Property size 2810m²

ZONING

MRS : Rural

ARA : Wungong Urban Water

In Brief:

- The Armadale Redevelopment Authority (ARA) recently submitted a request to the Department for Planning and Infrastructure (DPI) – State Land Services to affect the dedication of Lot 4914 Armadale Road as a road.
- DPI – State Land Services have advised the ARA that the road dedication request requires a resolution by Council.
- The ARA has submitted a request for Council resolution to dedicate the subject lot as a road.
- Recommend that Council resolve to dedicate Lot 4914 Armadale Road as a road subject to the ARA indemnifying both Council and the Minister for Lands against any claims for compensation.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

Land Administration Act 1997.

Council Policy / Local Law Implications

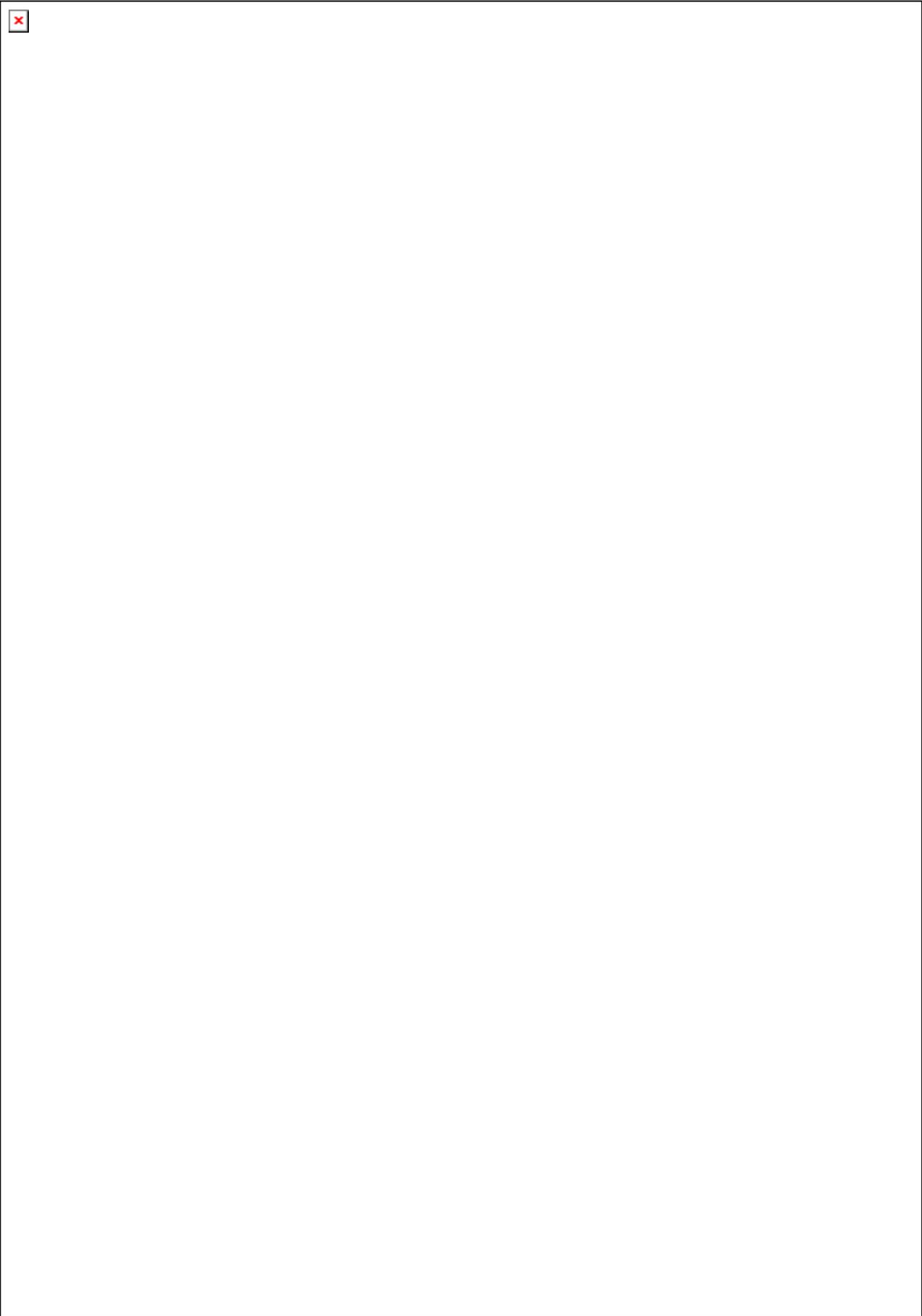
Nil.

Budget / Financial Implications

Nil.

Consultation

- ♦ Armadale Redevelopment Authority



BACKGROUND

Under the City's Town Planning Scheme No. 2, Lot 101 (now Lot 31) Twelfth Road, Armadale was zoned 'Rural B'. The then owners of this land were desirous of developing the land for a golf course commercial village, a golf centre and a rural/residential estate and requested the City to initiate a Scheme Amendment to rezone the land to 'Special Use – Golf Course Village Zone and the Rural E1 Zone' in order to facilitate the development. Council resolved to initiate a Scheme Amendment, subject to conditions embodied in a Deed of Agreement (undated) but stamped 20 May 1997 between the then owners and the City. It was a condition of this Deed that the previous owners *"cannot sell, transfer or otherwise dispose or otherwise transfer or mortgage the landwithout first obtaining the execution by such transferee or dispossessor entering into a Deed with the City in the same terms as contained in the Rezoning Agreement."*

The current landowners subsequently purchased the land from the previous landowners and covenanted with the City by virtue of a Deed of Agreement dated 9 September 1997 *"to be bound by the provisions of the Rezoning Agreement including the provisions of clauses 6.3 and 8 of the rezoning Agreement as if the Owner was the owner defined in the Deed and agrees that the City may register an absolute Caveat against the land to protect the charge granted by the Owner in favour of the City pursuant to clause 8 of the Rezoning Agreement"*. Clause 6.3 of the Rezoning Agreement provides that *"the Owner shall in accordance with the Subdivision Plan cede land for the widening of Armadale Road free of cost or compensation"*.

In March 1998, the Western Australian Planning Commission (WAPC) conditionally approved a plan of subdivision for Lot 101 Twelfth Road, Forrestdale (now Haynes). One of the conditions of subdivision stated as follows: *"Armadale Road being widened in accordance with the attached plan by the subdivider transferring the land required to the Crown free of cost for revesting in Her Majesty as of Her former Estate for the purpose of widening Armadale Road"*.

The City issued a letter of clearance in February 2001 for the conditions imposed by the WAPC, in so far as those conditions applied to the City of Armadale. It was understood that Main Roads WA who assumed responsibility for the care, control and maintenance of Armadale Road in 1996 would effect the necessary arrangements to apply for Titles for the portion of Armadale Road to be ceded for road widening. However, Main Roads WA failed to apply for new titles and the matter appears to have been left in abeyance.

The Armadale Redevelopment Authority (ARA) is now the Planning Authority for the suburb of Haynes which includes the portion of Armadale Road to be ceded for road widening. The ARA has negotiated with the landowners to obtain 2810m² for the widening of Armadale Road in exchange for an area of road reserve situated between Armadale Road and Twelfth Road. A portion (approximately 1403m²) of this road reserve has already been amalgamated with the landowner's property at Lot 513 to create a new Lot 201. As the Planning Authority for this suburb, the ARA submitted a request to the Department for Planning and Infrastructure – State Land Services regarding the Taking of a portion of Lot 31 for road widening purposes but was informed that the road dedication request requires a resolution by Council.



DETAILS OF PROPOSAL

The Armadale Redevelopment Authority (ARA) has now requested the City to provide a Council resolution to dedicate Lot 4914 on Deposited Plan 41834 as a road pursuant to Section 56 of the Land Administration Act 1997 in order that the Taking action can commence and the road widening and land exchange may be completed.

COMMENT

Section 56(1) of the Land Administration Act 1997 provides that if in a district of a local government –

- a) *land is reserved or acquired for use by the public, or is used by the public as a road under the care, control and management of the local government;*
- b) *in the case of land comprising a private road constructed and maintained to the satisfaction of the local government –*
 - i) *the holder of the freehold in that land applies to the local government, requesting it to do so; or*
 - ii) *those holders of the freehold in rateable land abutting the private road, the aggregate of the rateable value of whose land is greater than one half of the rateable value of all the rateable land abutting the private road, apply to the local government, requesting it to do so; or*
- c) *land comprises a private road of which the public has had uninterrupted use for a period of 10 years,*

and the land is described in a plan of survey, sketch plan or document, the local government may request the Minister to dedicate that land as a road.

Advice received from the Department for Planning and Infrastructure (DPI) – State Land Services indicates that whilst Section 56 (1)(a) above refers to “local government”, the resolution of Council for road dedication requested by the ARA is to satisfy the requirements of the Land Administration Act 1997. Main Roads Western Australia (MRWA) is now responsible for the care, control and management of Armadale Road, Haynes.

ANALYSIS

The Armadale Redevelopment Authority (ARA) has negotiated with the landowners to obtain approximately 2810m² for the widening of Armadale Road in exchange for a road reserve situated between Armadale Road and Twelfth Road. The exchange and dedication will facilitate the development of the landowners’ property.

There is no objection to the road dedication. However, the ARA should be required to indemnify the Council and the Minister for Lands against any claims for compensation in an amount equal to the amount of all costs and expenses reasonably incurred by the Minister in considering and granting the request.



OPTIONS

1. Council could decline the request to dedicate the subject land as a road.
2. Council could support the request from the ARA to dedicate the subject land as a road in order to assist the ARA to facilitate the exchange of land.

CONCLUSION

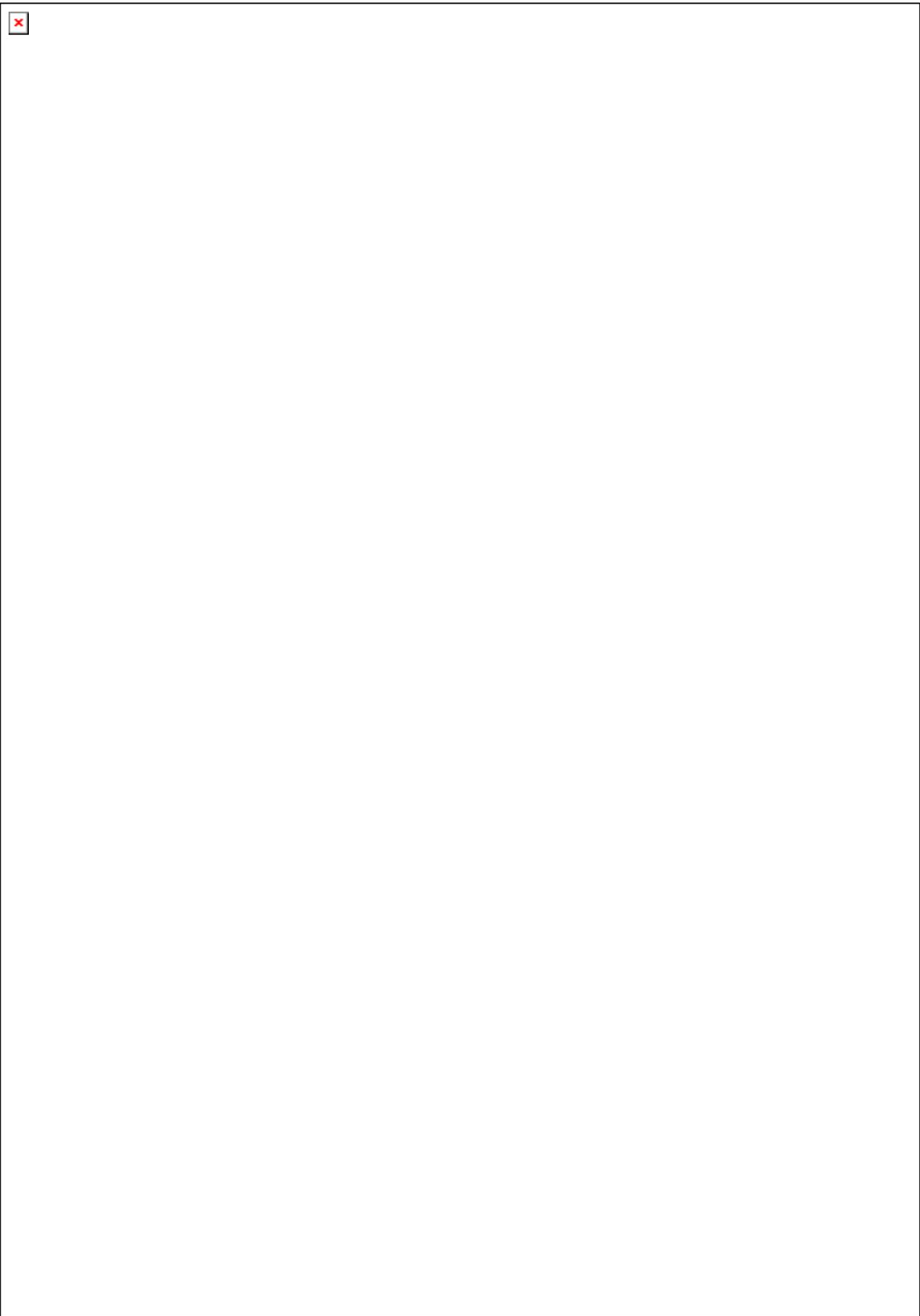
It is recommended that Council should adopt Option 2 and resolve to submit a request to the Minister for Lands to dedicate Lot 4914 Armadale Road as a road, subject to the ARA indemnifying Council and the Minister for Lands against any claims for compensation in an amount equal to the amount of all costs and expenses reasonably incurred by the Minister in considering and granting this request. Main Roads Western Australia (MRWA) is now responsible for the care, control and management of Armadale Road.

RECOMMEND

That Council:

1. **Request the Minister for Lands to dedicate Lot 4912 as a road shown and described on Deposited Plan 41834 and situated adjoining Armadale Road, Haynes, subject to the Armadale Redevelopment Authority (ARA) indemnifying Council and the Minister for Lands against any claims for compensation in an amount equal to the amount of all costs and expenses incurred by the Minister in considering and granting the request.**
2. **Advise the Armadale Redevelopment Authority (ARA) of Council's determination.**
3. **Note that Main Roads Western Australia (MRWA) is now responsible for the care, control and management of Armadale Road, Haynes and ultimately for the dedicated new road reserve and advise MRWA accordingly.**

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ROAD NAMING – LOT 9020 BROADWAY BOULEVARD, PIARA WATERS

WARD : LAKE
DATE : 8 August 2007
REF : SEN
RESPONSIBLE MANAGER : PSM
APPLICANT : Whelans
LAND OWNER : Stockland Developments WA Pty Ltd
SUBJECT LAND : Property size 2.4ha approx.
ZONING
MRS : Urban
TPS No.4 : Urban Development

In Brief:-

- Council has received a proposal to name a new road reserve within the Newhaven Estate on Lot 9020 Broadway Boulevard, Piara Waters.
- The proposed road name continues the theme of previous subdivisions acknowledging university campuses located within the USA. The proposed road name complies with the Geographic Names Committee (GNC) criteria.
- Recommend that Council approach the Geographic Names Committee seeking approval for the following new road name, “Pembroke Court” on Lot 9020 Broadway Boulevard, Piara Waters.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Relates to the aim for developing our City to:

- ◆ Sustain and maintain the distinctive character of the City; and
- ◆ Maintain Armadale as a special place.

Legislation Implications

Land Administration Act 1997.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Nil.

Consultation

- ◆ Geographic Names Committee.

DETAILS OF PROPOSAL

Council has received a proposal for the naming of a road reserve for a new street which is being created by a subdivision proposed for Lot 9020 Broadway Boulevard, Piara Waters (SUB/134575). The development forms part of the Newhaven Estate and continues the established road name theme of naming roads after roads and tree species found within prominent American universities. The proposed road name “Pembroke Court” refers to a name of a building found at the Oxford University campus of the United States of America.

COMMENT

Informal consultation with officers of the Geographic Names Committee (GNC) suggests that the name will meet the GNC criteria for road naming. The road name is duplicated less than 5 times in the metropolitan area and is more than 10 kilometres from existing duplications.

OPTIONS

1. Approve the road name as submitted.
2. Not approve the road name and request the developer to provide an alternative road name complying with GNC criteria.
3. Not approve the road name and that Council recommend a new road name to GNC and the developer.

CONCLUSION

The road name, chosen by the developer, should meet GNC criteria and appear to be an appropriate proposal for Council to approve. Option 1 is recommended.

RECOMMEND

That Council approach the Geographic Names Committee (GNC) seeking approval for the new road name, “Pembroke Court” (or suitable road types acceptable to the GNC) for the subdivision of Lot 9020 Broadway Boulevard, Piara Waters as shown on the attached plan.

