CITY OF GOSNELLS

# WEST CANNING VALE OUTLINE DEVELOPMENT PLAN
# DEVELOPMENT CONTRIBUTION PLAN

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# 1.0 INTRODUCTION

This document is a Development Contribution Plan for the purpose of Schedule 12 of the City of Gosnells Town Planning Scheme No. 6. The document details the key operational aspects of the Development Contribution Arrangement (DCA) associated with the West Canning Vale Outline Development Plan (ODP).

The document includes parameters for:

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

The progression of the ODP for the area has identified the establishment of the contribution arrangement so that the common costs of development can be shared between the landowners.

Some of the costs associated with developing individual parcels of land are not shared costs for the purpose of this agreement. Shared costs have been identified and are those which have provided benefits to a range of land owners within the ODP area for the broader benefit of the future development.

Amendment No. 47 to TPS 6 proposed the introduction of Attachment C to Schedule 12 of TPS 6. Attachment C contains the provisions that specifically apply to the West Canning Vale ODP area, particularly the items of infrastructure for which contributions must be made. TPS 6 should be read in conjunction with this document.

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

## 1.1 Contribution Summary

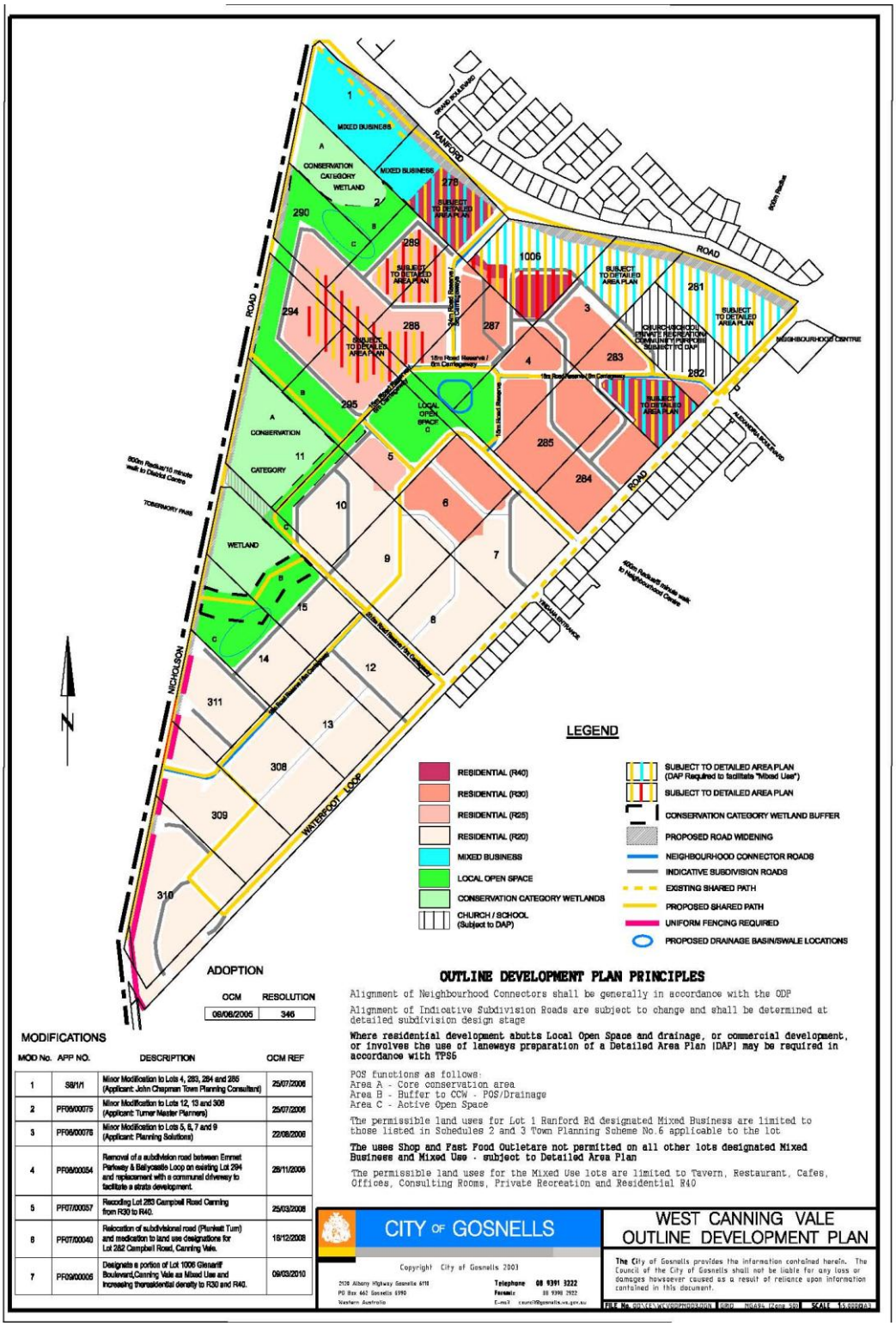
A POS contribution rate of **10.7%** is in place for the ODP area. Council has adopted a land value basis for the purpose of the contribution arrangement of **$1,500,000 per hectare**.

The adopted CIW contribution rate is $**259,502 per hectare** of land developable for commercial and residential purposes.

Details on how these contribution rates have been determined are provided throughout this document.

**NOTES:**
1. The West Canning Vale ODP refers to POS as Local Open Space (LOS). The terms LOS and POS can be used interchangeably.
2. For the purpose of the arrangement, Common Infrastructure Costs have been rounded up to the nearest $100 and are detailed in the summary contained at Appendix B.

## 2.0 WEST CANNING VALE OUTLINE DEVELOPMENT PLAN




The plan shows the configuration of parent land holdings within the ODP area. It should be noted that the contributions for the ODP also include, by necessity, an allowance for a proportion of the upgrading of adjoining major roads.

# 3.0 PUBLIC OPEN SPACE

## 3.1 Calculation of Public Open Space

The plan overleaf identifies the land parcels, by area, that are required to contribute to the cost of acquisition of Public Open Space in the ODP area. The burdened areas will contribute on a rate per hectare.

The amount of POS required in the West Canning Vale ODP is affected by the following factors:

- The developers' obligation to provide POS (as defined by relevant planning policy); and
- Land required in addition to POS for drainage.

The calculation of required Open Space within the ODP is shown below. The text following the table explains the methodology used in the table.

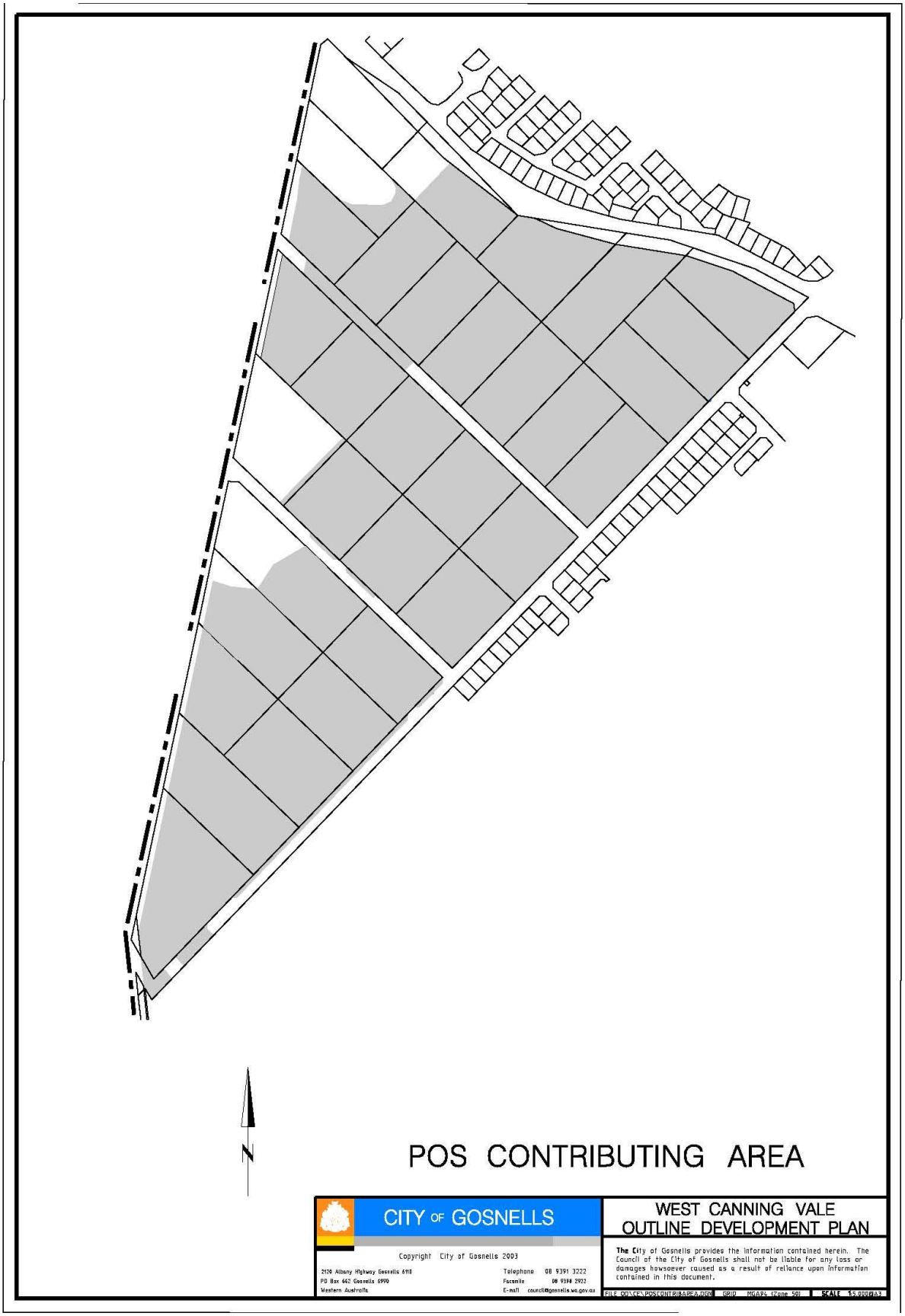
**TABLE 1 – Required POS Contribution**

| | | |
|---|---|---|
| **TOTAL ODP AREA** | **60.5302** | **ha** |
| **DEDUCTIONS** | | |
| Conservation Category Wetlands | 4.4616 | ha |
| Mixed Business (no residential component) ***** | 1.9883 | ha |
| Road Widening | 2.4087 | ha |
| Community Purpose Site (Church) ***** | 1.00 | ha |
| Existing road reserves to remain as road reserve (non developable land) | 1.1855 | ha |
| Existing road reserves to be POS (non developable land) | 0.3901 | ha |
| TOTAL DEDUCTIONS | 11.434 | |
| **NET SUBDIVISIBLE AREA** | **49.096** | **ha** |
| **POS IDENTIFIED ON THE ODP** | | |
| Total land shown on ODP for POS | 6.6226 | ha |
| Minus road reserves to be POS (non residential developable land) | 0.3901 | ha |
| Minus land for drainage (2.03 ha identified for drainage; half of which is able to be credited as POS) | 1.015 | ha |
| **TOTAL PUBLIC OPEN SPACE PROVISION FOR RESIDENTIAL DEVELOPABLE LAND (including drainage credits)** | **5.2175** | **ha** |
| **PERCENTAGE OF POS PROVIDED ON RESIDENTIAL DEVELOPABLE LAND** | **5.2175 ha of 49.096 ha =** | **10.7%** |

* deducted as these land uses are not typically required to contribute towards the provision of public open space

*Note: Only 50% of the drainage located within the POS can be credited toward the provision of POS. The remaining 50% of the drainage (being 1.015 ha in area) has been included as an infrastructure cost and paid for by all landowners (commercial and residential).*

## 3.2 Map of Public Open Space Contributing Area



### 3.3 Public Open Space Valuation and Compensation Process

The DCP identifies all POS land as having an equal value, regardless of whether it is partly used for drainage purposes or is used as unconstrained POS.

Compensation for land ceded for Conservation Category Wetlands is subject to a separate valuation process and is detailed in clause 4.4 of this document.

The provision of POS within the amendment area is defined in the ODP. To ensure that POS is equitably provided by all land owners within the ODP area, the following principles have been applied:

- Cash-in-lieu (based on en-globo value) will be paid by those land owners whose properties contribute POS at a rate which is less than 10.7% of the subdivisible area (as identified in Table 1), and

- Payments will be made (based on en-globo value) to those land owners who provide more than 10.7% of land (as calculated in accordance with Table 1) for POS.

The management of the POS component of the ODP is calculated separately to the contribution requirement for other Common Infrastructure Works.

#### 3.3.1 Valuation Process for POS calculation

The process for valuation is consistent with the current process applied to other ODPs within the City of Gosnells as set out in Schedule 12, City of Gosnells TPS No 6. The valuation process provides for a Licenced Valuer to be appointed by Council to determine the en-globo rate (assuming a base code of R20, with an average lot size of 500m$^2$) that will be applied for the purpose of establishing the contribution required. The valuation for land will be updated as necessary and at least annually to coincide with the timing of the annual review of the Development Contribution Plan (DCP).

The applicable rate for the payment of cash-in lieu of POS for providing less than the required 10.7% POS is the valuation current under the DCP at the time when payment is made.

The monies shall be paid into the fund which is established for the management of the ODP, and administered by the City. Reimbursements from the fund (for the provision of more than 10.7% of POS) shall be paid at the time that the land is ceded to the Crown, subject to the availability of funds.

**Given the above considerations, a valuation rate of $1,500,000/ha for POS has been established in this report and is based on a valuation undertaken by Propell National Valuers in August 2012**

# 4.0 COMMON INFRASTRUCTURE WORKS

This DCP makes provision for the cost of specific items of common infrastructure to be equitably distributed between all developing landowners within the ODP area. The items of common infrastructure, and the specific allowances made for these items, are defined by this DCP. It is acknowledged that in some instances, the actual costs of providing these items may exceed the allowances made by the arrangement. In such circumstances, the arrangement is only able to reimburse developing landowners up to the value estimate prescribed by the DCP.

The arrangement requires land owners to share reasonable common infrastructure costs as identified in this DCP. The contribution area is identified at clause 4.1. The common infrastructure items are identified at clause 4.2.

## 4.1 Calculation of Net Contribution Area

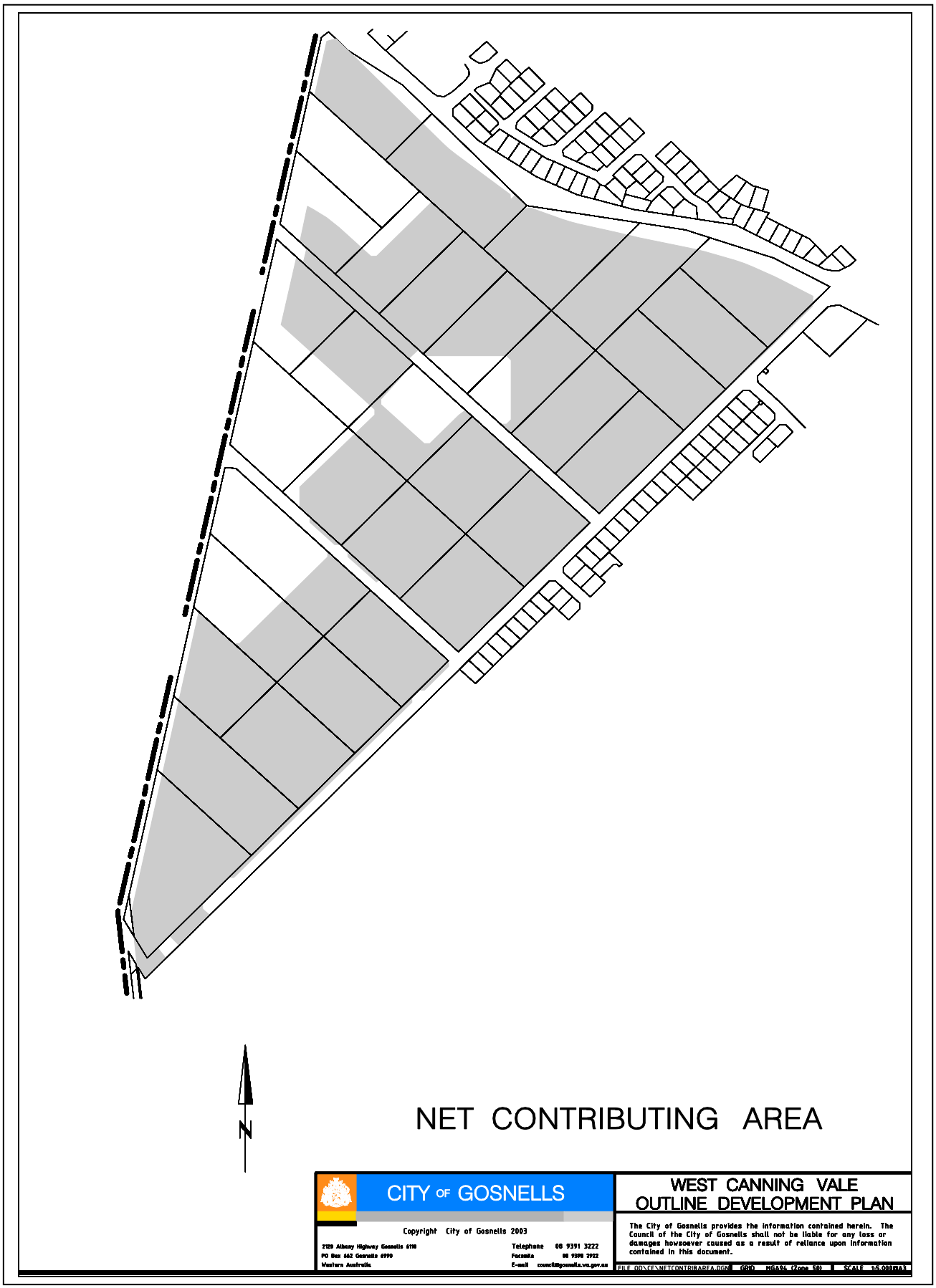
The net Contributing Area is determined by deducting land required for a public purpose including Public Open Space, Conservation Category Wetlands (CCW's), road widening, and any existing road reserve that is proposed to remain as road reserve from the gross land area.