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ADOPTION OF INFRASTRUCTURE COST SCHEDULE 2008 AND ASSESSED VALUES, DEVELOPMENT CONTRIBUTION PLAN NO. 3 – PIARA WATERS & HARRISDALE

WARD : LAKE
DATE : 8 August 2008
REF : RVD
RESPONSIBLE MANAGER : PSM/ EDDS
SUBJECT LAND : Development Contribution Area No. 3
ZONING MRS / TPS No.4 : Urban/ Urban Development Zone

In Brief:

- In June 2008 Council resolved to advertise an Infrastructure Cost Schedule which included “Proposed Values” in accordance with the requirements of Town Planning Scheme No. 4 Development Contribution Plan No. 3.
- Four submissions were received, three of which commented on or requested a review of specific Proposed Values.
- The Infrastructure Cost Schedule has been amended in response to the submissions.
- Recommend that Council adopt the Infrastructure Cost Schedule, the Assessed Values included within it, a Gross cost of Common Infrastructure Works of \$49,603,470.21, Common Infrastructure Work Costs of \$36,976,201.27, 3564 lots to be produced in the un-subdivided balance and a Cost Contribution Per Lot of \$10,376.34.

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 funding of the Project Coordinator position. The Project Coordinator has ensured adequate funding to match salary and on-cost information provided by the City’s Finance Department, but has no other financial interest.

Strategic Implications

Development – “To balance the needs of development with sustainable economic, social and environmental objectives”.

Legislation Implications

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

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Nil - but see “Comment and Analysis - Overview - financial risk management” below.

Consultation

- ◆ Technical Services Directorate (cost verification)
- ◆ Public consultation as required by Town Planning Scheme No. 4

INTRODUCTION AND BACKGROUND

Introduction

As the new residential community establishes in Harrisdale and Piara Waters a range of community facilities, recreation and movement network infrastructures are required to be established. Development Contribution Plan No. 3 provides for developer contributions intended to assist the City in providing these facilities and to assist in ensuring the timely and orderly development of the area. Without these developer contribution arrangements, it is likely that the development of Harrisdale and Piara Waters would have been delayed, significant pressure would be placed on the City for infrastructure, and development would occur in an uncoordinated ad-hoc manner.

Council at its meeting of 23 June 2008 resolved that “*In accordance with Town Planning Scheme No. 4 Development Contribution Plan No. 3 Clauses 3.12 and 3.13 adopt for the purpose of advertising the Infrastructure Cost Schedule, the Proposed Values included within it, the Contribution Cost Per Lot of \$10,149.39, 3564 predicted lots and a Gross cost of Common Infrastructure Works of \$48,794,732.00, for a period of 28 days.*”

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

Development Contribution Plan No. 3 of Town Planning Scheme No. 4 provides a head of power to determine the cost of Common Infrastructure Works and determine a Contribution Cost Per Lot required to be paid by developers at subdivision to cover Common Infrastructure Works. The Contribution Cost Per Lot is determined through the preparation of an Infrastructure Cost Schedule.

Where Common Infrastructure Works include a land component, Development Contribution Plan No. 3 requires that “Assessed Values” be determined, which occurs through a process of valuation and advertising “Proposed Values”.

Attachment “A1” of the Agenda is a flowchart that describes the Infrastructure Cost Schedule Preparation and Review Process. The flowchart generally reflects the statutory requirements.

Development Contribution Plan No. 3 requires public advertising of the Infrastructure Cost Schedule for a period of 28 days, and advertising of Proposed Values for a period of not less than 21 days.

As indicated in the flowchart, objections to any of the costs in the Infrastructure Cost Schedule need to be supported by qualified evidence, as required by Clauses 3.12.3 (c) and 3.13.6.

Following consideration and determination of objections, Council adopts the Infrastructure Cost Schedule and the Proposed Values become Assessed Values.

The City is required to review the Infrastructure Cost Schedule at least annually.

Infrastructure Cost Schedule Common Infrastructure Works costs and Proposed Values

In determining costs for the advertised Infrastructure Cost Schedule, decisions were made on each Common Infrastructure Works item regarding what costs might arise to achieve the desired outcomes, what level of cost accuracy should be applied to each item, whether or not a contingency amount should be included and in the case of contributions the value of the contribution. Implementation issues have also needed to be considered.

For example, for roads it was decided to base costs on a minimum 15% design and consultants were employed to design and cost the roads to that level of design. Each road has a bill of quantities that allows easy review of costs by amending the rates for each quantity item.

Where land is part of a Common Infrastructure Work (e.g. land needed for road widening) the process shown on the flowchart has been followed to arrive at Proposed Values for the land. In accordance with Clause 3.12.5 of Development Contribution Plan No. 3 in Town Planning Scheme No. 4, the Infrastructure Cost Schedule adds 10% to the land values to assist in the early acquisition of land and prevent loss of opportunities.

The Infrastructure Cost Schedule identifies source information where possible using the City's relatively new TRIM records referencing system which enables easy identification and retrieval of documents.

Overview - financial risk management

The City of Armadale is required to act as the administrator / manager of the 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 Infrastructure Cost Schedule 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 Infrastructure Cost Schedule 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.

The accuracy of predicted costs has been maximised to the greatest extent practicable at this stage but for a project likely to be implemented over a 10 to 12 year span this is a difficult task and some estimates have had to be made. However, the Infrastructure Cost Schedule will be reviewed annually, and efforts to increase the accuracy of costs will be ongoing. As projects identified in the Infrastructure Cost Schedule are completed, they become fixed costs. Fixed costs are shown in the Infrastructure Cost Schedule in italics and have the letters PD with the financial year(s) of payment following in an adjacent column.

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, imposing a Specified Area Rate for the area, entering into agreements with owners to fund the shortfall, or by the City funding the shortfall from its municipal fund. 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 Infrastructure Cost Schedule should prevent any significant shortfall occurring or additional costs being imposed on the City.

PUBLIC COMMENT

The Infrastructure Cost Schedule and Proposed Values were advertised for 28 days, closing on 28 July 2008. Advertising was carried out by sending a copy of the Infrastructure Cost Schedule along with a covering letter and a copy of the flowchart to all landholders with subdividable land within Development Control Area No. 3 and their planning consultants, by placing a notice in the local newspapers, and making the information available on the City’s website under Out for Comment.

Four submissions were received.

Refer to Confidential Attachment “B1” of the Agenda for location plan of submitters.

The issues raised by the submissions have been summarised and recommendation made on each submission in Attachment “A2”.

Although most comments were made without support by qualified evidence as required by Clauses 3.12.3 (c) and 3.13.6 of Development Contribution Plan No. 3, the merits of each submission have been evaluated and responded to in the Response column of **Attachment “A2”**.

The Infrastructure Cost Schedule 2008 inclusive of recommended amendments in response to submissions is provided in **Attachment “A3”**

Amendments to Specified Works and Calculation of B

Recommendations to amend the Infrastructure Cost Schedule in response to a submitters comment are shown in the table below and in the Infrastructure Cost Schedule underlined italics in courier font (*like this*) in column G (i.e. the seventh column across) of each worksheet. Minor typographical errors are not noted below.

Infrastructure Cost Schedule Item No	Amendment made
CI 3.4 Calculation of B	Adding error fixed regarding total lots produced at 12 May 2008. Fortunately no flow on-effects from this error.
7b Main Drain Build	Length of drain adding error fixed by adding more detail here rather than relying on information in 7a Main Drain Land.
7c Other Drain Build	Rate for 1350mm piping increased and cost of headwalls increased

Infrastructure Cost Schedule Item No	Amendment made
7e Water Management	Estimated monitoring cost for period August 2006 to August 2008, and 20017-18 included.
9b Sewer Temp Main	Have clarified that a portion of the 4.5km main on 49 Keane was not included in the advertised version. This is now included.

Submissions on Proposed Values

Three submissions commented on Proposed Values. Under Town Planning Scheme No. 4 Development Contribution Plan No. 3 Council if presented with qualified evidence refers the information to two valuers who provide comment on the submission, and then Council determines the Assessed Value based on the information provided (see *Attachment “A1”*). As none of the submissions were from qualified valuers, the submissions could be simply dismissed by Council. However, comment from two valuers has been sought on the Proposed Values that were questioned to assist Council in its consideration of the matter. The valuer comments appear in *Attachment “A2”*. Council is required to consider the information from the valuers in *Attachment “A2”* to determine the Assessed Values.

Based on the information provided in *Attachment “A2”*, it is recommended that the Proposed Values as advertised should be adopted as Assessed Values.

Next review of Infrastructure Cost Schedule

Two submissions contend that the Cost Contribution Per Lot would probably be significantly lower when Town Planning Scheme No.4 Amendment No.43 is gazetted and the Infrastructure Cost Schedule is revised to reflect the Amendment. Amendment No.43 adds the SP South area to Development Contribution Plan No.3. One submission sought a lowering of cost contributions now and the other requested that the Infrastructure Cost Schedule be reviewed as soon as practicable to tie in with Amendment 43.

Until Amendment 43 is granted approval by the Minister for Planning and Infrastructure and published in the Government Gazette the scope of infrastructure included by the amendment in Development Contribution Plan No.3 can change. However, it is unlikely that the scope of infrastructure will change after Council has adopted the amendment, which is to be considered at the September or October 2008 Council meeting. It is intended that the Infrastructure Cost Schedule be revised and advertised as soon as possible after Council adopts Amendment No.43 so that a revised Infrastructure Cost Schedule can potentially be recommended for adoption by Council at the first available Development Services Committee meeting following gazettal of Amendment No. 43. A precedent for reviewing the Infrastructure Cost Schedule ahead of gazettal of the relevant amendment was set when the SP South East area was included in the Infrastructure Cost Schedule Review 2007.

The process of determining costs based on Amendment No.43 has commenced but some costs will take some time to determine. For example, it is preferable that the temporary intersection works at Armadale Road should have at least a 15% design to provide a reasonable level of confidence in the costs, and this will require a survey of the existing pavement and the design will require endorsement of Main Roads Western Australia.

As the timing of the next review is essentially an administrative matter and the process to determine costs has already commenced, a Council resolution is not considered necessary.

The two submissions also requested a review Nicholson Road design and costs, but did not provide information that would enable consideration of this matter at this stage. Therefore the response to submissions recommends that Nicholson Road design and costs be reconsidered at the next Infrastructure Cost Schedule review.

OTHER CHANGES TO ADVERTISED INFRASTRUCTURE COST SCHEDULE

A number of costs became fixed costs as Credits were sought to cover Contribution Costs Per Lot that became liable during the submission period and as land acquisition deals were closed. A notable cost that has become a fixed cost is the acquisition of a drainage corridor 40m wide and 765m long on Lot 53 Skeet Rd for \$2.8m.

A number of minor changes that clarified the location of particular works have also occurred.

DETAILS OF PROPOSAL

It is proposed to adopt the Infrastructure Cost Schedule 2008, inclusive of the Assessed Values included within it, the Contribution Cost Per Lot of \$10,376.34, 3564 predicted lots and a Gross cost of Common Infrastructure Works of \$49,603,470.21 (*refer to Attachment "A3" of the Agenda*).

OPTIONS

1. Council could agree to adopt the Infrastructure Cost Schedule inclusive of the Assessed Values.
2. Council could seek revision of costs for Infrastructure Cost Schedule items. However, Council would be obliged to revise costs based on qualified opinion, and it would mean that Assessed Values used in the Scheme would be more than 13 months old which under Clause 3.12.3 of Development Contribution Plan No. 3 would not be desirable.

CONCLUSION

The Infrastructure Cost Schedule represents a 10 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 and ensure the timely and efficient implementation of the Common Infrastructure Works. Advertising of the Infrastructure Cost Schedule has heightened it's standard. Accordingly Option 1 is recommended.

RECOMMEND

That Council in accordance with Town Planning Scheme No.4 Development Contribution Plan No. 3 Clauses 3.12 and 3.13 Council adopt the Infrastructure Cost Schedule, the Assessed Values included within it, the Contribution Cost Per Lot of \$10,376.34, 3564 predicted lots and a Gross cost of Common Infrastructure Works of \$49,603.470.21, as shown in Attachment “A3” of the Agenda.

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PROSTITUTION AMENDMENT ACT – PLANNING IMPLICATIONS

WARD : ALL
DATE : 31st JULY 2008
REF : IM
RESPONSIBLE : EDDS
MANAGER

In Brief:-

- The WAPC has released a Planning Bulletin on the *Prostitution Amendment Act* for public comment.
- The Planning Bulletin addresses sexual service businesses but is silent on small owner-operated businesses. The report considers the implications of the new legislation, however it is noted that there is no imperative to immediately amend the City's Scheme to further control the use.
- Recommend that a submission on the Planning Bulletin be made to the WAPC.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development- "To balance the need of development with sustainable economic, social and environmental objectives".

Legislation Implications

Prostitution Amendment Act 2008.
Planning and Development Act 2005.
Town Planning Scheme No 4.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Costs result from legal advice and any resulting decision to amend the town planning scheme or planning policy. Possible costs associated with Planning Compliance which are unknown at this stage.

Consultation

- ♦ WAPC seeks comment on the Planning Bulletin

BACKGROUND

The *Prostitution Amendment Act 2008* seeks to legalise and regulate brothels. Brothel owners will be able to apply for a certificate to run a ‘sexual service business’ and to employ ‘sex workers.’ They will have to comply with certain regulations governing matters such as advertising, employment of over 18s only, the provision of free condoms and health information to clients and staff, and will face fines or imprisonment if they breach the terms of their certificate. People are banned from engaging in commercial sex if they have a prescribed infection, and this is punishable by fines for a first offence and imprisonment for subsequent offences.

The Act was presented to Parliament on 15 April 2008 and is expected to come into effect by proclamation later in 2008.

Under Section 21Y of the Act local governments are required to consider applications for sexual service businesses on their merits taking account of the likely nuisance to be created and its compatibility with the surrounding uses.

The West Australian Planning Commission has released Planning Bulletin 90 – Planning Requirements for the Prostitution Amendment Act 2008 – and seeks comment by 15 August 2008. The Planning Bulletin advises of the planning implications arising from the Act.

The issue raises a number of philosophical and practical issues which need to be carefully considered. In the first instance it is proposed to comment on the WAPC Planning Bulletin, however, it would be appropriate to consider what sort of Scheme amendment, if any, should be pursued in response to the legislation. Due to the failure of the Planning Bulletin to address central issues it has been necessary for the City to seek its legal advice to clarify its obligations and options.

PLANNING BULLETIN

The focus of the Planning Bulletin is on **Sexual Service Businesses**. These are defined as: “*premises used for the business of providing, or arranging, the provision of a commercial sexual act.*” These are required to be certified under the Act and will be prohibited in residential zones but would be permitted in industrial zones and discretionary in other non residential zones.

The Draft planning policy included in the Planning Bulletin specifies that Sexual Service Businesses should be dealt with in various zones in the following manner:

Zone

Residential or Similar	X (Prohibited)
Mixed use (with residential)	X (Prohibited)
Light, Service or General Industry	P (Permitted)
Other Zones	D (could be approved at Council’s discretion)

The Planning Bulletin notes that schemes will regulate the use of land for sexual service businesses but it does not state that local governments would be obliged to amend their schemes.

The Planning Bulletin suggests what the local government should have regard to when assessing planning applications for sexual service businesses (proximity to incompatible uses, parking, access, hours of operation, signage, lighting etc).

It is noted in the Planning Bulletin that those sexual service businesses existing prior to 12 September 2006 may, as established by the Act, continue to operate subject to the approval of the CEO of the Department of Racing, Gaming and Liquor.

The Act includes a definition of situations where sex workers operate their own business. These “**small owner-operated business**” are defined as a sexual service business —

- (a) *in which not more than 2 sex workers work; and*
- (b) *where each of those sex workers has full control over his or her individual earnings from taking part in commercial sexual acts.*

Although the legislation defines these uses it does not control them. Notwithstanding that these businesses are the most prevalent, the Planning Bulletin is silent on the matter. This is at odds with the Minister for Planning and Infrastructure’s Media Statement of 24th July 2008 in which it is stated as fact that “One or two-person, owner operated businesses can only proceed if approved by the relevant local government.” If this statement is correct it is perplexing that the Planning Bulletin provides no guidance. Whether such uses require approval would depend on the particular provisions of individual schemes, however most schemes use the Model Scheme Text standard definitions of Home Occupation and Home Business (as does the City). The definition of Home Occupation would apply to an individual sex worker undertaking the activity at his/her home and receiving customers, and the standard definition of Home Business would cover those situations where up to two sex workers over and above the resident were receiving customers. In both cases the situation brought about by the *Prostitution Amendment Act* has not changed the requirement to seek approval.