The gross land area includes the area of all the original lots within the ODP area, the existing roads (Govan and Fairlie Roads) and the portions of Campbell Road that are proposed to be closed and developed within the ODP.

The Net Contribution Area is then used to determine the contribution rate per hectare for all developable land and is summarised as follows:

| | | |
|---|---|---|
| **TOTAL ODP AREA** | **60.5302** | **ha** |
| LESS: | | |
| Conservation Category Wetlands | 4.4616 | ha |
| Road Widening | 2.4087 | ha |
| Public Open Space | 6.6226 | ha |
| Existing roads to remain road reserve | 1.1855 | ha |
| Sub Total | (14.6784) | ha |
| **NET CONTRIBUTING AREA** | **45.8518** | **ha** |

## 4.2 Map of Net Contribution Area



## 4.3 Summary of Common Infrastructure Works Costs

| | |
|---|---|
| $939,700 | **1 Drainage Construction (contains estimated and actual costs)**<br>Construction of compensating basins, swale drains and piped main drainage including landscaping for drainage and the central POS Basin and preparation of DNMP. |
| $441,900 | **2 POS Development (estimated costs)**<br>Provision of turf and reticulation for the central Public Open Space. |
| $1,648,800 | **3 Land to be acquired for drainage (cost based on valuation)**<br>Land that has not been credited towards the total provision of POS – remaining land for drainage (1.015 ha) to be purchased and applicable to all land uses. |
| $542,100 | **4 Shared Paths (estimated costs)**<br>Construction of pedestrian/cycle paths in the ODP area. |
| $610,400 | **5 Road Construction - Ranford Road (actual costs)**<br>Contribution to half the cost of constructing one additional carriageway and half the cost of earthworks for the second carriageway of Ranford Road to the extent which this road abuts the boundary of the ODP area.<br>Note 1: Existing Ranford Road pavement is proposed to be on existing alignment and not to require relocation.<br>Note 2: As per agreement with Council, the scheme contribution costs for the ODP area do not include any upgrading for Nicholson Road as the majority of development does not face onto Nicholson Road and the subdivision will not generate sufficient additional traffic to require an upgrade.<br>Note 3: With the exception of Glenariff Boulevard (see item 6 of this summary) all other new and existing roads within the ODP area are to be constructed and/or upgraded as a condition of subdivision at the subdivider's expense. |
| $216,400 | **6 Road Construction - Glenariff Boulevard (contains estimated and actual costs)**<br>Construction of Glenariff Boulevard from Ranford Road to Middle Parkway, to a basic standard.<br>Note 1: With the exception of Ranford Road (see item 5 of this summary) all other new and existing roads within the ODP area are to be constructed and/or upgraded as a condition of subdivision at the subdivider's expense. |
| $3,613,100 | **7 Resumption for Road Widening (cost based on valuation)**<br>Contribution to the resumption of land required for road widening of Nicholson Road and Ranford Road, being 2.4087 ha. |

| | |
|---|---|
| $2,146,200 | **8 Resumption for Conservation Category Wetlands (cost based on valuation)**<br>Contribution to the resumption of land required for conservation category wetlands, being 4.2924 ha |
| $271,000 | **9 Traffic Management (actual costs)**<br>The construction of traffic management devices (two round-a-bouts and 25% of one set traffic signals) in and abutting the ODP area. |
| $716,600 | **10 Service Relocation (contains estimated and actual costs)**<br>Relocation where required of telecommunications and electricity services in the upgrading of Nicholson Road (electricity only) and Ranford Road to the extent to which these roads abut the boundary of the ODP area. |
| $442,600 | **11 Conservation Category Wetlands Development (estimated costs)**<br>Contribution to the cost of works associated with the rehabilitation/ development of the CCW as required by the Wetland Management Plan. |
| $312,800 | **12 General Administration and Studies (estimated costs)**<br>General administration costs such as legal, planning, valuation, engineering, consultancy fees, staff salaries. |
| **$11,901,600** | Estimated total cost for Common Infrastructure Works |
| **$259,502** | Contribution per hectare of land developable for residential and commercial purposes (45.8518 ha) |

Note - separate contributions shall be made direct to the Education Department of WA (EDWA) at the amount determined by EDWA for the acquisition of school sites. The process is not managed by this DCP.

### 4.4 Conservation Category Wetlands and Road Widening Valuation and Compensation Process

Land owners with land including conservation category wetlands and/or regional road widening will be compensated at an en-globo value determined by a licenced valuer as appointed by Council.

The Minister for Planning directed that a differential approach should be applied to the compensation for public purpose land being provided for conservation category wetland purposes (when considering the finalisation of amendment 47 to TPS 6).

The valuation process provides for a Licenced Valuer to be appointed by Council to determine the two differential en-globo rates which will then apply to both the calculation of compensation for this land, and establish the contribution required for this infrastructure item. The cost of the total amount to acquire the land for CCW and road widening has been included in the Order of Costs and applies to all land owners within the ODP area.

The valuation for the land will be updated at the time of the annual review of the Development Contribution, which will occur, where practicable, so as to align with the start of the new financial year.

The payment for compensation for the provision of land for CCW and road widening will be paid at the appropriate opportunity and subject to any staging determinations for fund redistribution and the availability of ODP funds as determined by the Council.

**Based on the above considerations, a valuation rate of $500,000/ha for CCWs and $1,500,000/ha for all other public purpose land has been adopted in this Plan, based on a valuation undertaken by Propell National Valuers in August 2012.**

## 5.0 STAGING OF INFRASTRUCTURE WORKS

The staged development of the land poses various challenges to ensure that land development is rolled out in an orderly fashion and to a suitable standard. Key considerations include;

- location of stages and size
- servicing constraints and opportunities
- proposed road closures
- retention of access to existing lots who are not currently participating in the ODP
- the provision of adaptable road hierarchy, drainage infrastructure, and other services as incremental development takes place

The Hughes Street Branch Drain connection at Ranford Road is to provide the outlet for compensated stormwater flows from the ODP area. Unless development starts near this connection and progresses upstream, interim, and perhaps temporary, compensating storage and overland flow drains will need to be constructed and maintained to ensure that appropriate stormwater outlets exist. Arrangements will need to be made to ensure that land uses downstream of development stages can accommodate the necessary overland flows. These arrangements are not provided for within the scope of the DCP as they are considered to be costs to be borne by individual developers.