SUMMARY OF LEGAL ADVICE

As a result of the Planning Bulletin failing to provide guidance on the issue of small owner-operated businesses the City sought legal advice on its obligations and options. The advice is summarised below.

1. What is the appropriate scope of a town planning scheme Amendment to respond to the legislation?

An Amendment could address two aspects. The Sexual Service Business and the Small Owner-operated business. How they are dealt with would depend on the Council’s philosophical position on the matter.

Sexual Service Businesses could be dealt with by an appropriate land use definition and inclusions and exclusions in the Scheme Zoning Table if Council desired to explicitly deal with the matter.

With respect to small owner-operated businesses the Council may wish to consider that a small owner operated business involving one sex worker in his/her own home be made exempt from requiring planning approval by amending the definition of Home Occupation.

2. What obligations are placed on local government to control small owner operated businesses

The new Act does not change the legal position of prostitutes. It is not, and has not been, illegal to be a prostitute – but it has been illegal to keep a premises for prostitution. Being a prostitute in your own home has not been illegal although typical development approval provisions require any development (including any use) to obtain planning approval.

Current requirements relating to home occupations or home businesses would continue for small owner operated sexual service businesses.

An indirect effect of the Prostitution Amendment Act will be increased awareness of prostitution as a controllable land use – generating more complaints and requests to take action.

Local governments should be careful in how they respond noting the principle promoted in the Act that sexual services should be dealt with as legitimate land uses subject to appropriate controls. Where operating without approval it should be dealt with like any other use continued without approval.

3. Does the legislation provide penalties for small owner occupied businesses?

The Act does not impose penalties for non compliance with planning provisions. The Act superimposes the limited legalisation of prostitution over existing planning powers of local government.

4. What are the legal ramifications of controlling small owner operated businesses in schemes

Elsewhere in Australia small owner operated sexual-service businesses have rarely sought planning approval. Operations end up operating covertly and illegally. Even when they are permitted subject to approval, consent is rarely sought. In fact, it is difficult to find mention of any planning applications in home based sexual service businesses being sought in any jurisdiction.

Operators rely on covert operation which is at odds with the scrutiny applied by the planning approval process and its associated advertising. In effect to require planning approval would be tantamount to prohibiting the business.

Prosecution of the smaller owner-operated businesses can be difficult and expensive. Experience elsewhere suggests it can lead to intimidatory and corrupt behaviour from enforcers.

One could either allow home based sex business to be an exempt use or establish clear compliance protocols to clarify requirements. Where there are negative impacts on amenity then people will complain and Council investigate and treat the matter as it would any other business operating without an approval.

The attraction of not forcing the issue would be that it would encourage home occupations to keep their business discrete so as to avoid falling out of the definitions and would reduce the need of the City to pursue expensive enforcement action.

The City is advised to restrict the home occupation small owner-operated businesses to those where there is one sex worker operating from a dwelling of which the worker is a resident, and where the predominant use is residential. This would fairly be treated as falling within the home occupation use class. By removing the requirement of planning approval the City would avoid the onerous task of appearing or attempting to control a type of business which is basically uncontrollable.

TOWN PLANNING SCHEME PROVISIONS

There are two aspects of sexual services that could be considered for control.

The control of sexual service businesses.

Either the local government amends its scheme to specify whether the use would be permitted in various zones or it does nothing and deals with applications, should they arrive, on their merits as uses not listed. The Planning Bulletin indicates that within some zones (such as Industrial zones) the use should be Permitted (P), however this is contrary to S 21Y of the Prostitution Amendment Act which indicates that such uses should be considered as uses not permitted unless the responsible authority has exercised its discretion (ie “D”).

The control of small owner-operated businesses

The local government could amend its town planning scheme to clarify how applications would be dealt with or exempted as Home Occupations, or as a specified use in the Zoning Table, or continue as it has historically – officially requiring an application to establish a Home Occupation but with no real expectation that such an application would be made.

COMMENT

The uses defined under the *Prostitution Amendment Act* are sexual service businesses and small owner-operated businesses. The former uses (basically brothels) are the focus of the legislation and are prescribed in terms of how they should be dealt with.

The issue for Council to address is whether the City’s Scheme should be amended to clearly establish how the use should be considered within each non residential zone or whether no amendment is made to the scheme and an application, should one be received, be dealt with on its merits as a use not listed. While the Act indicated that all such uses would require planning approval, the Planning Bulletin now suggests that in Industrial and like zones the use would be permitted and therefore not be subject to planning approval. It would be appropriate for sexual service businesses to be subject to a development application even in an industrial zone in view of the need to consider appropriate conditions – it is noted that under the City’s Scheme even industrial uses are discretionary in the Industrial Business zone.

In the case of small owner-operated businesses the legislation gives no direction on how they should be dealt with and the WAPC Planning Bulletin is also silent on the matter. The legislation has not altered the status of these uses and technically such uses have in the past and will in the future be required to make application as a Home Occupation or Home Business.

Sexual service businesses are uses that this City has had little experience with as compared with some inner-city Councils. There is no record of such a use seeking approval although enquiries relating to the possibility of making application for the establishment of related activities have been discouraged. Accordingly just as there has been no need to control the use in the past, so there may not be any need to control it now.

While the Minister in her Media release indicates that one or two person owner-operated businesses can only proceed if approved by the relevant local government, this is no different from the past situation. The Act does not require local government to amend its scheme at all but establishes that if it does not do so applications for sexual service businesses would be determined taking account of the likelihood of nuisance to ordinary members of the public using the area in which the land is situated and compatibility with the existing character of the area.

Should an amendment be pursued, the advice of the City's legal advisers is that for practical reasons it may be appropriate to amend the definition of Home Occupation to exempt a single sex worker operating individually from home from the need to seek planning approval. There is legitimate concern that the City's compliance officers could be embroiled in lengthy information gathering (often out of hours) and prosecution activity to little community benefit. Because of the difficulties associated with compliance, other Councils have engaged private investigators. No amendment to the scheme is necessary to enable the compliance officers to undertake such work should community complaints regarding nuisance/noise/amenity be forthcoming, because such activity already requires planning approval.

The *Planning Amendment Act* may have raised expectations amongst some elements of the community that it empowers local government to stamp out the activity. Such endeavour would be unlikely to succeed and in any event the Minister is on record as indicating that she would be unlikely to approve an amendment which totally precludes Sexual Service Businesses from operating with a local government area. While Council may wish to initiate an amendment to the scheme to provide greater clarification regarding how these matters should be dealt with, at this stage there is no imperative to do so.

OPTIONS

Council could:

1. Make a submission to the WAPC on the Planning Bulletin.
2. Not make a submission to the WAPC on the Planning Bulletin.
3. Immediately initiate an amendment to the town planning scheme.

CONCLUSION

Under the *Prostitution Amendment Act* sexual service businesses would require Council approval in industrial and like zones but would not be permitted in residential zones. According to the Planning Bulletin if the City chose to do nothing to amend its Scheme, some proposals in certain zones could be considered to be permitted without Council approval. This is a significant difference as most would be of the view that sexual service business should be discretionary in industrial and like zones.

The Planning Bulletin has failed to provide any guidance on the key issue of small owner-operated businesses. While it may be pragmatic to not specifically address this use in the Scheme, some policy guidance to local government would be appropriate within the Planning Bulletin.

While there may be health merits in the *Prostitution Amendment Act*, there is concern that the initiative has raised awareness of a potentially controversial and divisive issue leading to the expectation that all levels of sexual service activity may be controlled by the planning system. As noted in the legal advice provided to the City, *from experience elsewhere it is evident that the planning system is unable to regulate small owner-operator businesses. To require a planning application is tantamount to banning the activity or forcing it to go underground and for the local government to expend considerable effort in compliance and prosecution.* In the absence of a clear suggested approach from State Government it is likely that local governments will be diverted into scheme amendments comprised of provisions which will prove divisive, difficult and expensive to enforce, resulting in further inconsistencies between local government planning schemes.

Because of the potential for controversy it would be preferred if the final planning policy adopted by the WAPC provided a reasonable default position acceptable to the majority of local governments without requiring scheme amendments. The position set out in the *Prostitution Amendment Act* would be preferable to that set out in the Planning Bulletin on the manner in which sexual service businesses should be dealt with and should there not be changes in the latter it will probably be necessary for Council to initiate an amendment to its Scheme to establish that sexual service businesses are not permitted in certain zones and require Council's approval in others.

Parts of the City come under the planning jurisdiction of the ARA. It would be appropriate to bring the above concerns to the ARA's attention.

RECOMMEND

That Council:

1. **Advise the WAPC that Planning Bulletin No. 90 is not supported on the grounds that:**
 - ♦ **There would be advantages in the Planning Bulletin setting out a reasonable default position satisfactory to the majority of local governments that would enable sexual service businesses to be dealt with under existing schemes on their merits without requiring an amendment to the scheme. The proposal in the Planning Bulletin to permit, without the need for discretionary approval, such uses in certain zones would be likely to unacceptable to most local governments and thereby generate numerous controversial scheme amendments. It would be preferable for the policy position to be closer to the position set out under Section 21Y of the Act whereby such uses would be determined on their merits.**
 - ♦ **The Planning Bulletin provides no guidance on the key issue of how small owner-operated businesses could be dealt with under the planning system.**
 - ♦ **The concern that in the absence of a clear suggested approach regarding small owner-operated businesses from State Government it is likely that local governments will be diverted into inappropriate scheme amendments comprised of provisions which will prove divisive and difficult and expensive to enforce, resulting in further inconsistencies between local government planning schemes.**
2. **Forward a copy of Council's submission to WALGA.**
3. **Forward a copy of Council's submission to the Armadale Redevelopment Authority.**
4. **Note that a further report on whether an amendment to the City's Scheme is appropriate will be provided when the Planning Bulletin and resulting policy is finalised.**

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***ACCESSIBLE SUBURBS: CENTRAL WESTFIELD –
ACCESS DESIGN WORKSHOP OUTCOMES REPORT***

WARD : HERON
DATE : 21 July 2008
REF : IM
RESPONSIBLE : EDDS
MANAGER

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Development – “To balance the needs of development with sustainable economic, social and environmental objectives.”

Legislation Implications

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

Council Policy / Local Law Implications

ENG 7 – Public Access Ways - Management

Budget / Financial Implications

Some of the options discussed at the workshop would have significant financial implications to government.

Consultation

- ◆ Workshop held on 12th April 2008 at the Westfield Champion Centre.

In Brief:-

- At the behest of the Minister For Planning and Infrastructure a workshop was held with the community in Westfield in April 2008 to discuss urban design solutions to PAW concerns.
- Options were considered and while participants generally favoured the replacement of PAWs with roads, implementation would be very costly.
- Recommend that current processes for considering PAW closure requests be continued and improved urban design ideas for Westfield be promoted between the City, landowners and departments.

BACKGROUND

In December 2006 the Minister for Planning and Infrastructure wrote to the Mayor offering assistance from the Department for Planning and Infrastructure to assist in undertaking an Enquiry by Design workshop to resolve some of the issues associated with PAWs in Westfield (since renamed Camillo). The offer followed concerns in the community being conveyed to the Minister in respect of particular PAWs.

Council agreed to participate in such an initiative in April 2007 and in mid 2007 the City and DPI jointly appointed consultants to investigate a range of options for retrofitting a small study area in Westfield. The study area is within a wider context and accordingly issues associated with the wider area were assessed.

The main issues associated with the study area were the poor street system with a lack of interconnected roads partly due to the seven long Pedestrian Access Ways (PAWs) which present security problems, the lack of overlooking of public spaces from development, inadequate landscaping, a relatively low housing density, and poor distribution of facilities. In comparing the study area with the desirable objectives of urban design set out in Liveable Neighbourhoods, the consultants concluded that there were shortcomings.

To further discussion on these issues the Minister for Planning and Infrastructure requested that a community workshop be held to engage members of the Westfield community and key stakeholders to provide an overview of the benefits of good design practice with respect to accessibility and to present a number of proposed design options for retrofitting pedestrian access ways located within the study area. A workshop was accordingly held on 12 April 2008 and the report prepared by planning consultant the Town Planning Group (TPG) has been published by the WAPC on its website.

An area in Westfield identified in the map below (bounded by O'Sullivan Drive, Westfield Road, Camillo Road and Ypres Road) had been investigated by consultants TPG in consultation with officers from DPI and the City, resulting in the development of five redevelopment options.



-  Educational Facility
-  Neighbourhood Centre
-  Proposed New Link
-  Deleted Link
-  Train Station

OPTIONS CONSIDERED AT WORKSHOP

Five options were considered at the workshop in terms of how they would impact on the particular PAWs associated with the land in the vicinity of O’Sullivan Drive and Redtingle Road. The options also considered ways in which the nearby park could be better utilised.

Option 1 – installation of lighting and landscaping. The study noted that this option would involve relatively little investment or development –although the lighting standards would be higher and more costly than the normal standard applied.

This option was not favoured as it would not sufficiently address security concerns, although it may have merit for short PAWs.



Option 2 – convert PAW to a shared laneway to allow vehicles to travel its length with abutting owners constructing studios over garages. This would involve public works on the laneways but private redevelopment of the abutting lots.

While this could be a long term solution, there were concerns that it would be costly for individual landowners to implement.

FIGURE FIVE: OPTION TWO



Option 3 – Provide new road connection between Logpine Crescent and Silver Mallee Close, redevelopment of lots abutting laneway with townhouse lots, with acquisition of some lots abutting the park and the development of some land within the park. This would require the demolition of 46 dwellings and the replacement with 163 townhouses.

The option would require people to be willing to intensify the development of their lots and therefore may not be practical due to cost and need for residents to relocate during redevelopment. Considerable Government funding and intervention would be required.



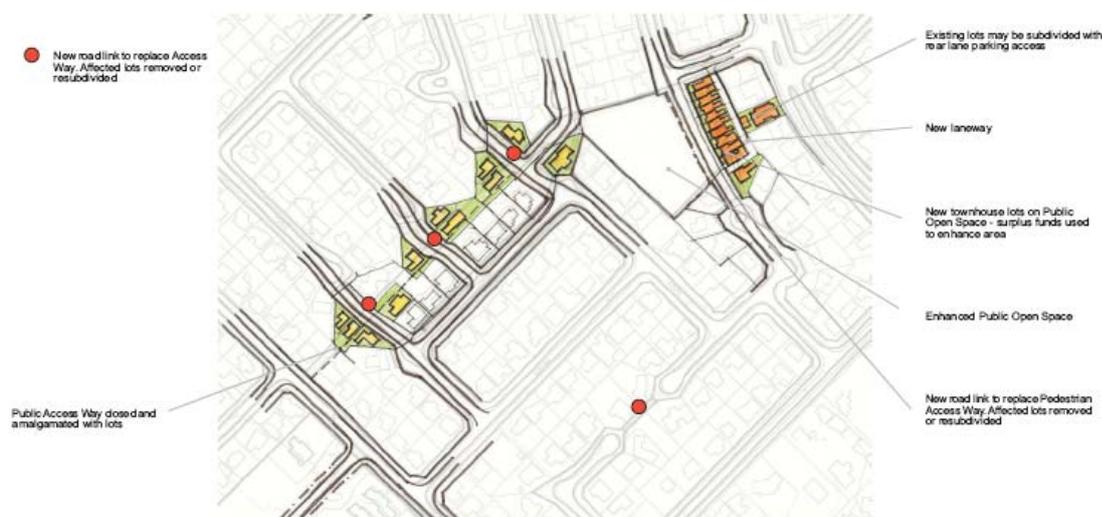
Option 4 – Convert PAW to a laneway for vehicle access, create smaller dwellings on some abutting lots and develop some park land for townhouses.

While this option received more support than option 2 it was still considered expensive to implement.



Option 5 – Close PAW and amalgamate with adjacent lots and create new roads from the intersecting PAWs.

This option shows the closure of the PAW and its amalgamation with adjoining lots. The adjoining three cul-de-sacs, which intersect with the large PAW, are proposed to be widened and constructed as roads. This would provide improved amenity for adjoining residents, improved pedestrian access and a uniform streetscape. This option also proposes a new road linking Redtingle Way and Jarrah Close, reducing the area of parkland, but making available funds to allow for its upgrade, if there were funds left over.



Option 5 was considered, on balance, to be preferred as not all landowners would be required to redevelop. However there was concern that 20 houses would be demolished (replaced by 36 townhouses), some people preferred living in culs-de-sac and the option would be expensive and disruptive to implement.

The workshop outcomes report concludes by indicating that the DPI and the City would further consider what, if any, of the proposed options should be investigated further.