## 6.0 OPERATION OF DEVELOPMENT CONTRIBUTION PLAN

This DCP has outlined the calculation of the estimated costs of Common Infrastructure Works included in the arrangement. TPS 6 requires that a per hectare levy be established to be paid by landowners at the subdivision and/or development stage.

The timing of payment of contributions is vital to the successful operation of the Development Contribution Plan. Adequate funds need to be fed into the ODP fund in order to facilitate the redistribution of funds in a timely manner.

The Development Contribution Plan is to operate for a period of five years, unless otherwise determined by Council. An extension to the initial five year time period may be required to ensure all landowners that are intending to develop in accordance with the ODP pay the required scheme costs. The owners of land within the arrangement are required to pay the contributions outlined in this DCP on the earliest date of the following circumstances:

- During the clearance process and before the Council advises the WAPC that the conditions of subdivision approval have been complied with;
- Prior to the Commission endorsing its approval on the Deposited Plan of the subdivision of the owner's land;
- At the time of carrying out any development or commencing any new extended use on the owner's land;
- At the time of applying to the Council or WAPC for approval of any new extended use or development on the owner's land; or
- At any time in advance of the above if a landowner so chooses.

The cost per hectare has been determined by dividing the total cost for Common Infrastructure Works by the area that is developable for commercial and residential purposes. The amount of $259,502 per hectare of land developable for residential and commercial purposes is estimated as the cost of the required Common Infrastructure Works.

## 7.0 EXAMPLE OF METHOD OF CALCULATION

The following examples have been provided to explain the method of calculation. It is noted, however, that a table has been provided in Appendix A - *Land Schedule* which summarises the actual designation of land uses for land in the West Canning Vale ODP area to establish the contribution/ compensation costs. The valuation rate for land used below is for *example purposes only* and is subject to review.

**Example 1:**

If a land owner has a total land area of 2.0 hectares (ha), from which 1.0 ha is required for CCW; 0.05 ha is required for road widening and the ODP indicates that the subject land will accommodate 0.50 ha of public open space, the following calculation is applied:

| | |
|---|---|
| Total land area: | 2 00 ha *less* |
| areas for CCW, POS and road widening: | 1.55 ha |
| **developable area:** | **0.45 ha** |

Common Infrastructure Works contributions are required at a rate of $259,502 per hectare for the developable area, being 0.45 ha:

CIW Contribution = $116,775.90

Public Open Space contributions are required for the developable area (0.45 ha) plus the land required for public open space (0.50 ha) = 0.95 ha, as follows:

| | | |
|---|---|---|
| 10.7% of 0.95 ha | = | 0.1016 ha required for POS |
| POS provided on site | = | 0.5000 ha |

In this case, the land owner has provided land for POS in excess of the 10.7% requirement. They are therefore compensated for this amount at the current rate:
$150 per $m^2$ for 0.3984 ha = $597,600.

The land also attracts compensation for CCW and road widening, as follows:

| | | |
|---|---|---|
| road widening @ $150 per $m^2$ for (500$m^2$) | = | $ 75,000 |
| CCW @ $50 per $m^2$ for (10,000$m^2$) | = | $500,000 |

In addition to the Scheme Contribution Costs, a separate contribution is required to be made direct to the Education Department for contribution to the acquisition of school sites. Payment will be triggered by seeking clearances on a related condition of approval on individual subdivision applications.

**Example 2:**

If a land owner has a total land area of 2.0 hectares (ha) and 0.04 ha is required for road widening; 1.0 ha is for commercial land uses and the ODP indicates that the subject land will accommodate 0.06 ha of public open space, the following calculation will apply:

| | |
|---|---|
| Total land area: | 2 00 ha *less* |
| Deductions (road widening and POS): | 0.10 ha |
| **developable area:** | **1.90 ha** |

Common Infrastructure Works contributions are required at a rate of $259,502 per hectare for the developable area, being 1.90 ha:

CIW Contribution = $493,053.80

Public Open Space contributions are required for the developable area (1.90 ha) plus the land required for public open space (0.06 ha) less 1.0 ha of land for commercial uses = 0.96 ha, as follows:

| | | |
|---|---|---|
| 10.7% of 0.96 ha | = | 0.1027 ha required for POS |
| POS provided on site | = | 0.0600 ha |

In this case, the land owner has provided less POS than the 10.7% requirement. They are therefore required to pay cash-in-lieu for POS at the current rate:
$150 per $m^2$ for 0.0427 ha = $64,050

The land also attracts compensation for road widening, as follows:

road widening @ $150 per $m^2$ for (400$m^2$) = $60,000

In addition to the Scheme Contribution Costs, a separate contribution is required to be made direct to the Education Department for contribution to the acquisition of school sites. Payment will be triggered by seeking clearances on a related condition of approval on individual subdivision applications.

## 8.0 ARBITRATION

Schedule 12 of TPS 6 provides the process of arbitration of disputes that may arise from the valuation of land for the purposes of this DCP.

# APPENDIX A – LAND SCHEDULE

| PROPERTY | GROSS LAND AREA | LAND DEDUCTION FOR CCW | LAND DEDUCTION FOR ROAD WIDENING | LAND DEDUCTED FOR POS PROVIDED | ADDITIONAL LAND FROMROAD CLOSURES TO BE DEVELOPED (CAMPBELL & GOVAN) | NET CONTRIBUTING AREA | DEDUCT LAND NOT SUBJECT TO POS CONTRIBUTIONS | POS CONTRIBUTION AREA | REQUIRED POS CONTRIBUTION (10.7% OF RESIDENTIAL DEVELOPABLE AREA | SURPLUS OR DEFECIT OF POS | COMPENSATION FOR LAND (CCW OR RW) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lot 1 Ranford Road | 1.6411 | 0 | 0.2236 | 0 | 0 | 1.4175 | 1.4175 | 0 | 0.0000 | 0.0000 | 0.2236 |
| Pt Lot 3 Ranford Road | 1.9963 | 0 | 0.2244 | 0 | 0 | 1.7719 | 0 | 1.7719 | 0.1896 | 0.1896 | 0.2244 |
| Lot 278 Ranford Road | 1.9577 | 0 | 0.2559 | 0 | 0 | 1.7018 | 0.5708 | 1.131 | 0.1210 | 0.1210 | 0.2559 |
| Lot 279 Ranford Road | 1.9932 | 0 | 0.235 | 0 | 0 | 1.7582 | 0 | 1.7582 | 0.1881 | 0.1881 | 0.235 |
| Pt Lot 281 Ranford Road | 1.8668 | 0 | 0.4011 | 0 | 0 | 1.4657 | 0 | 1.4657 | 0.1568 | 0.1568 | 0.4011 |
| Lot 7 Campbell Road | 1.6991 | 0 | 0 | 0 | 0 | 1.6991 | 0 | 1.6991 | 0.1818 | 0.1818 | 0 |
| Lot 12 Campbell Road | 1.6186 | 0 | 0 | 0 | 0.0468 | 1.6654 | 0 | 1.6654 | 0.1782 | 0.1782 | 0 |
| Lot 13 Campbell Road | 1.6186 | 0 | 0 | 0 | 0.0471 | 1.6657 | 0 | 1.6657 | 0.1782 | 0.1782 | 0 |
| Lot 282 Campbell Road | 1.6392 | 0 | 0 | 0 | 0 | 1.6392 | 1.0 | 0.6392 | 0.0684 | 0.0684 | 0 |
| Lot 283 Campbell Road | 1.639 | 0 | 0 | 0 | 0 | 1.639 | 0 | 1.639 | 0.1754 | 0.1754 | 0 |
| Lot 308 Campbell Road | 1.9426 | 0 | 0 | 0 | 0.0588 | 2.0014 | 0 | 2.0014 | 0.2141 | 0.2141 | 0 |
| Lot 4 Fairlie Road | 1.639 | 0 | 0 | 0.4101 | 0 | 1.2289 | 0 | 1.639 | 0.1754 | -0.2347 | 0 |
| Lot 5 Fairlie Road | 1.6995 | 0 | 0 | 0.8751 | 0 | 0.8244 | 0 | 1.6995 | 0.1818 | -0.6933 | 0 |
| Lot 6 Fairlie Road | 1.6996 | 0 | 0 | 0 | 0 | 1.6996 | 0 | 1.6996 | 0.1819 | 0.1819 | 0 |
| Lot 284 Fairlie Road | 1.639 | 0 | 0 | 0 | 0 | 1.639 | 0 | 1.639 | 0.1754 | 0.1754 | 0 |
| Lot 285 Fairlie Road | 1.639 | 0 | 0 | 0 | 0 | 1.639 | 0 | 1.639 | 0.1754 | 0.1754 | 0 |
| Lot 287 Fairlie Road | 1.639 | 0 | 0 | 0.3574 | 0 | 1.2816 | 0 | 1.639 | 0.1754 | -0.1820 | 0 |
| Lot 288 Fairlie Road | 1.639 | 0 | 0 | 0 | 0 | 1.639 | 0 | 1.639 | 0.1754 | 0.1754 | 0 |
| Lot 289 Fairlie Road | 1.639 | 0 | 0 | 0.3077 | 0 | 1.3313 | 0 | 1.639 | 0.1754 | -0.1323 | 0 |
| Lot 290 Fairlie Road | 1.4567 | 0 | 0.133 | 0.8227 | 0 | 0.501 | 0 | 1.3237 | 0.1416 | -0.6811 | 0.133 |
| Lot 294 Fairlie Road | 1.6592 | 0 | 0.1509 | 0.6543 | 0 | 0.854 | 0 | 1.5083 | 0.1614 | -0.4929 | 0.1509 |
| Lot 295 Fairlie Road | 1.6995 | 0 | 0 | 0.5777 | 0 | 1.1218 | 0 | 1.6995 | 0.1818 | -0.3959 | 0 |
| Lot 8 Govan Road | 1.6979 | 0 | 0 | 0 | 0 | 1.6979 | 0 | 1.6979 | 0.1817 | 0.1817 | 0 |
| Lot 9 Govan Road | 1.6997 | 0 | 0 | 0 | 0.0341 | 1.7338 | 0 | 1.7338 | 0.1855 | 0.1855 | 0 |
| Lot 10 Govan Road | 1.6997 | 0 | 0 | 0.2139 | 0.0339 | 1.5197 | 0 | 1.7336 | 0.1855 | -0.0284 | 0 |
| Lot 11 Govan Road | 2.1243 | 1.8757 | 0.1413 | 0.1073 | 0 | 0 | 0 | 0.1073 | 0.0115 | -0.0958 | 2.017 |
| Lot 15 Nicholson Road | 2.651 | 1.1135 | 0.0845 | 0.6097 | 0 | 0.8433 | 0 | 1.453 | 0.1555 | -0.4542 | 1.198 |
| Lot 2 Nicholson Road | 1.5338 | 1.1353 | 0 | 0.3646 | 0 | 0.0339 | 0 | 0.3985 | 0.0426 | -0.3220 | 1.1353 |
| Lot 14 Nicholson Road | 2.0323 | 0.1679 | 0.0948 | 0.932 | 0 | 0.8376 | 0 | 1.7696 | 0.1893 | -0.7427 | 0.2627 |
| Lot 309 Nicholson Road | 2.2676 | 0 | 0.114 | 0 | 0.0576 | 2.2112 | 0 | 2.2112 | 0.2366 | 0.2366 | 0.114 |
| Lot 310 Nicholson Road | 2.7849 | 0 | 0.2101 | 0 | 0.2969 | 2.8717 | 0 | 2.8717 | 0.3073 | 0.3073 | 0.2101 |
| Lot 311 Nicholson Road | 1.6087 | 0 | 0.1401 | 0 | 0 | 1.4686 | 0 | 1.4686 | 0.1571 | 0.1571 | 0.1401 |
| Fairlie Road | 1.3015 | 0 | 0.5728 | 0.2791 | 0 | 0.4496 | 0 | 0.4496 | 0.0481 | 0.0481 | 0 |
| | | | | | | | | | | | |
| Campbell Road | 0.5072 | 0 | 0 | 0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Govan Road | 0.9609 | 0.1692 | 0.6127 | 0.111 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| TOTAL | 60.5302 | 4.4616 | 2.4087 | 6.6226 | 0.5752 | 45.8518 | 2.9883 | 49.096 | | | |

Note: all figures are provided as a guide only and are subject to survey

## APPENDIX B – COMMON INFRASTRUCTURE WORKS - COSTING DETAILS

This section outlines the costs of Common Infrastructure Works included in the West Canning Vale ODP and describes the methodology used to calculate the estimated costs. Originally the estimated costs were based upon average construction rates, current at the time of preparing these estimates and on advice received from service authorities and contractors as appropriate. It was noted that the Council may adjust the cost contribution of any owner in accordance with revised estimates and/or final expenditure.

Some time has passed since these estimates were applied and development has progressed in advance of the gazettal of Amendment 47. This circumstance allows for the substitution of some actual costs and requires the revision of estimates for outstanding items of infrastructure.

### Drainage Construction

Common Infrastructure items contained in the drainage component include construction of compensating basins, swale drains and piped main drainage including landscaping for drainage and the central POS basin. An allowance for Drainage and Nutrient Management studies is included in the Common Infrastructure Costs.

The ODP area is divided into four main drainage catchments. Jim Davies & Associates have undertaken studies into the drainage requirement for the locality, including the area of land comprising the ODP.

The total estimated cost associated with the construction of compensating basins, drainage swales and pipes and including the preparation of a Drainage and Nutrient Management Plan (DNMP) is **$938,700**.

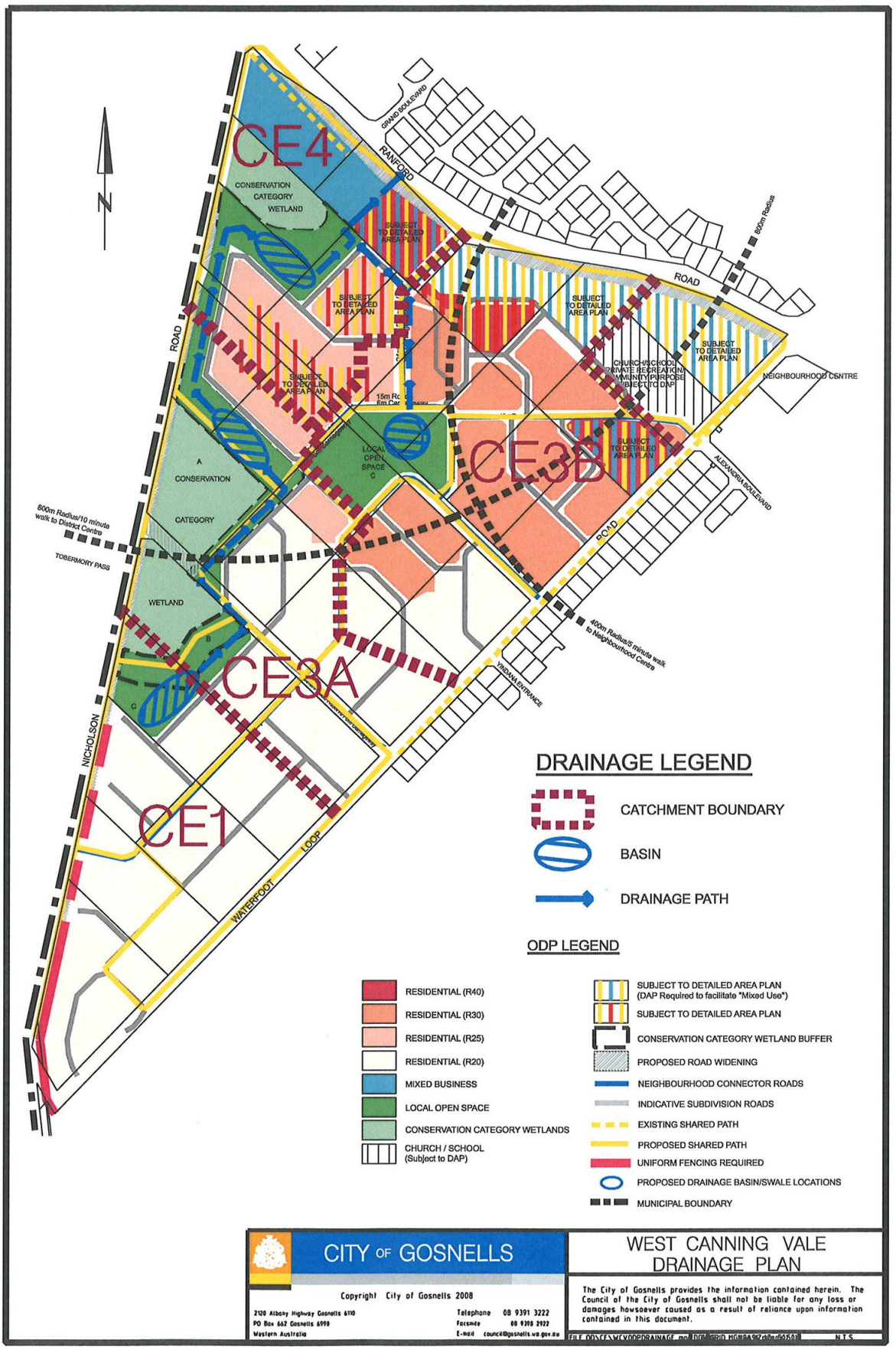
The following provides a detailed breakdown of the costs associated with drainage for the project. It is noted that individual subdividers are responsible for the cost of connection to the basin / comprehensive drainage system. These costs only include the costs for the construction of the infrastructure to be utilised by all landowners, and not connection to this system.