ANALYSIS

The study, which commenced in 2007 and culminated in the community workshop, demonstrated how complicated and fraught with difficulty it is to marry sound urban design principles with existing urban forms. It is recognised that some of the PAWs which were a feature of many of the subdivisions created in the City in the 1970s and 1980s have resulted in security concerns. To completely address these concerns requires large investments to redevelop abutting housing, redesign roads, pedestrian networks and adjacent open space and would require careful management of the range of individual resident attitudes.

The alternatives canvassed in the workshop, with the exception of Option 1, would require considerable public investment for which funds are unlikely to be available – certainly not for more than a pilot demonstration. While it was initially suggested by the Minister that Metropolitan Region Scheme Improvement Plan funds could be considered, this has not been raised again and it is unclear if there would be difficulties in procuring such funding from the Metropolitan Improvement Fund. In addition the necessary processes required to achieve the closure of PAWs or reserves take a number of years to complete.

The consultants did provide some cost estimates which provided the following information by way of illustration:

- ◆ improved landscaping and lighting for PAW between Ypres and Silver Mallee (Option 1) - \$106,000.
- ◆ improved laneway construction, lighting and fencing for the PAW from Ypres to Silver Mallee (not including private cost of housing redevelopment) (Option 2) - \$294,000.
- ◆ more significant acquisition of 20 lots and redevelopment for roads and townhouses, with various improvements in public spaces (Option 5) – total cost of \$8.4 million for a return (following sale of townhouse lots) of \$4.4 million.

These costs are only initial installation costs and do not include maintenance or asset preservation costs.

ADDITIONAL URBAN DESIGN OPPORTUNITIES

The consultant study did provide ideas for improvements not canvassed in the workshop. These included suggestions for the development around Eva and Bill Moore Reserve, the Westfield Heron Reserve and the Westfield shopping centre may have merit.

Eva and Bill Moore Reserve

The urban design proposal for this reserve fronting Lake Road was to reduce the park area and develop a row of townhouses overlooking the park with rear laneway access and a new road between housing and the park.

The 3 hectare reserve is a Crown Reserve vested in the City after being given up as a condition of subdivision under section 20A of the Act. To redevelop a portion of the reserve would require the undertaking of all the processes associated with the alienation of S20A land.

The Senior Environmental Planner has noted that while a Threatened Ecological Community exists on site it is completely degraded. In the event of the proposal being accepted a commitment should be made to enhance the buffer zone around the good vegetation enclosed within the fenceline.



Westfield Heron Reserve

This area of parkland (2.6 hectares) and Water Corporation drain reserve (5.6 hectares) was proposed to be redeveloped in part for housing to improve surveillance and generally improve park amenity.

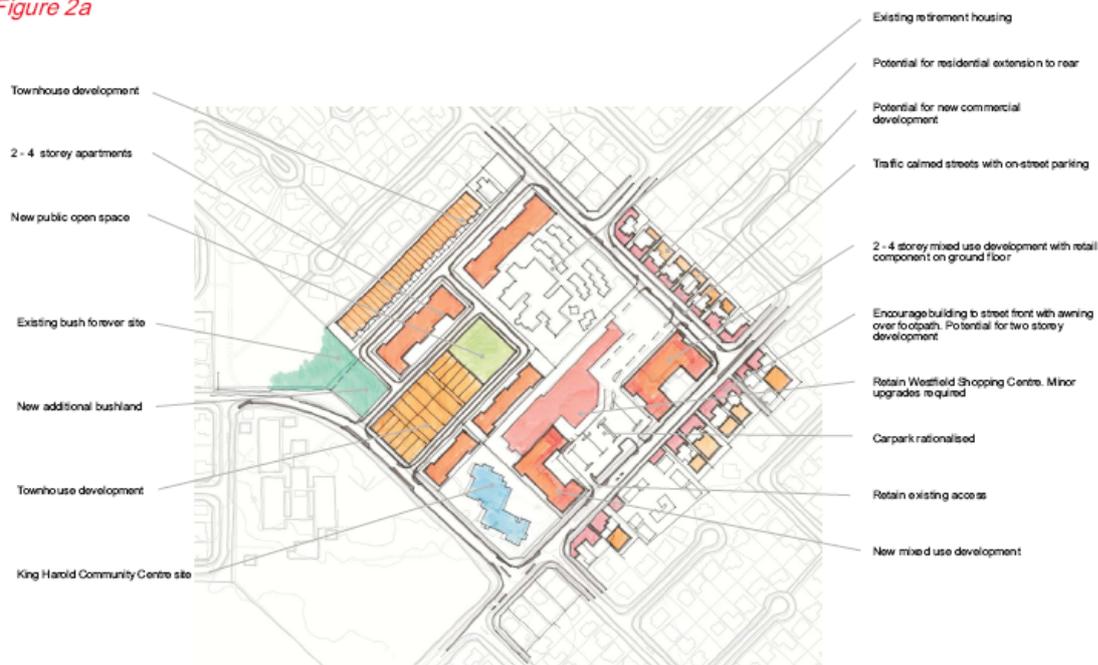
It is understood that the Water Corporation still require the drainage area for that purpose – however, this could be pursued to clarify whether the area could be rationalised.



Westfield Neighbourhood Centre Design Options

The design provided for the intensification of the shopping centre site with increased residential and commercial development around the centre. Excess car parking space is used for redevelopment and the adjacent areas on Westfield Road and Ypres Road are more intensively developed to overlook the centre.

Figure 2a



The City's town planning scheme has already provided for the area immediately around the shopping centre to be developed to R40 in keeping with the principles espoused in the consultant study. The current scheme provisions would enable Council to consider the development of the shopping centre in the manner suggested should the owners propose it. In addition the City's own freehold land containing the Harold King Centre could be more intensively used resulting in revenue to upgrade the building.

OPTIONS

Council could:

1. Receive and note the outcomes report.
2. Request that the matter be further investigated.

CONCLUSION

The City retains 112 PAWs some of which are subject to periodic requests for closure. The City has a policy to generally improve the amenity of PAWs where Council makes a decision to refuse to close a PAW (Policy and Management Practice ENG 7). While only a few PAWs have been significantly upgraded following refusal to close, (abutting Excalibur Circle and Willowmead Way) these have generally proved a success and the improvements have met with community acceptance.

The City could continue to consider closure requests on their merits and where decisions are made for strategic reasons to retain the PAW a program could be developed to provide twin side fencing and other improvements.

DPI has put some PAW closure proposals on hold in Westfield while the study has been undertaken. Now that the study is complete the proposals should be reactivated and the DPI should provide its responses to the City's PAW closure reports. Certainly the current process for dealing with requests for PAW closure is lengthy and convoluted. However, the process does have the merit of avoiding a knee-jerk reaction to a single incident which may result in an irrevocable decision that may not be justified in the fullness of time as circumstances, residents and movement patterns change.

The specific suggestions made by the consultants for the redevelopment of land in Westfield should be taken into account in working with landowners to achieve mutually beneficial urban design outcomes.

RECOMMEND

That Council:

- 1. Note the Accessible Suburbs: Central Westfield Access Design Workshop Outcomes Report.**
- 2. Request that those PAW closure proposals put on hold by DPI during the Westfield Revitalisation Project be reactivated and that DPI respond to the City's PAW Closure Report in accordance with the WAPC Planning Bulletin No. 57.**
- 3. Request that the owners of the Westfield Shopping centre be advised of the suggestions from the consultants regarding the potential redevelopment of the shopping centre and that these could be taken into account in any redevelopment proposal for the centre.**
- 4. Request that the Water Corporation be advised of the consultants suggestions for the Westfield Heron Reserve and be requested to consider the continuing need for any or all of the reserve for drainage purposes.**
- 5. Advise the WAPC of the consultants suggestions regarding the Eva and Bill Moore Reserve and seek the Commission's view on the potential to develop a portion of the reserve in the manner suggested.**
- 6. Advise the WAPC of the study and Workshop Outcomes Report and seek its response.**

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LATE ITEMS

COUNCILLORS' ITEMS

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORTS

In view of likely confidential aspects of this Report, public and staff in attendance, other than Chief Executive Officer and Executive Director Development Services, may be requested to retire from the meeting.

MEETING DECLARED CLOSED AT _____

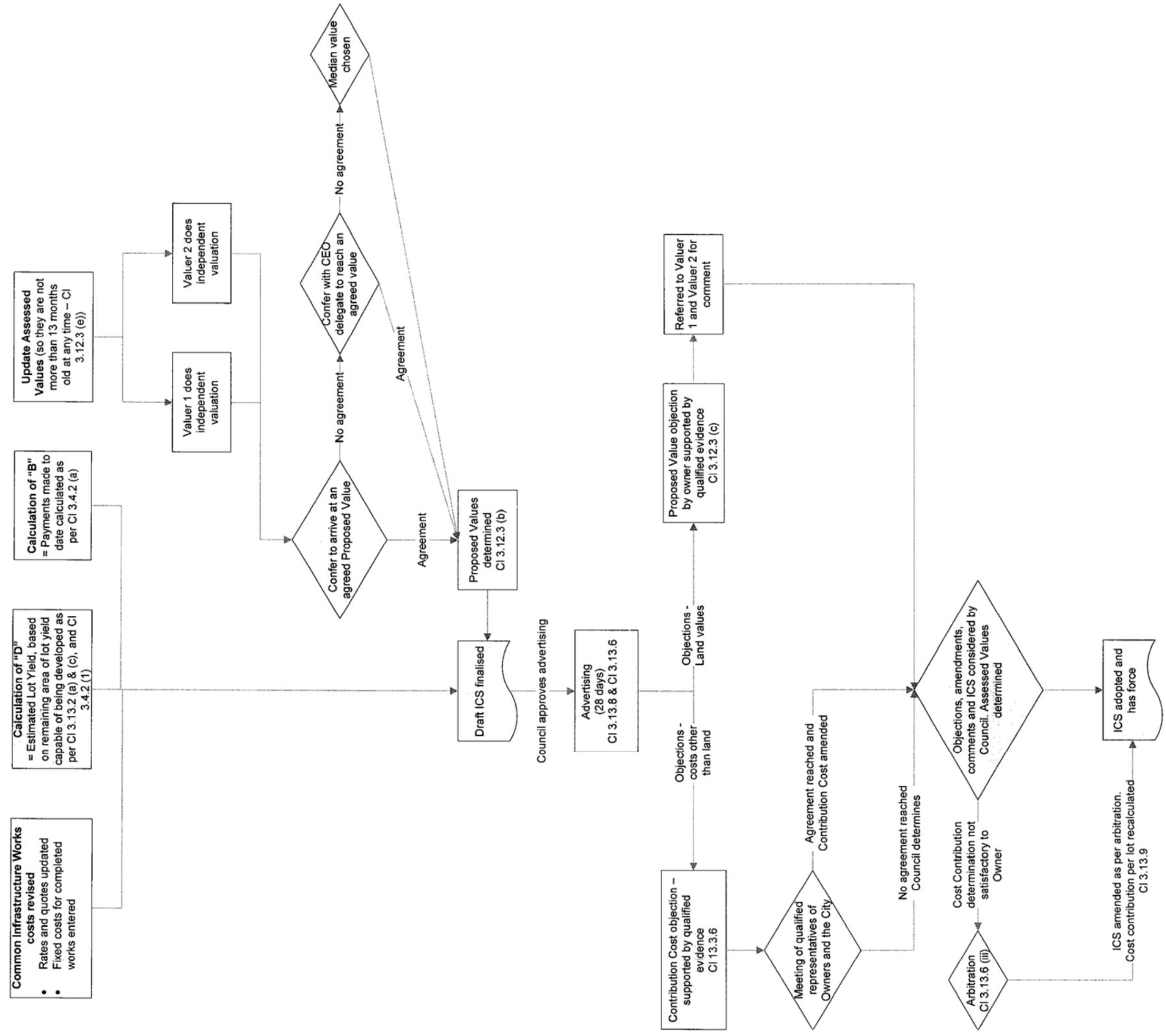
DEVELOPMENT SERVICES COMMITTEE

SUMMARY OF “A” ATTACHMENTS

19 AUGUST 2008

ATT NO.	SUBJECT	PAGE
BUILDING		
HEALTH		
PLANNING		
A1	Copy of Infrastructure Cost Schedule – Review Process	51
A2	Copy of Schedule of Submissions – Infrastructure Cost Schedule	52
A3	Copy of Infrastructure Cost Schedule 2008	56

INFRASTRUCTURE COST SCHEDULE – REVIEW PROCESS
(Updated July 2007)



DISCLAIMER: This flowchart provides an interpretation of and guide to the process expected to be used in the administration of City of Armadale Town Planning Scheme No. 4. The City expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of this flowchart rather than on Town Planning Scheme No. 4.

SCHEDULE OF SUBMISSIONS - INFRASTRUCTURE COST SCHEDULE			
Item	Submitter	Submitter's comment	Response
General	Stockland/ DPS	Requested extension of comment period to deal with CI 3.4 Calculation of B. Concerned that Lot sizes and deduction figures in Infrastructure Cost Schedule inconsistent with figures determined by Stockland for Newhaven lots.	If the ICS is not adopted at the August 2008 meeting, the Assessed Values will be more than 13 months old, which under Clause 3.12.3 (e) of DCP No. 3 would not be desirable. Therefore the submitter was advised extension difficult and unlikely to be granted. The submitter was able to check the calculations of concern and has since advised no change is necessary.
General	Stockland/ DPS	It is expected that when the SP South and SP East areas are added to DCP No. 3 the ICS contribution cost per lot will drop significantly. It is suggested that the DCP be amended so a lesser contribution per lot can be charged in anticipation of lower contribution costs or it be amended to provide a "pro rata" surplus funds reimbursement to the original developers on completion of the DCP.	The suggestions would require a scheme amendment so cannot be dealt with as part of this review. The City intends to commence next ICS Review as soon as practical to Council recommending to the WAPC that the SP South Scheme Amendment No. 43 be adopted, so that cost contributions can be changed as soon as legally practicable. This is expected to occur in September or October 2008. Both suggested amendments to DCP No. 3 have significant practical difficulties. For example, the SP South area Scheme Amendment is currently being advertised so the scope of items to be funded by the Development Contribution Plan can still change. The design and therefore the cost for those items being advertised are yet to be determined. In that context it is difficult to determine a new charge. Finding the original developers on completion of a DCP can prove difficult in practice.
General	Satterley	The ICS should be reviewed as soon as practicable when the new areas are added to DCP No. 3.	Agreed - see second paragraph of response above.
General - Timing of expenditure	Stockland/ DPS	Stockland "encourages" the City to "undertake construction of infrastructure at the earliest possible time" to counter escalating construction costs. Stockland also notes costs have increased by over \$640,000 for land acquisition and requests that the City actively pursue acquisition of all land as soon as possible, using compulsory acquisition where necessary.	The City recognises the need to minimise funds held in reserve, and had recently increased its efforts to expend funds whilst leaving sufficient funds in case key grants (e.g. Warton Road) come through. The City intends to pursue land acquisition as a priority for Warton Rd and for Nicholson Road where the 15% design indicates land is required. The City will continue to consult with and respond to the North Forresdale Planning Steering Group's advice/ requests on spending priorities.
CI 3.4 Calculation of B	Satterley	The lots produced at 12 May 2008 total 1434, but the total shown is only 1318.	Agreed - The error needs to be fixed.
CI 3.4.2	Stockland/ DPS	A fundamental change to higher densities is occurring across Perth and this is reflected in figures for Newhaven which is now likely to develop to more than 12 lots per ha. Therefore, the figure of 10 lots per ha in CI 3.4.2 is too low and leads to higher contribution costs than necessary. Stockland requests that this figure be reviewed, and Stockland also requested that figure be reviewed in 2007.	Support - ICS Amended Dismiss. City will monitor as part of each review.
		The City will monitor the number of lots being achieved and intends to consider the figure each time DCP No.3 is reviewed. The figure can be changed in an omnibus amendment if required.	