| Outstanding Works | | Completed Works | |
|---|---|---|---|
| **CE1 catchment** | | | |
| **Basin** | | | |
| **Item** | **Value** | **Item** | **Value** |
| Clear / Mulch - 4000m$^2$ @ $1.65 / m$^2$ (indexed actual – CE3A) | $ 6,589.00 | | |
| Excavate (1900 + [0.39 ha x 0.3]) = 3,070m$^3$ @ $4.17/m$^3$ (original estimate $3.70/m$^3$, indexed) | $12,802.00 | | |
| **Connecting Pipe work** | | | |
| Connecting pipe - allow 273m of 375mm @ $109.98/m (actual indexed) | $30,026.00 | Supply/Lay - 77.03m of 375mm dia @ $102.01/lm (actual cost 2007 indexed) | $7,858.00 |
| **Headwall/Inlets/Manholes** | | | |
| 1 outlet @ $1,031.00 (actual indexed) | $1,031.00 | 1 inlet $956.00 (actual cost 2007 indexed) | $956.00 |
| 1 Outlet Headwall @ $12,055.00 (indexed actual) | $12,055.00 | Headwall $10,725.00 (actual cost 2007 indexed) | $11,818.00 |
| Upgrade damplands/landscaping POS for drainage (original estimate $61,016.00, indexed) | $68,583.00 | Manholes 3 @ $1,380.85 ea (actual cost 2007 indexed) | $4,319.00 |
| **Subtotal** | | **$156,037.00** | |
| Fees (5%), survey (5%) and contingency (5%) | | $23,405.55 | |
| **CE1 Catchment Total** | | **$179,442.55** | |
| **CE3 A catchment** | | | |
| **Basin** | | | |
| | | Clear / Mulch - 4,000m2 @ $1.53/m$^2$ (actual costs 2007 indexed) | $6,130.00 |
| | | Excavate / Trim - (1900 + 0.571 ha x 0.3) - 3,613m$^3$ @ $3.83/m$^3$ (actual cost 2007 indexed) | $13,824.00 |
| **Excavate Swales** | | | |
| Construct swale links 500m @ $33.71/m (original estimates $30/m, indexed) | $16,858.00 | Clear / Mulch swales - 2,500m$^2$ @ $1.53/m$^2$ (actual costs 2007 indexed) | $3,832.00 |
| Landscaping/upgrade (drainage only - not POS) (original estimate $132,000, indexed) | $148,370.00 | Excavate 4,306.20m$^3$ @ $3.83m$^3$ (actual cost 2007 indexed) | $16,475.00 |
| **CE3 B catchment** | | | |
| **Main POS Basin** | | | |
| Clear / Mulch – 1.15ha @ $2.71/m$^2$ (indexed actual) | $31,171.00 | Clear / Mulch – 3,200m$^2$ @ $2.29/m$^2$ (actual cost 2009 indexed) | $7,340.00 |
| Excavate/trim 7,935m$^3$ @ $4.17/m$^3$ (indexed estimate) - (Base level of 1.15ha x depth of 0.69) | $33,089.00 | Supply / install (1) Gross Pollutant Trap on inlet to POS Basin (actual cost indexed) | $19,984.00 |
| Landscaping/upgrade (drainage only - not POS) (original estimate $42,080, indexed ) | $47,299.00 | | |
| Supply / install (3) Gross Pollutant Traps on inlet to POS Basin - $19,983.73 each (indexed actual) | $59,952.00 | | |
| **Subtotal** | | **$404,324.00** | |
| Fees (5%), survey (5%) and contingency (5%) | | $60,648.60 | |
| **CE3 Catchment Total** | | **$464,972.60** | |

| CE4 catchment | | | |
|---|---|---|---|
| **Basin** | | | |
| Enhancements/swales/landscaping (estimate $53,000, indexed) | $59,573.00 | Clear / Mulch – 7,500m$^2$ @ $0.98/m$^2$ (2008 actual, indexed) | $7,350.00 |
| | | Excavation (3,000 + 0.5111 ha x 0.3) = 4,533m$^3$ @ $3.83m$^3$ (2008 actual indexed) | $17,344.00 |
| **Connecting Pipe work** | | | |
| Supply / Lay 230m of 375mm dia @ $159.58 (includes link from central POS) (estimate $148/m, indexed) | $38,264.00 | Supply / Lay 280.4m of 375mm dia – @ $107.21/m (2008 actual cost, indexed ) | $30,062.00 |
| **Outstanding Works** | | **Completed Works** | |
| **Item** | **Value** | **Item** | **Value** |
| **Inlets / Manholes** | | | |
| Inlet (1) (indexed actual) | $3,006.00 | Inlet (1) - @ $2,787.55 (actual cost 2008 indexed) | $2,788.00 |
| Manholes 5 @ $1,773.69 ea (original estimate $1,578 ea, indexed) | $8,869.00 | Manholes 3 - @ $1,255.65 ea (actual cost 2008 indexed) | $3,767.00 |
| Connect to Hughes Street drain (estimate of $5,260, indexed) | $5,913.00 | | |
| **Subtotal** | | **$176,936.00** | |
| Fees (5%), survey (5%) and contingency (5%) | | $26,540.40 | |
| **CE4 Catchment Total** | | **$203,476.40** | |
| Prepare DNMP (Drainage & Nutrient Management Plan | | | $19,810.00 |
| **Total drainage infrastructure costs** | | | **$867,701.55** |
| **As rounded** | | | **$867,800.00** |

As detailed in the report to Council (whereby Council resolved to adopt this DCP), Lots 281 and 282 Campbell Road are unable to access the district drainage system and as such, a proportionate amount has been added to the DCP to effectively exclude those two lots from the drainage component of the arrangement. See table below.

| | |
|---|---|
| A. Drainage Infrastructure Cost | $867,800 |
| B. Total DCA Area | 45.8518 ha |
| C. Area of Lots 281 and 282 | 3.5060 ha |
| D. Balance of DCA Area (B + C) | 42.3458 ha |
| E. Drainage Infrastructure Cost for Balance Area (A / D) | $20,494 / ha |
| F. Additional Cost for Lots 281 and 282 (E x C) | $71,900 |
| **Total Drainage Infrastructure Cost (A + F)** | **$939,700** |


CE4
CE3B
CE3A
CE1
CONSERVATION CATEGORY WETLAND
A CONSERVATION CATEGORY WETLAND
B
C
LOCAL OPEN SPACE C
SUBJECT TO DETAILED AREA PLAN
CHURCH/SCHOOL PRIVATE RECREATION/COMMUNITY PURPOSE (SUBJECT TO DAP)
NEIGHBOURHOOD CENTRE
800m Radius
800m Radius/10 minute walk to District Centre
400m Radius/5 minute walk to Neighbourhood Centre
GRAND BOULEVARD
RANFORD ROAD
ALEXANDRIA BOULEVARD
TOBERMORY PASS
VINDANA ENTRANCE
NICHOLSON ROAD
WATERFOOT LOOP
N
DRAINAGE LEGEND
CATCHMENT BOUNDARY
BASIN
DRAINAGE PATH
ODP LEGEND
RESIDENTIAL (R40)
RESIDENTIAL (R30)
RESIDENTIAL (R25)
RESIDENTIAL (R20)
MIXED BUSINESS
LOCAL OPEN SPACE
CONSERVATION CATEGORY WETLANDS
CHURCH / SCHOOL (Subject to DAP)
SUBJECT TO DETAILED AREA PLAN (DAP Required to facilitate "Mixed Use")
SUBJECT TO DETAILED AREA PLAN
CONSERVATION CATEGORY WETLAND BUFFER
PROPOSED ROAD WIDENING
NEIGHBOURHOOD CONNECTOR ROADS
INDICATIVE SUBDIVISION ROADS
EXISTING SHARED PATH
PROPOSED SHARED PATH
UNIFORM FENCING REQUIRED
PROPOSED DRAINAGE BASIN/SWALE LOCATIONS
MUNICIPAL BOUNDARY
CITY OF GOSNELLS
WEST CANNING VALE DRAINAGE PLAN
Copyright City of Gosnells 2008
2120 Albany Highway Gosnells 6110
PO Box 662 Gosnells 6990
Western Australia
Telephone 08 9391 3222
Facsmile 08 9398 2922
E-mail council@gosnells.wa.gov.au
The City of Gosnells provides the information contained herein. The Council of the City of Gosnells shall not be liable for any loss or damages howsoever caused as a result of reliance upon information contained in this document.
N.T.S.