SCHEDULE OF SUBMISSIONS - INFRASTRUCTURE COST SCHEDULE				
Item	Submitter	Submitter's comment	Response	Recommendation
2c Armadale Rd Warton Rd intersection & 3d Armadale Rd Warton Rd Intersection	Stockland/DPS	Stockland requests that any works associated with Armadale Road be borne by State/ Federal Government Grants.	The ICS covers only temporary works and in both cases the Scheme text states "minus any contributions and grants from external sources". Together the items total \$208,400 which is about \$60 per lot. It is considered necessary to keep this amount in case temporary works are needed.	Dismiss
3a Nicholson Rd Land	Stockland/DPS	Typing error - Lot 21 Nicholson Rd shown as Lot 22 Nicholson Rd.	Agreed - The error needs to be fixed.	Support - ICS Amended.
3b Nicholson Rd Build	Satterley	Construction of Nicholson Rd has been costed as a dual carriageway to Wright Rd. Traffic studies indicate a dual carriageway is not needed for the full length, and Nicholson Rd should be re-costed accordingly with any savings passed on to the Scheme.	The Nicholson Road design and costs will be re-visited as a result of amendments to the Structure Plan in the area north east of the Nicholson Rd/Harrisdale Rd intersection at the next ICS Review. The next ICS review is expected to commence in September or October 2008.	Dismiss. The City will reconsider Nicholson Rd design and costs at the next ICS review.
3c Wright/ Nicholson land and build	Stockland/DPS	As a result of the proposed amendment to the Structure Plan to be considered by Council at its July 2008 meeting, it is requested that traffic lights for the new second intersection be funded by the ICS.	Council resolved at its meeting of 28 July 2008 that "the second set of new traffic signals included in the proposal should be funded by the developers".	Dismiss
3c Wright/ Nicholson land and build	Stockland/DPS	As a result of the proposed amendment to the Structure Plan to be considered by Council at its July 2008 meeting a dual lane roundabout will now be needed at this intersection, which will have greater land requirements than for the previously proposed intersection. Further information will be presented to the City for the next available ICS review.	The next ICS review is likely to commence in September or October 2008. Decisions on the matters raised will be taken when more information is available. It should be noted that this roundabout was raised as part of the Structure Plan amendment where advice was provided that the roundabout would be constructed by the subdivider.	Dismiss - to be considered at next ICS review
7b Main Drain Build	Stockland/DPS	The estimate of drainage length shows as 155m but should be 4415m.	The ICS has been amended to include each length of drain to be constructed to minimise the likelihood of such a significant error being repeated.	Support - ICS Amended
7c Other Drain Build	Stockland/DPS	Emerson Stuart advised on 11 June 2008 that rate for installation of 1350mm diameter pipe should be increased from \$900/m to \$1000/m.	This information was received too late to be included in the advertised version of the ICS. The ICS will now be amended accordingly.	Support - ICS Amended
7c Other Drain Build	Stockland/DPS	Cost of headwalls should be adjusted to be consistent with Emerson Stuart's e-mail of 23 May 2008.	Agreed - The error needs to be fixed.	Support - ICS Amended
7c Other Drain Build	Stockland/DPS	The Water Corporations Interim Forrestdale Main Drain Arterial Drainage Scheme (the ADS) shows an open channel along Skeet Road. If this is adopted when the ADS is finalised this item should be re-costed.	Subject to detailed design criteria being available for use to develop revised costs the City would include revised costs in the next available ICS review following adoption of the ADS.	Support - but no change to ICS
7e Water Management	Stockland/DPS	The calculation for future monitoring costs does not include actual costs for the period from August 2006 to current, nor expected costs for the last year to Jan 2018.	Costs for the period August 2006 to August 2008 have not been communicated by Stockland or its consultants to the City. The initial calculation did not allow for the August 2006-2008 cost, or the expected costs for 2017-18. The calculation now includes expected costs for both periods.	Support - ICS Amended
9b Sewer Temp Main	Stockland/DPS	The pump station has been costed on a Type 40, but a Type 350 has been identified in the ICS.	The ICS will be amended.	Support - ICS Amended
9b Sewer Temp Main	Satterley	This item should include the cost of constructing the 200mm main through Heron Park as it forms the network which allows Vertu, Arion, part of Newhaven and Heron Park to be served. It forms part of the link from the Type 350 PS in Heron Park to the Newhaven pump station. The cost of the work is estimated at \$170,000.	It has been clarified that the amount in the advertised ICS did not include all of the 4.5km of temporary pressure main to be funded. The ICS has been amended to provide clarity and the item requested by the submission should be included.	Support - ICS Amended

SCHEDULE OF SUBMISSIONS - INFRASTRUCTURE COST SCHEDULE - PROPOSED VALUES					
Submitter	Submitter's request	Herron Todd White comment	DTZ Australia comment	CoA Notes or comments	Recommendation
R Dawkins via Wallis Consulting Group	The value of \$135 per sqm is a significant undervaluation and should be in the order of \$250 to \$300 per sqm given values for other local centres and other sales information demonstrating prices between \$212 to \$500 per square metre in similar situations in Byford, Forrestdale, Gosnells and Jandakot.	<p>The assessed value is based on an Urban Zoning. Comparison to similar zoned land supports the assessed value.</p> <p><i>Recommendation</i></p> <p>Zoning of the land would have to be clarified prior to re-valuation. If future zoning is to reflect commercial use the site should be re-valued on that basis.</p>	<p>We have assessed the subject property based on 'Urban' zoned englobo sales evidence.</p> <p>The value is considered inline with other properties assessed within the area of the same zoning.</p> <p><i>Recommendation</i></p> <p>If the council requires the land to be assess as 'Commercial' or 'Local Centre' and not a broad 'Urban' zoning then DTZ will re-value it on that basis. Based on sales evidence we would consider the land on a 'Commercial' or 'Local Centre' zoning to be inline with the assessed values of Lots,2 ,3 and 4 Nicholson Road, however a formal revaluation would be required to confirm same.</p>	The land in question is shown Urban in Town Planning Scheme No. 4, but limited commercial use is permitted under the ERADE Village Structure Plan. There has been no change to the Structure Plan since the first valuation was done for the Infrastructure Cost Schedule 2007.	Dismiss - Proposed Value should become the Assessed Value
Stockland/ DPS	The valuation for 6 Nicholson Rd (SP Central) does not reflect the commercial site values that should now apply as a result of the Structure Plan amendment recently adopted by Council.	<p>The assessed value is based on an Urban Zoning. Comparison to similar zoned land supports the assessed value.</p> <p><i>Recommendation</i></p> <p>Zoning of the land would have to be clarified prior to re-valuation. If future zoning is to reflect commercial use the site should be re-valued on that basis.</p>	<p>Lot 6 was assessed based on an 'Urban' zoning and our investigations indicated that 'Urban' zoned englobo land at the date of valuation is within our assessment range.</p> <p>Lots 2, 3 and 4 are zoned 'Local Centre' and therefore have been assessed on that basis.</p> <p><i>Recommendation</i></p> <p>If the council requires the land to be assess as 'Commercial' or 'Local Centre' and not a broad 'Urban' zoning then DTZ will re-value it on that basis. Based on sales evidence we would consider the land on a 'Commercial' or 'Local Centre' zoning to be inline with the assessed values of Lots, 2 ,3 and 4 Nicholson Road, however a formal revaluation would be required to confirm same.</p>	At this point in time the land is zoned Urban Development Zone and subject to a Structure Plan amendment adopted by Council in July 2008 that locates Commercial over the Lot 6 Nicholson Rd adjacent to the Nicholson Rd Metropolitan Region Scheme Reservation. However, the Structure Plan has not been adopted by the Western Australian Planning Commission, so does not yet have effect. Land similarly affected was not claimed at commercial rates by another developer.	Dismiss - Proposed Value should become the Assessed Value

SCHEDULE OF SUBMISSIONS - INFRASTRUCTURE COST SCHEDULE - PROPOSED VALUES					
Submitter	Submitter's request	Herron Todd White comment	DTZ Australia comment	CoA Notes or comments	Recommendation
Stockland/ DPS	The Proposed Value for Lot 100 Wright Road at \$220 per sqm is excessive.	<p>Lot 100 has a prominent location to the corner of Ranford Road and is adjacent to land that has recently sold for development as a Bunnings Warehouse and associated showroom uses. Value was also influenced by the acquisition of the adjacent Lot 106 by the registered proprietor which is considered inferior however may have had special value to the registered proprietor to consolidate the land holding.</p> <p><i>Recommendation</i></p> <p>Valuation is considered fair and reasonable.</p>	<p>Lot 106 was purchased in July 2007 for \$2,200,000 inclusive of GST, the sale is dated and the purchaser already owns Lot 100 being directly opposite some special value may have been paid.</p> <p>The site to the north of Wright Road was purchased by Bunnings for \$14,702,050, the site is approximately 3.7 hectares which reflects \$396 per square metre.</p> <p><i>Recommendation</i></p> <p>We consider \$220 per square metre to be within an acceptable valuation range having regard to the valuers independent assessments.</p>	No further comment.	Dismiss - Proposed Value should become the Assessed Value
Stockland/ DPS	The Proposed Value for Lot 106 (East) Wright Road at \$200 per sqm is excessive.	<p>Lot 106 is adjacent to land recently acquired for development with a Bunnings Warehouse development and associated showroom uses which enhances value. Value was also influenced by the purchase price of the subject land at \$2,000,000 in July 2007.</p> <p><i>Recommendation</i></p> <p>Valuation is considered fair and reasonable.</p>	<p>Lot 106 was purchased in July 2007 for \$2,200,000 inclusive of GST, the sale is dated and the purchaser already owns Lot 100 being directly opposite some special value may have been paid.</p> <p>The site to the north of Wright Road was purchased by Bunnings for \$14,702,050, the site is approximately 3.7 hectares which reflects \$396 per square metre.</p> <p><i>Recommendation</i></p> <p>We consider \$200 per square metre to be within an acceptable valuation range having regard to the valuers independent assessments.</p>	No further comment.	Dismiss - Proposed Value should become the Assessed Value
Warrigal Developments Pty Ltd	We have a valuation from the bank for mortgage purposes which indicates the value for 150 Warton Rd is too low. However, we will not provide valuation or pursue this at this stage.	<p>The property has a dual zoning the portion of the site to the Warton Road frontage having a 'Rural' zoning which is the basis of our assessment.</p> <p><i>Recommendation</i></p> <p>Valuation is considered fair and reasonable.</p>	<p>We have valued the lot on the basis it is zoned 'Rural' with no potential for an 'Urban' zoning.</p> <p><i>Recommendation</i></p> <p>No further action at this time.</p>	No further comment.	Dismiss - Proposed Value should become the Assessed Value

INFRASTRUCTURE COST SCHEDULE 2008

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3.6.3 General Works	
Assessed values	
Calculation of Contribution Cost Per Lot	
As per Cl 3.4.2 of DCP No 3	
A = Gross cost of common infrastructure works	\$49,603,470.21
B = Payments to date	\$12,627,268.94 See worksheet Clause 3.4 Calculation of "B" and "D".
C = Common Infrastructure work costs	\$36,976,201.27 C = A - B
D = No lots to be produced in unsubdivided balance	3,564 Calculated at 10 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"
E = Contribution Cost Per Lot	\$10,376.34 E = C/D
Adopted by Council 25 August 2008	

Clause 3.4 - Calculation of "B" and "D"																													
Location and Area in DCA 03				Calculation of "B" (Insert Unsubdivided area first - Column O)										Calculation of "D" (Insert Deductions - Part (f) from)															
Former Lot No	Lot legal area from Intramaps (sqm)	Parcel area in DCA No 3 (see TPS 4 Special Control Area Map 3) (sqm)	P= Part of lot outside DCA03	CI 3.3 Deductions (sqm)	Parcel area in DCA No 3 minus CI 3.3 deductions (sqm)	Net Area for Lot Yield Calc (ha)	Lots produced as at 12 May 2006	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	Unsubdivided area of Lot (ha) (from DP or Column H)	Unsubdivided area source	"D" at 10 lots per ha	Nominal contribution on areas (sqm) (Sch 13B Pr 3.3)	CCWe (Sch 13B Pr 3.3)	Drainage Reserves (Sch 13B Pr 3.3)	Public Utility Sites (CI 6B4.4 (c) & Sch 13B Pr 3.3)	Community purpose sites (Sch 13B Pr 3.3)	Common Infrastructure Sites (Sch 13B Pr 3.3)	Primary & Other Regional Roads (Pr 6B4.4 (a-e))	Road notes	Government Schools (CI 6B4.4 (c))	Other Developments (CI 6B4.4 (e))	Total Deductions (area in sqm)	Notes		
SP Central 2 Street Rd	150142.342	111804 P		5,022.21	106,782.05	10.6782	0	0.0000			0.00	\$0.00	10.6782		106.78								5,022.21	Nicholson Rd			5,022.21		
3 Nicholson Rd	97403.845	97404		0.00	97,403.85	9.7404	39	8.7234	4.4707	\$9,575.80	39.00	\$373,456.20	1.0170	DP 60224 Lot 9022	10.17												0.00		
4 Nicholson Rd	107521.531	107522		0.00	107,521.53	10.7522	189	10.6283	17.7828	\$9,575.80	106.28	\$1,017,740.28	0.1239	Intramaps - Lot 9500	1.24												0.00		
5 Nicholson Rd	481758.351	481758		8,195.13	473,563.22	47.3563	0	0.0000			0.00	\$0.00	47.3563		473.56								8,195.13	Nicholson Rd			8,195.13		
13 Mason Rd	277277.135	277277 P		0.00	277,277.14	27.7277	0	0.0000			0.00	\$0.00	27.7277		277.28												0.00		
14 Mason Rd	238901.625	238902		0.00	238,901.63	23.8902	0	0.0000			0.00	\$0.00	23.8902		238.91												0.00		
15 Wright Rd	382814.438	382814		0.00	382,814.44	38.2814																					0.00		
48 Wright Rd	210419.033	210419		1,238.00	209,181.03	20.9181																	1,238.00	Nicholson Rd (as per Opus drawings)			1,238.00		
15 & 48 Wright Rd Combined	593233.471	593233		1,238.00	591,995.47	59.1995	198	23.9628	8.2628	\$9,575.80	198.00	\$1,896,006.42	35.2367	DP 58982 Lot 9020	352.37												40,000.00	40,000.00	
48 Wright Rd	310821.151	310821		40,000.00	270,821.15	27.0821	0	0.0000			0.00	\$0.00	27.0821		270.82												40,000.00	40,000.00	
49 Keane Rd	538206.000	538206		31,133.91	507,072.09	50.7072	230	23.2609	9.8878	\$9,575.80	230.00	\$2,202,434.00	27.4463	DP 59398 Lots 9003, 9502 & 9503	274.46		23,183.00			4,000.00			3,950.91	Nicholson Rd			31,133.91	Areas from Sub 129423 Plan dated 10 Nov 05	
50 Wright Rd	538575.005	538575		0.00	538,575.01	53.8575	337	34.1453	9.8696	\$9,575.80	337.00	\$3,227,094.60	19.7122	DP 57664 & 57670 Lots 9004 & 9007	197.12												0.00		
113 Warton Rd	203998.299	145658 P		40,000.00	105,658.00	10.5658	0	0.0000			0.00	\$0.00	10.5658		105.66												40,000.00	40,000.00	
114 Warton Rd	82517.011	65354 P		59,351.15	6,002.55	0.6003	1	0.5003			1.00	\$0.00	0.0000	Part of DP60224 Lot 9022	0.00	55,585.00							3,766.15	Warton Rd & Nicholson Rd MRS			59,351.15	Nominal contribution area changed so D provides 6 residential lots only.	
143 Warton Rd	592946.933	267348 P		0.00	267,348.28	26.7348	0	0.0000			0.00	\$0.00	26.7348		267.35												0.00		
151 Wright Rd	91593.000	91593		0.00	91,593.00	9.1593	0	0.0000			0.00	\$0.00	9.1593		9.16												0.00		
153 Wright Rd	90515.000	90515		0.00	90,515.00	9.0515																					0.00		
154 Mason Rd	65606.000	65606		0.00	65,606.00	6.5606																					0.00		
Lot 153 & 153 Combined	156121.000	156121.000		0.00	156,121.00	15.6121	103	9.8062	10.7222	\$9,575.80	96.06	\$919,870.50	6.0059	DP 58901 Lot 9000	60.06												0.00		
388 Wright Rd	323501.117	323501		12,017.00	311,484.12	31.1484	336	31.1484	10.7871	\$9,575.80	311.48	\$3,082,709.51	0.0000		0.00								12,017.00	Warton & Nicholson from DP 54277			12,017.00		
1000 Wright Rd	120011.000	120011		120,011.00	0.00	0.0000		0.0000			0.00	\$0.00	0.0000		0.00	120,011.00											120,011.00		
1001 Wright Rd	115675.000	115675		115,675.00	0.00	0.0000		0.0000			0.00	\$0.00	0.0000		0.00	75,675.00											40,000.00	115,675.00	Meeting 11/11/06 agreed no lot yield for this lot
Water Corp Main Corridor	56901.958	56902		56,901.96	0.00	0.0000		0.0000			0.00	\$0.00	0.0000		0.00			56,901.96									56,901.96		
Other							1	0.0836	11.9617	\$9,575.80	0.84	\$8,003.27	0.0000	SUB/ 133690 DP 58411															
5417805.784	4599380			489,545.36	430,3490	1434	1423592	10.0873				\$12,827,268.94			7,227.36													489,545.36	

2

Clause 3.4 - Calculation of "B" and "D"																												
Location and Area in DCA 03			Net Area for Calculation of A & D				Calculation of "E" (Report Unsubdivided Area First - Column G)					Calculation of "D" Unsubdivided area source				Deductions												
Former Lot No	Lot legal area from Intramaps (sqm)	Parcel area in DCA No 3 (see TPS 4 Special Control Area Map 3) (sqm)	P= Part of lot outside DCA03	CI 3.3 Deductions (sqm)	Parcel area in DCA No 3 minus CI 3.3 deductions (sqm)	Net Area for Lot Calc (ha)	Lots produced as at 12 May 2008	Area within which Lots Produced (ha)	Density	Contribution Cost Per Lot	No of Lots for Calculation of "B"	"B" = No Lots Contribution Cost Per Lot	Unsubdivided area of Lot (ha) (from DP or Column H)	"D" at 10 lots per ha	Nominal contribution areas (sqm) (Sch 13B Pr 3.3)	CCWs (Sch 13B Pr 3.3)	Drainage Reserves (Sch 13B Pr 3.3)	Public Utility Sites (CI 6B4.4 (c) & Sch 13B Pr 3.3)	Community purpose sites (Sch 13B Pr 3.3)	Common Infrastructure Sites (Sch 13B Pr 3.3)	Primary & Other Regional Roads (Pr 6B4.4 (a-e))	Road notes	Government Schools (CI 6B4.4 (c))	Other Developments (CI 6B4.4 (e))	Total Deductions (area in sqm)	Notes		
SP South East 324 Armadale Rd (SP SE)	118993.244	118993		101,463.00	17,530.24	1.7530		0.0000				\$0.00	1.7530	17.53	101,463.00												101,463.00	Using area for school overestimates likely contributions - 8 expected, calculation estimates 17 contributions, but much of this road reserve
21 Nicholson Rd (SP SE)	388401.000	388401		23,371.03	365,029.97	36.5030		0.0000				\$0.00	36.5030	365.03							6,371.03	Nicholson Rd & Armadale Rd - Figure from Drafting	15000			23,371.03		
22 Nicholson Rd (SP SE)	473912.000	473912		20,324.55	453,587.45	45.3587		0.0000				\$0.00	45.3587	453.59							324.55	Nicholson Rd - Figure from Drafting	20000			20,324.55		
Totals SP SE	981306.244	981306		145,158.58	836,147.66	83.6148	0.00	0.00	0.00			0.0000	836.15	836.15												145,158.56		
GRAND TOTAL	899111.029	5,679,695		634,793.94	836,247.86	83.9636	1,434	142.1547	10.0873			\$12,027,968.00	836.3519	3,563.51												634,793.94		

(W)

Common Infrastructure Works - Summary			
Ref	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 North Forrestdale Development Contribution Plan 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
	(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 Specific 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.	\$312,900.00	
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.	\$169,780.00	Consulting fees generally included in specified works costs
	(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
	(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 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 along with the specific requirements of the Scheme pertaining thereto.	\$1,988,014.45	All future costs cover to January 2018
	GENERAL WORKS SUB TOTAL	\$2,490,849.45	
	3.6.3 Specified Works		
	Arterial Roads		
1	<i>Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road:</i>		
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.	\$141,697.16	
1b	100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions from Lots 82, 106 and 107 Wright Road or from any other developments or subdivisions with a nexus to the road works.	\$1,215,690.51	
2	<i>Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road:</i>		
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.	\$2,321,348.16	
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.	\$4,554,276.96	Cost assumes \$1m received in grant funds.
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.	\$104,300.00	
3	<i>Nicholson Road between Warton Road and Armadale Road:</i>		
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.	\$4,252,075.01	
3b	100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.	\$9,998,840.29	Prices assume all of Nicholson Road from Wright Rd to Armadale Road constructed as one job - this may not occur. Includes intersection in town centre (Item 3c).
3c	100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre.	\$0.00	Included in 3b
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.	\$104,300.00	
3e	A contribution towards landscaping works.	\$1,074,231.75	Developers to landscape verge, City (or developers) to landscape median to a common theme.
4	<i>Mason Road between Warton Road and 550 metres east of Warton Road:</i>		
4a	100% of the total cost to acquire any road widenings for the ultimate road reserve.	\$16,687.00	
4b	100% of the total cost of constructing the full earthworks, one carriageway and all structures.	\$333,678.00	Largely fixed cost
5	<i>Ranford Road and Wright Road Intersection:</i>		
5a	100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, except those areas ceded free of cost from Lots 106 and 107 Wright Road.	\$0.00	Covered by Ranford Road Grant.
5b	A contribution to the cost of upgrading the intersection and installing traffic signals.	\$312,900.00	Partly funded by grant and contributions from Gosnells

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Common Infrastructure Works - Summary			
6	Regional Path Network:		
6a	100% of the total cost of constructing the Regional Path Network within Development Control Area No. 3 as identified in the adopted Infrastructure Cost Schedule.	\$1,599,645.49	Some path costs included in road calculations for 3b. Costs assume constructed as part of subdivision & then credited at the cost per m rate
6b	100% of the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road.	\$0.00	Included in 1b
6c	100% of the cost of a shared path along Armadale Road.	\$107,895.20	
7	Arterial Drainage and Water Management:		
7a	100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event and the arterial drainage land for the open channel adjacent to Reilly Road.	\$5,432,888.17	
7b	100% of the cost of constructing the open channel in the multiple use corridor and adjacent to Reilly Road.	\$2,232,891.58	
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.	\$1,550,925.60	
7d	Maintenance works in Ballanup Drain.	\$155,206.00	Fixed cost
7e	100% of the cost of providing the predevelopment water quality data, monitoring and Water Management initiatives.	\$1,004,474.08	
8	Community and Recreation Facilities:		
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.	\$330,000.00	
8b	100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.	\$1,222,600.00	Assumes \$250,000 Sport & Rec contribution.
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	\$1,225,705.30	
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.	\$220,000.00	
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.	\$1,107,800.00	Only available if a senior oval that is part POS and part on school grounds is constructed and there is a management agreement between the City and Department of Education and Training
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.	\$1,691,366.44	Only available for senior ovals partly on public open space with a management agreement between the City and Department of Education and Training
9	Regional Sewer Infrastructure and 132KV Power Lines:		
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.	\$162,618.50	
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.	\$844,100.10	
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.	\$2,186,317.28	
10	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.	\$1,608,162.19	
	SPECIFIED WORKS - SUBTOTAL	\$47,112,620.76	
	GRAND TOTAL	\$49,603,470.21	

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ARTERIAL ROADS - Land then other items

Item	Cost	Area (sqm)	Proposed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes
1a	\$141,697.16					Notes Yellow box information displayed in ICS by Para
1b	\$1,215,690.51					
2a	\$2,321,348.16					
2b	\$4,554,276.96					
2c	\$104,300.00					
3a	\$4,252,075.01					
3b	\$9,998,840.29					
3c	\$0.00					
3d	\$104,300.00					
3e	\$1,074,231.75					
4a	\$16,687.00					
4b	\$333,678.00					
5a	\$0.00					
5b	\$312,900.00					
TOTAL ROADS	\$24,430,024.84					
1a Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road; 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	\$141,697.16					
Source Lot	Area (sqm)	Proposed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes	
Lot 100 Wright Rd	201.48	\$220.00	\$44,325.60	\$48,758.16	Information from engineering drawings - assumes 15m resumed for Ranford Road	
Lot 106 (East) Wright Rd	245.6	\$200.00	\$49,120.00	\$54,032.00	Information from engineering drawings	
Lot 82 Ranford Rd	262	\$135.00	\$35,370.00	\$38,907.00	May be ceded as part of Subdivision free of cost	
Lot 81 Ranford Rd	113	\$0.00	\$0.00	\$0.00	Bush Forever - Final design will try to avoid	
Total			\$141,697.16			
2a Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road; 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	\$2,321,348.16					
Source Lots (from North to South)	Area (sqm)	Proposed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes	
388 Wright	4,674.96	\$135.00	\$631,119.60	\$694,231.56	Combined area from DP57816 (unlodged), less General Rural area (see TRIM INT/6658/08)	
114 Warton (Urban)	2,961.04	\$25.00	\$74,026.00	\$81,428.60	Total value of area precisely calculated by Drafting in response to a submission (TRIM INT/6658/08)	
114 Warton (Rural)				\$760,065	inclusive of CI 3.12.5 for Lot 114	
113 Warton	2,400.00	\$25.00	\$60,000.00	\$65,000.00	Taken from Warton Rd 85% Design stage drawings	
150 Warton	3,800.00	\$25.00	\$95,000.00	\$104,500.00	Taken from Warton Rd 85% Design stage drawings	
152 Warton	3,000.00	\$25.00	\$75,000.00	\$82,500.00	Taken from Warton Rd 85% Design stage drawings	
155 Warton	4,800.00	\$25.00	\$120,000.00	\$132,000.00	Taken from Warton Rd 85% Design stage drawings	
155 Warton - Survey and DP Lodgement	16,200.00	\$20.00	\$324,000.00	\$4,508.00	Quotation from PGS Hope (INT/4382/08)	
143 Warton	3,600.00	\$25.00	\$90,000.00	\$99,000.00	Taken from Warton Rd 85% Design stage drawings	
8 Warton	2,900.00	\$25.00	\$72,500.00	\$79,750.00	Taken from Warton Rd 85% Design stage drawings	
9 Warton	1,800.00	\$25.00	\$45,000.00	\$49,500.00	Taken from Warton Rd 85% Design stage drawings	
10 Warton	2,400.00	\$27.50	\$66,000.00	\$72,600.00	Taken from Warton Rd 85% Design stage drawings	
51 Warton	2,400.00	\$30.00	\$72,000.00	\$79,200.00	Taken from Warton Rd 85% Design stage drawings	
50 Warton	2,400.00	\$30.00	\$72,000.00	\$79,200.00	Taken from Warton Rd 85% Design stage drawings	
Sub total	50,936.00		\$2,289,148.16			
Other land acquisition costs						
Survey and DP Lodgement for 7 lots @ \$4,600			\$32,200.00		Seven lots are outside of DCA No 3	
3a Nicholson Road between Warton Road and Armadale Road; 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	\$4,252,075.01					
Source Lots (from North to South)	Area (sqm)	Proposed Value (per sqm)	Cost	Value plus 10% for CI 3.12.5 or Final Value	Notes	
114 Warton Rd	132				Part of DP57861 - See 2a Warton Rd above	
388 Wright Rd						
49 Keate Rd	8195.13	\$100.00	\$819,513.00	\$934,340.00	PD 2007 Thumb Drive No 53	
6 Nicholson Rc	7392.359	\$100.00	\$739,235.90	\$427,009.66	PD 2007 Thumb Drive No 45 & 54	
2 Skeet Rd	324.554	\$70.00	\$22,718.78	\$901,464.30	Left	
22 Nicholson Rd (SP SE)	8371.028	\$70.00	\$585,971.96	\$813,159.49	Left	
6 Nicholson Rc (SP South)	582.837	\$85.00	\$49,541.15	\$24,990.66	Left	
5 Nicholson Rc (SP South)	433.75	\$95.00	\$41,206.25	\$644,569.16	Left	
4 Nicholson Rc (SP South)	256.377	\$275.00	\$70,503.68	\$54,495.26	Right	
3 Nicholson Rc (SP South)	98.287	\$325.00	\$31,943.28	\$45,326.88	Right	
2 Nicholson Rc (SP South)	194.309	\$350.00	\$68,008.15	\$77,554.04	Right - Zoned Local Centre	
Sub-total MRS areas	25980.6		\$2,428,642.14	\$35,137.60	Right - Zoned Local Centre	
Area in excess of MRS				\$4,032,856.01		
Lot 6 Nicholson Rd	693.0	\$100.00	\$69,300.00	\$75,230.00	Value based on valuations above	
Lot 9020 (Formerly 48)	1238.0	\$105.00	\$129,990.00	\$142,989.00	Value based on valuations above	
Sub total non MRS			\$199,290.00	\$219,219.00		
Sub total all areas			\$2,627,932.14	\$4,252,075.01		

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

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ARTERIAL ROADS - Land then other items					
4a Mason Road between Warton Road and 550 metres east of Warton Road: 100% of the total cost to acquire any road widenings for the ultimate road reserve.					
	TOTAL COST	Area (sqm)	Proposed Value (per sqm)	Value plus 10% for CI 3.12.5 or Final Value	Notes
Source Lot					
Lot 155 (747) Warton Rd	177.2	\$25.00	\$4,430.00	\$4,873.00	Area from plan of subdivision (TRIM IN/743/08) Value based on information for Item 2a Warton Rd above.
Lot 143 (765) Warton Rd	537	\$20.00	\$10,740.00	\$11,814.00	Area from Final Design - Sheet 13 Mason Rd file (Opus File No WA/PVTO43.05)
Sub total			\$15,170.00	\$16,687.00	
5a Ranford Road and Wright Road Intersection: 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, except those areas ceded free of cost from Lots 106 and 107 Wright Road.					
TOTAL COST	\$0.00				Covered by Ranford Road Grant.
1b Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road: 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions from Lots 82, 106 and 107 Wright Road or from any other developments or subdivisions with a nexus to the road works.					
TOTAL COST	\$1,215,690.51				Cost includes Regional Path
Feature survey	\$3,670.00				PD 2007 - Opus International
Final design	\$21,112.50				PD 2008 to 1 May - Connell Wagner Final Design
Construction to date	\$231,508.00				PD 2008
Estimated cost to completion	\$979,217.01				City of Armadale Manager Technical Services advise can complete to cost as per Opus costings in 2007 (See TRIM INT/5115/08 & INT/217/07)
Less contribution for intersection upgrades for Lots 106 & 107	\$19,817.00				Contribution indexed to CPI; Started at \$19,000 in 2007; 4.3% to March 08 (see http://www.abs.gov.au/ausstats/abs@.nsf/0e5fa1cc95cd093c4a2568110007852b/938da570a34a8edaca2568a9001393501?OpenDocument)
TOTAL COST TO SCHEME	\$1,215,690.51				
2b Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road: 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	\$4,554,276.96				Cost assumes \$1m received in grant funds.
Section	Item	Cost	Notes		
All	Feature survey (Brook and Marsh brought forward & Quodling)	\$16,870.91	PD 2008		
All	Part final design (L&L Design and SJR Civil)	\$19,804.00	PD 2008 to 1 May 2008		
All	Geotech Survey - Golder	\$19,637.50	Quotation (Feb 08) and variations sought (IE/919/08 & IE 1953/08)		
All	Complete final design SJR Civil	\$22,060.00	Quote Feb 08 (IE/613/08) minus amount paid (above)		
Mason/ Jandakot Intersection	Western Power Design Fee	\$19,088.19	PD 2008		
Mason/ Jandakot Intersection	Western Power - power relocation works	\$202,252.73	Quotation January 2008 (IN/725/08) Works have commenced		
Lots 8 to 50 near Armadale Rd	Noise survey	\$2,595.00	PD 2008 to 1 May 2008		
Lots 8 to 50 near Armadale Rd	Noise survey	\$2,035.00	Quotation Feb 08 (see OUT/936/08 and related files) minus amount paid (above)		
Warton Rd/ Armadale Rd Intersection	SIDRA Analysis	\$1,570.00	IE/2061/08 - to be added to final design cost		
Warton Rd - Nicholson to Armadale	Construction cost	\$4,609,908.67	Figure is construction cost estimate of \$4.9m (see TRIM IE/2129/08), less existing expenses other than noise survey		
Warton Rd - Nicholson to Armadale	Grant	-\$1,000,000.00	Subject to grant request and requires approval		
Warton Rd - Adjacent to 388 Wright	Total cost	\$638,454.96	Cost based on linear metre rate using costs for Warton Rd - Armadale to Nicholson section (3000m) (See TRIM IE/2129/08). Assumes no grant for this section.		
TOTAL		\$4,554,276.96			
2c Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road: 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	\$104,300.00				Temporary works only; increased by CPI (4.3% in 2008)