## Land to be Acquired for Drainage

Up to 50% of land required for drainage can be credited towards the provision of public open space. The remaining land for drainage (1.015 ha) is included in the Order of Costs as common infrastructure to ensure the full costs for the purchase of drainage land is provided for and is applicable to all land uses. The calculation for the purchase of 1.015 ha is provided at the rate of $1,500,000 per hectare, based on valuations undertaken by Propell National Valuers in August 2012 and is subject to review. The Contribution Plan will be updated to reflect current land valuations on a regular basis.

As detailed in the 14 June 2011 report to Council (item 13.5.1) (whereby Council resolved to adopt the current DCP), Lots 281 and 282 Campbell Road are unable to access the district drainage system and as such, a proportionate amount has been added to the DCP to effectively exclude those two lots from the drainage component of the arrangement. See table below

| | |
|---|---|
| A. Drainage Land Cost | $1,522,500 |
| B. Total DCA Area | 45.8518 ha |
| C. Area of Lots 281 and 282 | 3.5060 ha |
| D. Balance of DCA Area (B - C) | 42.3458 ha |
| E. Drainage Land Cost for Balance Area (A / D) | $36,000 / ha |
| F. Additional Cost for Lots 281 and 282 (E x C) | $126,300 |
| **Total Drainage Land Cost (A + F)** | **$1,648,800** |

## Public Open Space Development

The central POS is the only available active recreation space within the ODP area. This land is considered as an important element in the integrated development of the ODP area. Access to a usable recreation space is essential to meet the needs of future residents. Whilst the ultimate development of the POS will likely be a matter for the community to resolve at a future date a minimum standard of development is considered vital for the successful development of lots within the ODP area. As a result an allowance for turf and reticulation has been made to ensure that the POS has an immediate use for the emerging community.

As the land required for POS is to be assembled from the property of multiple land owners and no coordinated subdivision is proposed there is no one developer that can be responsible for the development of the POS. The provision of turf and reticulation at the initial development stage for this land will ensure a positive outcome for the community. The total estimated cost for this work is **$441,900** and is detailed in the following table:

| | |
|---|---|
| POS Development | |
| Fine Grading of turf areas (16,300m$^2$ @ $2.09/m$^2$) | $33,985.50 |
| Supply / install turf (16,300m$^2$ @ $7.09/m$^2$) | $115,550.70 |
| Supply / install irrigation (16,300m$^2$ @ $10.43/m$^2$) | $169,927.50 |
| 2 year maintenance (16,300m2 @ $2.52/m$^2$/year) | $82,244.91 |
| Contingencies / Overheads 10% | $40,170.86 |
| **Total** | **$441,879.47** |
| **TOTAL ALLOWANCE (DCP)** | **$441,900.00** |

## Shared Paths

Allowance has been made to construct Shared Paths (also known as Dual Use Paths) within the ODP Area and peripheral roads as shown on the ODP. All the paths that will be funded are 2.0m in width and are indicated on the enclosed Plan for Dual Use Paths (DUPs). Subdividers will be responsible for construction of footpaths required at the time of subdivision via conditions of approval and are not included as a Common Infrastructure Work.

An all inclusive construction cost of $83.40 per metre has been allowed for their construction at a total length of 6,500 metres, point to point as depicted in the following plan. Provision in the $83.40 figure has been made for a 10% contingency as the degree of accuracy is greater as fewer variables are involved compared to other Common Infrastructure Works. Therefore the total cost of DUPs allowed within the Amendment is **$542,100**.


CCW
POS
CCW
POS
CCW
POS
LEGEND
2m Dual Use Path
Existing 2m Dual Use Path (Outside ODP Area)
Distance Points
CCW
Conservation Category Wetland
POS
Public Open Space
NOTE: Lot Layout Current at "15/09/2010"
WEST CANNING VALE ODP
DUAL USE PATHS
N
CITY OF GOSNELLS
Scale: 1:4,000
Projection: MGA94 (Zone 50)
File: WCV_Proposed_Paths.wor 15/09/2010

## Road Construction (Ranford Road)

Allowance has been made to contribute to half the cost of constructing one additional carriageway (including earthworks) and half the cost of earthworks for the second carriageway of Ranford Road to the extent that it abuts the ODP area. These works have been completed and the indexed actual costs of the works provided for in the DCP are **$610,400**.

All other new and existing roads within the ODP area are to be constructed and/or upgraded as a condition of subdivision at the subdivider's expense and are not included as a Common Infrastructure Work. In this regard, it is noted that Nicholson Road abuts the ODP area and is identified in the MRS as an 'Other Regional Road', thereby usually attracting a contribution for upgrading. However, given that Nicholson Road has a regional freight roll and that the ODP area will constitute a small proportion of traffic using Nicholson Road the DCP does not include an allowance for the upgrade of this road beyond the land required for widening of Nicholson Road as it abuts the ODP area.

Ranford Road was a two-way kerbed pavement and earthworks were completed for the existing carriageway. It has since been upgraded to a dual carriageway.

Allowance is made for half the cost of constructing the second carriageway for Ranford Road, being an 'Other Regional Roads' reserve under the MRS for the extent to which the road abuts the ODP area (870 metres). The existing Ranford Road pavement was on the correct alignment and did not require relocation.

The construction of an 8.5m carriageway to an urban standard (ie drained and asphalt sealed) for Ranford Road has been included in the costings. Allowance is also made for survey and drainage of these roads, and relevant testing of completed works.

As this work was completed in advance of the Gazettal of Amendment 47 actual costs are known and have been included in the DCP allowance. In addition the City obtained grant funding from Main Roads WA in the order of $1,000,000 towards the completion of the upgrade of Ranford Road.

A portion of the grant funds have been used to reduce the cost to be borne by the DCA. In this regard, 36.6% ($366,000.00) of the grant has been allocated to the DCA; being the same ratio as the cost of the ODP works ($951,488.46) bears to the total cost of the full upgrade ($2,600,000.00).

Therefore, the cost of works borne by the DCA was as follows:

| | |
|---|---|
| Actual cost of works included within the DCA | $ 951,488.46 |
| Less Proportionate value of Main Roads WA grant (36.60%) | $ 366,000.00 |
| **Net contribution from the ODP** | **$ 585,488.46** |
| This cost has been indexed in the review at 4.25% | $ 610,371.72 |
| **The revised Total Allowance (DCP)** | **$ 610,400.00** |

For the purposes of the arrangement this review results in an effective all encompassing rate of $1,140.15 per linear metre of road.

## Road Construction (Glenariff Boulevard)

Allowance is made for the cost of constructing the 270m of Glenariff Boulevard, from Ranford Road to Middle Parkway. As this work has been completed in advance of the gazettal of Amendment 47, the actual costs are known and have been incorporated in to the DCP.

The construction of Glenariff Boulevard was undertaken by two separate developers, with the actual costs being verified for both sections and resulting in an allowance of $207,600. These costs have been indexed under this review, returning the following revised allowance:

| | |
|---|---|
| 96 linear meters | $ 78,267.77 (confirmed actual costs, indexed) |
| 174 linear meters | $138,096.27 (confirmed actual costs, indexed) |
| **Total** | **$216,364.04** |

This results in a total allowance under the DCP of **$216,400.**

## Resumption for Road Widening

The Metropolitan Region Scheme (MRS) prescribes requirements for road widening to both Nicholson and Ranford Roads within the ODP Area to allow for the future construction of dual carriageways of these roads.

The Department for Planning and Infrastructure has provided detailed plans for the road widening applicable to both Nicholson and Ranford Roads. Ranford Road will ultimately be constructed as a dual lane carriageway, and Nicholson Road will be upgraded as necessary to allow it to function as a major transport route. A total of 2.4087 ha is required for road widening.

Allowance has been made within the Common Infrastructure Costs for the acquisition of this land at the en-globo land rate as reviewed by annual valuations, currently of $1,500,000 per hectare. This is based on valuations undertaken by Propell National Valuers in August 2012. On this basis, the total cost for road resumption is estimated at **$3,613,100**.

## Resumption for Conservation Category Wetlands

The approval of the ODP is contingent on the ceding, to the crown at no cost, of land identified as Conservation Category Wetlands. Reimbursement for this land has been included in the Order of Costs, and is applicable to all land owners within the ODP area to ensure that owners of lots with CCW are adequately compensated. The Minister in considering Amendment 47 determined that compensation for CCW's should be based on an en-globo rural valuation. Accordingly, Propell National Valuers were engaged to determine the value of this land as if the land were zoned and being used for rural purposes.

The valuation was completed in August 2012 and indicated a rate of $500,000 / ha and is subject to annual review. Contributions are required towards the resumption of 4.2924 ha of land at $500,000/ha, which equates to **$2,146,200**. It is noted that this does not include the existing Govan Road reserve to be closed (1,692m$^2$) and ceded to the Crown as CCW, as the land is to remain as a "public purpose".

## Traffic Management

Allowance has been made within the DCP for the provision of traffic management devices, which are limited to one set of traffic lights and two roundabouts in and abutting the ODP Area.

Two roundabouts within the ODP area on Campbell Road have been included as infrastructure items as they need to be larger in order to accommodate public bus routes. All other roundabouts and traffic calming devices are low volume and do not have public bus routes and are at the cost of the individual subdivider and are not included as a Common Infrastructure Work. As one of these roundabouts has been completed indexed actual costs have been applied, the remaining roundabout cost continues to be indexed from its base cost (2007 actuals for roundabout one). These costs are detailed in the table below.

A contribution of 25% of the cost of the construction of traffic signals at the Ranford Road intersection of Campbell Road has been included as a Common Infrastructure Item. The percentage contribution for traffic lights has been determined based on the ODP area being located on one of four corners at the subject intersection, equating to one quarter (25%) of the estimated costs.

As the traffic lights have been installed in advance of the Gazettal of Amendment 47 actual costs are known and have been incorporated in to the DCP. In addition the City obtained grant funding from main Roads WA in the order of $240,000 towards the completion of the traffic lights. The grant funds have been applied in the same proportion as the ODP contribution bears to the total cost (ie: 25% of the grant, being $60,000) which results in a revised cost to the Arrangement of $34,037.67, as summarised in the table below.

| | |
|---|---|
| Two roundabouts on Campbell Road (as shown on ODP) :<br>1st roundabout (**completed**) @ $114,004.23 (indexed actual cost 2007)<br>2nd roundabout (**outstanding**) @ $122,917.79 (indexed 2007 actual) | $236,922.02 |
| Traffic signals at Ranford Road<br>Signals, services, pavement and fees (**completed**) @ 25% of total cost (total cost being $360,816) and indexed<br>*Less*<br>25% of Main Roads Grant (Grant being $240,000)<br><br>Net Cost of Traffic Signals | $94,037.67<br><br>($60,000.00)<br><br>**$34,037.67** |
| **Total** | **$270,959.69** |
| **TOTAL ALLOWANCE (DCP)** | **$271,000.00** |

## Service Relocation

The order of costs includes the relocation of services where their alignment may be compromised because of the road widening required for Ranford Road and Nicholson Road.

Service relocation in the upgrading of Nicholson Road includes electricity only. The services for Ranford Road appear to be on the correct alignment on the northern side of the road, however, it is anticipated that there may be some need for service relocation along Ranford Road. An allowance has been made in the order of costs for this purpose. A total cost of **$716,600** has been calculated for service relocation.

Development within the ODP area has seen some of these works completed. Actual costs have generally been within the original estimates. The following table shows indexed costs for both completed and outstanding works.

| **Undergrounding 22 kV and LV overhead in Nicholson** | **Cost** |
|---|---|
| • Supply cable 22 kV (**outstanding**) – 1,450m @ $112.40/m (indexed estimate) | $162,983.41 |
| • Supply cable LV (**outstanding**) – 1,450m @ $53.95/m (indexed estimate) | $78,226.59 |
| • Remove overheads (**completed**) 583m @ $134.94/m (indexed actual costs 2007 / 2008) | $78,670.72 |
| • Remove overheads **(outstanding)** 867m @ $145.49m (indexed estimate) | $126,140.96 |
| • Trenching (**completed**) 1169m @ $22.58 / m ( indexed actual costs 2007/2008) | $26,396.66 |
| • Trenching (**outstanding**) 281m @ $24.35 / m (indexed actuals) | $6,843.14 |
| • Lay LV, HV and cable protection (**outstanding**) 1,450m @ $28.11 (indexed estimate) | $40,753.41 |
| **(SUB TOTAL)** | **$520,014.89** |
| Fees (5%) and contingency (10%) | $78,002.23 |
| **TOTAL** | **$598,017.12** |
| **Estimated length of service relocation 1,450m @$598,017.12=** | **$412.43/metre** |
| Ranford Road services (**completed**) – ( indexed actual cost of service relocation) | $118,490.55 |
| **Total** | **$716,507.67** |
| **TOTAL ALLOWANCE (DCP)** | **$716,600.00** |

**Rehabilitation/ Development of Conservation Category Wetland**

In addition to the land component for the ceding of the area of land identified as 'Conservation Category Wetland', the rehabilitation of the wetlands and buffers, including the preparation of a Wetland Management Plan is a requirement of the ODP and the subsequent subdivision of land. The following items have been included in the order of costs:

| **Items** | |
|---|---|
| Perimeter "Ringlock" fencing and discrete gates surrounding CCW as per recommendation 2, 3, 11 and 30 of ENV Report. | $8,965.50 |
| • Preparation 2,150 m @ $4.17/m | $22,525.82 |
| • Supply / Installation 2,150 m @ $10.48/m | $1,939.05 |
| • Box ends 12 @ $161.59 each | $1,313.55 |
| • Double Box assembly 6 @ $218.93 each | $1,075.86 |
| • FESA access 6 points @ $179.31 each | $5,372.97 |
| • Survey (5%) Fees (5%) Contingencies (5%) | |
| **(SUB TOTAL)** | **$41.192.75** |

| Items | |
|---|---|
| Boardwalk 150m @ $408.01/m = $61,202.05 as per recommendation 33 of ENV Report. (indexed original estimate of $363/m) | $61,202.05 |
| Preparation of Wetland Management Plan (WMP). | $22,935.00 |
| Implementation of additional works associated with WMP.<br>• Vegetation monitoring as per recommendation 6, 10, 15, 17, 18, 19, 20, 21, 37, 38, 41 of ENV report.<br>• Groundwater monitoring as per recommendation 9, 26, 27, 28, 29 of ENV Report.<br>• Contingencies (10%) | <br><br>$153,508.13<br><br>$68,805.00<br>$30,645.02 |
| **(SUB TOTAL)** | **$337,095.19** |
| Rehabilitation existing roads<br>• pavement rip/remove (150m x 20m reserve)<br>• planting and 3 years maintenance<br>• Contingencies (10%) | <br>$28,147.50<br>$30,232.50<br>$5,838.00 |
| **(SUB TOTAL)** | **$64,218.00** |
| **Total** | **$442,505.94** |
| **TOTAL ALLOWANCE (DCP)** | **$442,600.00** |

**General Administration**

Provision has been made for the contribution to general administration costs in operating the DCP. These include but are not limited to administration, bank charges, audit fees, legal, planning reports, valuations, engineering, expenses associated with the acquisition of land and Council staff salaries.

Indexing the provision returns an allowance of **$312,800.**