ARTERIAL ROADS - Land then other items			
3b Nicholson Road between Warton Road and Armadale Road: 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.			
TOTAL COST	\$9,998,840.29		
Section	Item	Cost	Notes
Warton Rd to (former) Wright Rd	Earthworks by Perron	\$131,167.23	PD 2007 - See Thumb Drive 44
Warton Rd to (former) Wright Rd	Streetlighting	\$80,950.41	PD 2007 See IN/895/07
Warton Rd to (former) Wright Rd	Survey and Construction by Council - includes regional path & square end	\$914,519.00	PD 2007 (\$611,254.55) & PD 2008 including variations see INT/4528/08
Wright Rd to Armadale Rd	Construction road and paths	\$6,872,203.65	Cost update advice from Opus (See IN/3481/08 & INT/218/07) - but increased by 4% because assumption of construction entire section may not be able to be achieved & general price increases
TOTAL		\$9,998,840.29	
3c Nicholson Road between Warton Road and Armadale Road: 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre.			
TOTAL COST	\$0.00		Included in 3b
3d Nicholson Road between Warton Road and Armadale Road: 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	\$104,300.00	Estimate - Increased by CPI (4.3% to March 2008)	
3e A contribution towards landscaping works.			
TOTAL COST	\$1,074,231.75		Developers to landscape verge, City (or developers) to landscape median to a common theme.
Contribution to landscaping of the median of Nicholson Road	Area of median (sqm)	Cost per sqm	Total Cost
	14,348	\$61.50	\$882,373.71
Contribution - Warton Rd to Harrisdale Dr	3,202		\$191,858.04
TOTAL			\$1,074,231.75
4b Mason Road between Warton Road and 550 metres east of Warton Road: 100% of the total cost of constructing the full earthworks, one carriageway and all structures.			
TOTAL COST	\$333,678.00		Largely fixed cost
Survey	\$6,000.00	PD 2008 (OUT/1692/08)	
Final Design	\$18,005.00	PD 2008 (57 & OUT/1692/08)	
Construction	\$289,673.00	PD 2008 (OUT 1796/07 & 1692/08)	
Construction - Outstanding	\$20,000.00	Withheld to pay for join to roundabout & minor clean up	
TOTAL	\$333,678.00		
5b Ranford Road and Wright Road Intersection: A contribution to the cost of upgrading the intersection and installing traffic signals.			
TOTAL COST	\$312,900.00	CPI increase in contribution; 4.3% in 2008	Partly funded by grant and contributions from Gosnells

Regional Paths						
Cost per m						\$80 Construction to 2.2m wide agreed at NPSG Meeting 1 August 2006; Cost advice from Manager Technical Services (INT/5115/08) May 2008
TOTAL COST						
6a						\$1,599,645.49
6b						\$0.00
6c						\$107,895.20
6a 100% of 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						\$1,599,645.49
Cost per m						\$80.00 See above (cell D3)
Map Ref	Lot No or Nearest Lot	Location	Distance (m)	Cost	Other information	
6a01	50 Wright Rd	Old Wright Road West boundary Lot 50	704.09	\$56,327.20	From 1:2000 Cadastral Plan	
6a02	49 Keane Rd	Old Wright Road Nicholson to N boundary Lot 50	300	\$19,116.00	PD 2007 Thumb Drive Ref 54	
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	Rely Rd N boundary of the lot, N side of the road	764.9	\$61,192.00		
6a05	50 Wright Rd	New Wright Rd	916	\$82,440.00	PD 2007 - Thumb Drive Ref 20	
6a06	49 Keane Rd	New Wright Rd	108.6	\$8,688.00		
6a07	49 Keane Rd	New Wright Rd	407.9	\$32,632.00		
6a07	48 Keane Rd	Part of New Wright Rd	367	\$27,525.00	PD 2009 (OUT/6002/08)	
6a08	15 Wright Rd	New Wright Rd	362.6	\$29,008.00		
6a09	14 Mason Rd	Old Wright Road S - western boundary of lot	360.7	\$28,856.00		
6a10	46 Wright Rd	Old Wright Road S - western boundary of lot	618.8	\$49,504.00		
6a11	45 Wright Rd (cnr Armadale)	Wright Rd S Lot 46 to Armadale Rd	716	\$57,280.00		
6a12	49 Keane Rd	Part of Gallinago Cnr	733.7	\$58,696.00	PD 2009 (OUT/6002/08)	
6a13	49 Keane Rd	Part of Gallinago Cnr	105.7	\$7,927.50	PD 2009 (OUT/6002/08)	
6a14	6 Nicholson Rd	Pardolote Rd	369	\$25,456.84	PD 2007 - Thumb Drive Ref 54	
6a15	6 Nicholson Rd	Nicholson to Keane (2 lengths)	335	\$25,125.00	PD 2009 (OUT/6002/08)	
6a16	6 Nicholson Rd	Keane Road boundary eastern bit	250.4	\$20,032.00		
6a17	6 Nicholson Rd	Keane Road boundary eastern bit	785.3	\$62,824.00		
6a18	6 Nicholson Rd	Internal to the lot	681	\$54,480.00		
6a19	13 Mason Rd	Internal to the lot	50.1	\$4,008.00		
6a20	15 Wright Rd	Internal to the lot	338.9	\$27,112.00		
6a21	14 Mason Rd	Internal to the lot	250.1	\$20,008.00		
6a22	154 Mason Rd	Internal to the lot	267.7	\$21,416.00		
6a23	Mason Rd - Urban area to Warton	Mason Rd boundary	361.7	\$28,936.00	DPS list as Mason Rd Reserve	
6a24	6 Nicholson Rd	Skeet Road boundary	388	\$31,040.00		
6a25	22 Nicholson Rd (SP SE)	Skeet Road boundary	500.9	\$40,072.00		
6a26	46 Wright Rd	Eastern boundary - unnamed road reserve	603.3	\$48,264.00	From 1:2000 Cadastral Plans - is lot boundary length	
6a27	45 Wright Rd (cnr Armadale)	Internal to the lot	577	\$46,160.00	Consultants mapping (TRIM IN/3755/08)	
6a28	45 Wright Rd (cnr Armadale)	Eastern boundary - unnamed road reserve	490.3	\$39,224.00		
6a29	3 Nicholson Rd	Internal to the lot	689	\$55,120.00		
6a30	3 Nicholson Rd	Adjacent to Trunk Main N side	787.8	\$63,024.00		
6a31	4 Nicholson Rd	Adjacent to Trunk Main N side	35.8	\$2,864.00		
6a32	15 Wright Rd	Adjacent to Trunk Main N side	513.25	\$41,060.00	From 1:2000 Cadastral Plans - is lot boundary length	
6a33	13 Mason Rd	Adjacent to Trunk Main N side	409.65	\$32,772.00	From 1:2000 Cadastral Plans - is lot boundary length	
6a34	388 Wright Rd	Adjacent to Trunk Main N side	25.4	\$2,032.00	From Intramaps	
6a35	49 Keane Rd	Adjacent to Trunk Main N side	99.94	\$7,995.20	From 1:2000 Cadastral Plans - is lot boundary length	
6a36	6 Nicholson Rd	Adjacent to Trunk Main N side	99.94	\$7,995.20	From 1:2000 Cadastral Plans - is lot boundary length	
6a37	2 Skeet Rd	N Side Nicholson Rd to Harrisdale Dr	796		PD 2007 & 2008 - Included in 3b	
6a38	21 Nicholson Rd (SP SE)	N Side Nicholson Rd	438		Included in 3b	
6a39	48 Wright Rd	N Side Nicholson Rd	821.17		Included in 3b	
6a40	Over Trunk Main	N Side Nicholson Rd	27.5		Included in 3b	
6a41	13 Mason Rd	Intersection	780.53		Included in 3b	
6a42	2 Skeet Rd	E Side Nicholson Rd (from tip Lot 2)	1055		Included in 3b	
6a43	22 Nicholson Rd (SP SE)	S Side Nicholson through townsite	400	\$32,000.00	From Structure Plan	
6a44	21 Nicholson Rd (SP SE)	Mason Rd - Piara to Skeet Rd	100	\$8,000.00	From Map info program	
6a45	21 Nicholson Rd (SP SE)	Mason Rd - Piara to Skeet Rd	440	\$35,200.00	From Map info program	
6a46	21 Nicholson Rd (SP SE)	Mason Rd - Piara to Skeet Rd	290	\$23,200.00	From Map info program	
6a47	22 Nicholson Rd (SP SE)	Internal to the lot	480	\$38,400.00	Consultants mapping (TRIM IN/3755/08)	
		Internal to the lot to Armadale Rd	813	\$65,040.00	Consultants mapping (TRIM IN/3755/08)	
		Local Centre to School	374	\$29,920.00	Consultants mapping (TRIM IN/3755/08)	
		Next to school	514	\$41,120.00	Consultants mapping (TRIM IN/3755/08)	
		To private school	52	\$4,160.00	Consultants mapping (TRIM IN/3755/08)	
		Fixed costs	2,393	\$215,019.89		
		Future costs	21,628	\$1,384,625.60		
		TOTAL	24,021	\$1,599,645.49		

Some path costs included in road calculations for 3b. Costs assume constructed as part of subdivision & then credited at the cost per m rate

Some location names amended to road names known & some recent credits added

Regional Paths				
6b 100% of the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road.				
TOTAL COST \$0.00				
Map Ref	Lot No 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	
6c 100% of the cost of a shared path along Armadale Road.				
TOTAL COST \$107,895				
Map Ref	Section or Lot No	Location	Distance (m)	Cost
6c01	21	Nicholson Rd (S2)	285.69	\$22,855
6c02	334	Armadale Rd (S2)	478	\$38,240
6c03	Lot 334 to Anstey Rd	S boundary of Lot	585	\$46,800
TOTALS - Nicholson to Anstey Rd			1348.69	\$107,895
Information sources & Notes				
Included in 1b				
Information sources & Notes				
Distance from Intramaps				
Distance from Intramaps				
Distance from Intramaps				
Other information & Notes				
From 1:2000 Cadastral Plans - is lot boundary length				
From 1:2000 Cadastral Plans - is lot boundary length				
From Intramaps				

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Arterial Drainage									
Former Lot No	Length (m)	Area (sqm)	Proposed Value (per sqm)	Value	Value plus 10% for CI 3.12.5 or Final Value	Notes			
7a	\$5,432,888.17								
7b	\$2,232,891.58								
7c	\$1,550,925.60								
7d	\$155,206.00								
7e	\$1,004,474.08								
ARTERIAL DRAINAGE COST									
7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event and the arterial drainage land for the open channel adjacent to Reilly Road.									
TOTAL COST \$5,432,888.17									
Recent credits added									
14 Mason Rd	250	1386	\$100.00	\$138,560.00	\$152,416.00				
15 Wright Rd	555	3794	\$100.00	\$379,408.00	\$417,348.80				
48 Wright Rd	425	1902	\$105.00	\$199,749.38	\$219,724.31				
49 Keane Rd	400	2562	\$105.00	\$269,046.03	\$295,950.64				
49 Keane Rd	318	2037	\$100.00	\$203,706.28	\$224,076.91	PD 2009 OUT/6002/08			
50 Wright Rd	687	3855	\$100.00	\$385,484.35	\$424,032.79				
50 Wright Road (Wright Rd to Benella Rd = 250m)									
Sub Total within DCA03 \$77,918.72 PD 2007 - DP50041 - 250m of 812 (30.7% of area) as at 12/5/06 - Thumb Drive Ref 20									
Sub Total within DCA03 \$1,811,468.17									
Off-site									
Adjacent to Reilly Road (Lot 53)									
East of MRS P&R to Forrestdale Main Drain (Lot 67)									
	765	30600	\$85.00	\$2,601,000.00	\$2,861,100.00	PD 2009 IN/5253/08			
	360	11520	\$60.00	\$691,200.00	\$760,320.00	Length not reserved as P&R is 360m. Based on North Forrestdale Structure Plan cross sections need 36m wide at eastern end and 20m at western end - Assumed need 32m wide average because no information on ground levels in this distance.			
Sub Total off-site \$3,621,420.00									
TOTALS \$5,432,888.17									
7b 100% of the cost of constructing the open channel in the multiple use corridor and adjacent to Reilly Road.									
TOTAL COST \$2,232,891.58									
Recent credits added. See below also									
Description	Length (m)	Rate	Cost	Notes					
Ballanup Drain - Lots in DCA03									
14 Mason Rd	250	\$115.00	\$28,750.00						
15 Wright Rd	555	\$115.00	\$63,825.00						
48 Wright Rd	425	\$115.00	\$48,875.00						
49 Keane Rd	400	\$115.00	\$46,000.00						
49 Keane Rd	318	\$100.00	\$31,800.00	PD 2009 OUT/6002/08					
50 Wright Rd	687	\$115.00	\$79,005.00						
50 Wright Road (Wright Rd to Benella Rd = 250m)									
Sub Total within DCA03 \$25,000.00 PD 2007 Thumb Drive Ref 20									
Ballanup Drain - Lots outside									
Sub Total within DCA03 \$331,775.00									
Lot 53 Skeet Rd (adjacent to Reilly Road)									
Lot 67 Skeet Rd (P&R and non P&R Sections)									
	765	\$115.00	\$87,975.00						
	765	\$115.00	\$87,975.00						
Sub Total outside DCA03 \$175,950.00									
Ballanup Drain Total \$507,725.00									
Southern Precinct Open Drain (open drain servicing subcatchments BA9 & BA10 - Connects to skeet road pipe drain)									
	1600	\$115.00	\$184,000.00	Revised estimate - Emerson Stewart - see TRIM IE/2130/08					
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 - Siphon Design									
			\$22,500.00	Quote from Wood & Grieve Nov 2007 (INT/9411/07)					
Trunk Main Crossing - Wright Road - Siphon Construction									
			\$51,620.00	Tender outcome conducted by Wood & Grieve (TRIM IF/517/08)					
Trunk main crossing - Ballanup Drain									
			\$1,170,000.00	Revised estimate - Emerson Stewart - see TRIM IE/2130/08. Estimated cost. Water Corporation requires work to be done by their contractors and wont quote until final design done. Design not yet commissioned. Emerson Stewart advise siphon not feasible					
Sub Total - Fixed Costs \$43,162.83									
Sub Total - Estimated Costs \$1,910,845.00									
Contingency (15% Estimated costs not including Trunk Main Crossing \$278,883.75									
TOTAL \$2,232,891.58									

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Arterial Drainage				
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.				
Description	Unit	Quantity	Rate	Cost
TOTAL COST				\$1,550,925.60
Skeet Road pipe work				
Hale Rd 1350mm pipe		200	1000	\$200,000.00
				Revised estimate - Emerson Stewart see TRIM IE/2130/08 Cost adjusted in response to e-mail (see TRIM Reference) and submission
Hale Rd 900mm pipe	m	1900	460	\$874,000.00
Allowance for headwalls				\$33,000.00
				Revised estimate - Emerson Stewart see TRIM IE/2130/08 Emerson Stewart see TRIM IE/3169/08
Nicholson Road box culverts (3 x 1.2x1.2 RCB) and pavement reinstatement				\$216,000.00
				Revised estimate - Emerson Stewart see TRIM IE/2130/08 Emerson Stewart see TRIM IE/2130/08
Nicholson Road Culvert Installation				\$29,475.60
				PD 2008; OUT/7588/07
Sub Total - Fixed Costs				\$29,475.60
Sub Total - Estimated Costs				\$1,323,000.00
Contingency (15% Estimated costs)				\$198,450.00
				Used by PB in their estimates
TOTAL				\$1,550,925.60
7d Maintenance works in Bailanup Drain.				
TOTAL COST				Fixed cost
Council contribution to Works (based on \$133,944 less money received from Stockland)				\$25,948.90
				PD 2007 - City reimbursed for works in 2006
Payment to CoA by Stockland for drain excavation				\$107,995.10
				PD 2007 Thumb Drive Ref 4
TOTAL 2007				\$133,944.00
Fees for supervision of Maintenance of grade works				\$21,262.00
				PD2008; OUT/639/08
GRAND TOTAL				\$155,206.00
7e 100% of the cost of providing the predevelopment water quality data, monitoring and Water Management initiatives.				
TOTAL COST				\$1,004,474.08
North Forrestdale Stage 1 Structure Plan UWMs				\$164,239.77
				Information source PD 2008; OUT/639/08
Surface and Groundwater Monitoring Costs to August 2006				\$50,965.77
				PD 2008; OUT/639/08
Future Surface Water Monitoring Costs Aug 2006 to Jan 2018				\$442,365.00
				Revised estimate - Emerson Stewart see TRIM IE/2130/08 and Doc 0003
Allowance for future fees (PB)				\$60,000.00
Community Education Scoping Document				\$3,140.91
				Revised estimate - Emerson Stewart see TRIM IE/2130/08 PD 2007
Community Education Year 2008				\$7,500.00
				Estimate see IE/2055/08
Community Education to Jan 2017				\$174,702.50
				Year 2008 expense deducted and CPI of 4.3% factored in
Sub Total - Fixed Costs				\$225,846.45
Sub Total - Estimated Costs				\$677,067.50
Contingency (15% Estimated costs)				\$101,560.13
TOTAL				\$1,004,474.08
				Calculation error fixed - changed to include period Aug 2006 to Jan 2017 clarified only - surface water monitoring cost

Community facilities			
8a	\$330,000.00		
8b	\$1,222,600.00		
8c	\$1,225,705.30		
8d	\$220,000.00		
8e	\$1,107,800.00		
8f	\$1,691,366.44		
COMMUNITY FACILITIES COST	\$5,797,471.74		
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	\$330,000.00	Is a contribution; increased by 10% based on advice regarding increase in cost of sporting facilities (See TRIM IV/5115/08)	
8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.			
TOTAL COST	\$1,222,600.00	Item 8f pays for half cost of senior multipurpose sporting oval	Assumes \$250,000 Sport & Rec contribution.
Item		Notes	
Building	\$1,000,000.00	Building to have Club/changerooms, Meeting room, public toilets, kitchen, umpires room and store rooms. Based on 400sqm at \$2400 per sqm.	
Playground	\$50,000.00	Coa Manager Parks Estimate 27/5/08 based on City's Strategic Playground Plan (TRIM INT/5181/08)	
Floodlighting	\$100,000.00	Estimate allows for four x 20 m light poles with 4-5 lights on each. Cost Estimate in 2008 from Manager Recreation Services (TRIM INT/5115/08 & LEG/OUT/6931)	
Cricket Nets	\$33,000.00	Allows two standard cricket nets. Cost Estimate in 2008 from Manager Recreation Services (TRIM INT/5115/08 & LEG/OUT/6931)	
Sub total items that can be grant funded	\$1,183,000.00		
Sport and Rec Contribution	-\$250,000.00	21%	
Sub total	\$933,000.00		
Parking	\$289,600.00	CoA Recreation Manager advises 100 bays needed (like John Dunn Reserve - has 107 bays) CoA Manager Civil Works cost estimate 25/5/08, includes lighting and drainage. Sport & Rec don't fund car parking	
TOTAL	\$1,222,600.00		
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	\$1,225,705.30		
Item		Notes	
Building Purchase	\$150,000.00	PD 2007 & 2008 (as per legal agreement)	
Cost to acquire the land (4019sqm)	\$442,090.00	PD 2009 OUT/6002/08	
Refurbishment of existing homestead		Estimates based on 500sqm floor area. Unless notes indicate alternative source estimate revised upward 25% from 2007 figures based on advice from Manager Property Services (TRIM INT/5160/08)	
Toilets	\$162,500.00	Need to provide 8 to 10 toilets depending on configuration and disabled facilities	
Kitchen	\$62,500.00	To a basic food preparation standard to enable functions	
Structural report	\$18,750.00		
Structural report implementation	\$68,565.00	Increase of 25% from 2007 less gutters and downpipes cost	
Gutters and downpipes	\$6,435.00	Information from Satterley April 2008 (See TRIM IE/2141/08)	
Disability access	\$18,750.00		
Emergency lighting	\$12,500.00		
Emergency exits	\$12,500.00		
Security system installation or modification	\$12,500.00		
Fit out	\$125,000.00	Based on \$250 per sqm	
Sewerage connection	\$10,000.00		
Heating/ Cooling system	\$156,250.00	Based on \$312.50 per sqm	
Connect water	\$2,500.00		
Connect power	\$14,271.06	Information from Satterley April 2008 (See TRIM IE/2141/08)	
Connect gas	\$2,313.30		
Connect broadband	\$4,490.90	Information from Satterley April 2008 (See TRIM IE/2141/08)	
Refurbishment sub-total	\$689,825.26		
Car Parking	\$75,117.73	Information provided by Satterley June 2008 (see TRIM IE/2265/08)	
Playground	\$31,290.00	Buys a small playground; \$30,000 indexed to CPI by 4.3% in 2008.	
Landscaping	\$83,786.26	Information provided by Satterley June 2008 (see TRIM IE/2265/08)	
Sub total (Refurbishment to Landscaping)	\$880,021.25		
72% of sub total	\$633,615.30		
TOTAL COST to scheme	\$1,225,705.30		
Council or grant funding	\$246,405.95		
Car parking calculation (as per TPS No.4)			
Floor area calculation			
Main Hall	150.00sqm		
Meeting spaces	142.54sqm		
Floor area for car parking	-47.51	Area reduction of one third to accommodate furniture in meeting spaces	
Car bays needed	245.03		
	49.01	BCA allows one person per sqm, TPS 4 requires one bay per five attendance capacity - add one extra bay for kitchen	

Community facilities				
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	\$220,000.00	Is a contribution; increased by 10% based on advice regarding increase in cost of sporting facilities (See TRIM IN/5115/08)		
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.				
TOTAL COST	\$1,107,800.00	Identified in initial negotiations as facility adjacent to primary school. Costs based on "North Forrestdale Pavilion" design, with one third grant funding of a building and a 35 bay car park	Only available if a senior oval that is part POS and part on school grounds is constructed and there is a management agreement between the City and Department of Education and Training	
Primary school Site A (One of the two northernmost school sites - 48 Wright Rd or 1001 Wright Rd)	\$553,900.00		Location of Site A redefined	
Primary school Site B (21 Nicholson Rd)	\$553,900.00			
Site A - TOTAL	\$553,900.00			
"North Forrestdale Pavilion" model (estimate)	\$670,000.00	Estimate based on floor area of 268 sqm (see TRIM LEG/INT/12317). Estimate for 2008 based on advice from Manager Property Services (see TRIM INT/5160/08)		
Sport and Rec Contribution	-\$223,300.00	One third - rounded to nearest \$1000		
Car parking	\$107,200.00	Manager Recreation Services suggests 35 bays, cost per bay based on estimates provided for Lot 48 Wright Rd 26/5/08		
TOTAL	\$553,900.00			
Site B - TOTAL	\$553,900.00	Cost as per site 1		
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	\$1,691,366.44		Only available for senior ovals partly on public open space with a management agreement between the City and Department of Education and Training	
50% cost	\$509,057.56	Full Cost		
Primary school Site A (One of the two northernmost school sites - 48 Wright Rd or 1001 Wright Rd)	\$618,520.06	\$1,018,115.13	Cost based on preliminary design by Opus; No change to cost estimate for 2008 (See TRIM IN/3481/08 & LEG/IN/13160)	
Primary school Site B (21 Nicholson Rd)	\$563,788.81	\$1,237,040.13	Cost based on preliminary design by Opus; No change to cost estimate for 2008 (See TRIM IN/3481/08 & LEG/IN/13160)	
48 Wright Rd	\$1,691,366.44	\$1,127,577.63	Average figure based on Primary School Site costs; In 2007 was close to cost estimated by McNally Newton.	



Sewer, power & CCWS				
Location	Area (sqm)	Proposed Value (per sqm)	Cost	Value plus 10% Notes for CI 3.12.5 or Final Value
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				
9a	\$162,618.50		10a	\$1,608,162.19
9b	\$844,100.10		TOTAL CCW	\$1,608,162.19
9c	\$2,186,317.28			
TOTAL SEWER & POWER	\$3,193,035.88			
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	\$844,100.10			
Funding for a Type 350 pump Station (non-prefund component) (i.e. Temporary mechanical and electrical elements of the pump station only), Temporary Pressure Mains (4500m), and professional fees				
Quotation from Glenbrook Civil (via Stockland) accepted	\$599,892.00	Wright/ Nicholson Rd to Bartram Rd (~ 3.4km)		Clarification of section being built added
Quotation variation No 1 accepted	\$13,579.00	Relocation of private water services		
Contingency (reduced to 10% - works have commenced)	\$61,347.10			
49 Keane Road Section 1	\$134,282.00	Wright/ Nicholson Rd to Turtledove/ Welcome Meander (~ 427m) Quote from Downer EDI.		Missing sections added
Contingency 49 Keane Rd Section 1	\$35,000.00	Based on advice from Cossill & Webley to allow a project cost \$170,000 based on Downer EDI Quote		
49 Keane Road Section 2	\$0.00	Turtledove/ Welcome Meander to Pump Station - Funded by Water Corporation		
TOTAL	\$844,100.10			
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	\$2,186,317.28			
Information source Cost provided March 2007 (TRIM LEG/IN/13153). Increased by CPI (4.3%in 2008). 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
49 Keane Rd	700	\$328.00	\$229,600.00	Western (Cannington to Marriot Road)
6 Nicholson Rd	810	\$342.10	\$277,104.24	Western (Cannington to Marriot Road)
2 Skeet Rd	740	\$342.10	\$253,156.96	Western (Cannington to Marriot Road)
22 Nicholson Rd (S2)	60	\$342.10	\$20,526.24	Western (Cannington to Marriot Road)
21 Nicholson Rd (S2)	960	\$342.10	\$328,419.84	Western (Cannington to Marriot Road)
Sub total	3270		\$1,108,807.28	PD 2007
50 Wright Rd	200	\$292.04	\$58,408.00	Eastern (Cannington to Pinjarra)
49 Keane Rd	980	\$280.00	\$274,400.00	Eastern (Cannington to Pinjarra)
6 Nicholson Rd	830	\$292.04	\$242,393.20	Eastern (Cannington to Pinjarra)
2 Skeet Rd	380	\$292.04	\$110,975.20	Eastern (Cannington to Pinjarra)
22 Nicholson Rd (S2)	420	\$292.04	\$122,656.80	Eastern (Cannington to Pinjarra)
21 Nicholson Rd (S2)	620	\$292.04	\$181,064.80	Eastern (Cannington to Pinjarra)
334 Armadale Rd (S2)	120	\$292.04	\$35,044.80	Eastern (Cannington to Pinjarra)
Road reserves	180	\$292.04	\$52,567.20	Wright Road, Kean Rd & Hale Road
Sub total	3730		\$1,077,510.00	
TOTAL	7000		\$2,186,317.28	
10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.				
TOTAL COST				
			\$1,608,162.19	

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	Area (sqm)	Proposed Urban Value (per sqm)	Value at Proposed Urban Value	Proposed Value (62.5% of urban value - as per CI 3.12.4 (f))	Value plus CI 3.12.5 Allowance; or Value Paid
North Western Wetland	2945	\$100.00	\$294,500.00	\$184,062.50	\$202,468.75
South Western Wetland	16069	\$100.00	\$1,606,900.00	\$1,004,312.50	\$1,104,743.75
Combined NW & SW Wetland					\$1,307,212.50
Eastern Wetland	4169	\$105.00	\$437,745.00	\$273,590.63	\$300,949.69
TOTAL	23183				\$1,608,162.19

PD 2008, but \$300,000 withheld for Wetland rehabilitation
Area taken from subdivision application

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3.6.2 General Works

				Notes
TOTAL COST	\$2,490,849.45			
a	\$20,155.00	PD 2008 - Fixed Cost		
b	\$0.00	Included under specified works		
c	\$312,900.00			
d	\$169,780.00			
e		Included under specified works		
f		Included under specified works		
g	\$1,988,014.45			
(a) All costs incurred by the City associated with the preparation, processing and gazettal of the North Forrestdale Development Contribution Plan 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 the City	\$20,155.00	PD 2007 - Fixed Cost		Fixed Cost
TOTAL COST	\$20,155.00			
(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	\$312,900.00	Increased by CPI (4.3% March 2008)		
(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	\$169,780.00			Consulting fees generally included in specified works costs
Year	Amount	Notes		
2007	\$69,005.00	PD 2007 Scoping and preliminary design fees for roads - Stephenson consulting and Opus		
2008	\$775.00	Re-costing Nicholson Rd & Ovals (OE/929/08)		
2008	\$4,950.00	Re-costing drainage (Emmerson Stewart)		
Future fees (estimate)	\$100,000.00			
(g) All costs incurred by Council associated with the preparation, administration and management of the Development Contribution Plan 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, quotes and certification of estimated costs, 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 along with the specific requirements of the Scheme pertaining thereto.				
TOTAL COST	\$1,988,014.45	Cost to cover to Jan 2018		All future costs cover to January 2018
9yr cost estimate	Value	Basis		
Bank charges	\$5,000.00			
Audit fees	\$42,048.20			
2007	\$4,048.20	Audit by Barry Robbins		
2008				
Future audit costs	\$38,000.00	Based on estimate \$4000 per annum: likely to be higher in early years		
Office costs	\$237,500.00	Office space and equipment (\$22546 charged by Admin in 2005-06 for 12 Months)		
Sundry	\$1,500.00			
Legal expenses	\$111,852.98			
	\$14,562.21	PD 2006		
	\$134.07	PD 2007		
Future legal costs (\$10,000 per annum)	\$2,156.70	PD 2008 to 1 May - Advice on Deeds of Release		
	\$95,000.00			
Valuation fees & reviews	\$213,061.21			
2007	\$23,061.21	PD 2007		
2008	\$13,875.00	HTW Invoice - See TRIM IN/3996/08; Still need DTZ Invoice		
Future valuation fees (\$20,000 per annum)	\$190,000.00			
Caveat & conveyancing fees	\$30,000.00			
Staff salaries & on-costs	\$1,047,052.06			
2006	\$74,089.00	PD 2006		
2007	\$82,053.06	PD 2007		
2008				
Future salaries and on-costs (\$93,780 per annum)	\$890,910.00	Indexed		
Loan fees and interest	\$300,000.00	Covers when forced to do work early		
TOTAL	\$1,988,014.45			

ASSESSED VALUES							
Only shows Assessed Values - Fixed costs not shown							
Scheme Text							
DO NOT EDIT BELOW THIS LINE							
	Lots	Area (sqm)	Proposed Value (per sqm)	Cost	Value plus 10% for CI 3.12.5	Grand total	
1a Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road; 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.	Lot 100 Wright Rd	201	220.00	\$44,325.60	\$48,758.16		
	Lot 106 (East) Wright Rd	246	200.00	\$49,120.00	\$54,032.00		
	Lot 82 Ranford Rd	262	135.00	\$35,370.00	\$38,907.00		
	Lot 81 Ranford Rd	113	0.00	\$0.00	\$0.00		
2a Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road: 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.	114 Warton (Urban)	4675	135.00	\$631,119.60	\$694,231.56		
	114 Warton (Rural)	2961	25.00	\$74,026.00	\$81,428.60		
	113 Warton	2400	25.00	\$60,000.00	\$66,000.00		
	150 Warton	3800	25.00	\$95,000.00	\$104,500.00		
	152 Warton	3000	25.00	\$75,000.00	\$82,500.00		
	155 Warton	4800	25.00	\$120,000.00	\$132,000.00		
	143 Warton	16200	20.00	\$324,000.00	\$4,508.00		
	8 Warton	3600	25.00	\$90,000.00	\$356,400.00		
	9 Warton	2900	25.00	\$72,500.00	\$99,000.00		
	10 Warton	1800	25.00	\$45,000.00	\$79,750.00		
	51 Warton	2400	27.50	\$66,000.00	\$49,500.00		
	50 Warton	2400	30.00	\$72,000.00	\$72,600.00		
	3a Nicholson Road between Warton Road and Armadale Road; 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.	6 Nicholson Rd	8195	100.00	\$819,513.00	\$901,464.30	
2 Skeet Rd		7392	100.00	\$739,235.90	\$813,159.49		
22 Nicholson Rd (SP SE)		325	70.00	\$22,718.78	\$24,990.66		
21 Nicholson Rd (SP SE)		8371	70.00	\$585,971.96	\$644,569.16		
6 Nicholson Rd (SP South)		583	85.00	\$49,541.15	\$54,495.26		
5 Nicholson Rd (SP South)		434	95.00	\$41,206.25	\$45,326.88		
4 Nicholson Rd (SP South)		256	275.00	\$70,503.68	\$77,554.04		
3 Nicholson Rd (SP South)		98	325.00	\$31,943.28	\$35,137.60		
2 Nicholson Rd (SP South)		194	350.00	\$68,008.15	\$74,808.97		
Lot 6 Nicholson Rd		693	100.00	\$69,300.00	\$76,230.00		
Lot 9020 (Formerly 48 Wright)		1238	105.00	\$129,990.00	\$142,989.00		
4a Mason Road between Warton Road and 550 metres east of Warton Road: 100% of the total cost to acquire any road widenings for the ultimate road reserve.		Lot 155 (747) Warton Rd	177	25.00	\$4,430.00	\$4,873.00	
	Lot 143 (765) Warton Rd	537	20.00	\$10,740.00	\$11,814.00		
7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event and the arterial drainage land for the open channel adjacent to Reilly Road.	14 Mason Rd	1386	\$100.00	\$138,560.00	\$152,416.00		
	15 Wright Rd	3794	\$100.00	\$379,408.00	\$417,348.80		
	48 Wright Rd	1902	\$105.00	\$199,749.38	\$219,724.31		
	49 Keane Rd	2562	\$105.00	\$269,046.03	\$295,950.64		
	50 Wright Rd	3855	\$100.00	\$385,484.35	\$424,032.79		
	East of MRS P&R to Forrestdale Main Drain (Lot 67)	360	\$60.00	\$691,200.00	\$760,320.00		
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.	49 Keane Rd	607	\$105.00	\$63,735.00	\$70,108.50		
	50 Wright Rd	841	\$100.00	\$84,100.00	\$92,510.00		
10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.	Eastern Wetland	4169	\$105.00	\$437,745.00	\$273,590.63		

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

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