CITY OF GOSNELLS

CANNING VALE OUTLINE DEVELOPMENT PLAN REPORT

Schedule of Common Infrastructure Works

(October 2026)

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Table of Contents

1.0 INTRODUCTION 1
2.0 CONTRIBUTION BASIS 2
3.0 COST ESTIMATES 3
3.1 Cost Estimates Overview 3
3.2 Drainage 6
3.3 Shared Paths 8
3.4 Road Construction 8
3.5 Land Resumption for Regional Roads 10
3.6 Traffic Management 10
3.7 Service Relocation 11
3.8 Powerline Upgrading 12
3.9 Wetland Protection Works 12
3.10 General Administration Costs 12
3.11 Public Open Space 13
3.12 School Sites 13

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

1.0 INTRODUCTION

This document is a Development Contribution Plan Report (DCPR). It details the key operational aspects of the Development Contribution Plan (DCP) associated with the Canning Vale Outline Development Plan (ODP) with a focus on the provision of Common Infrastructure Works (CIW) and Public Open Space (POS) and the apportionment of the costs of these provisions.

This document supersedes previous versions produced over the life of the arrangement and, most significantly, updates cost estimates and contribution rates to reflect cost increases at the annual review of the arrangement.

The statutory basis for the contribution arrangement is provided by Local Planning Scheme No. 24 (LPS 24). Part 5 of LPS 24 contains the provisions that generically apply to contribution arrangements adopted under the Scheme. It establishes administrative obligations upon the City and rights of affected landowners. Attachment A of Schedule B contains the provisions that specifically apply to the ODP area, particularly the items of infrastructure for which contributions must be made. These elements of LPS 24 should be read in conjunction with this document.

The most recent adjustment to contribution rates and values was made by Council at its meeting on 16 December 2025.

A POS contribution rate of 12.74% applies to most of the ODP area, with a small portion required to contribute at 8.82% in recognition of previous POS contribution arrangements. Council has adopted a land value basis for the purpose of the contribution arrangement of $3,000,000/ha.

The adopted contribution rate for common infrastructure works is $83,314/ha of land developable for commercial and residential purposes.

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

NOTES:
(1) This document is reviewed at least annually.
(2) Where any discrepancy exists between this document and the Scheme, the Scheme prevails.

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

2.0 CONTRIBUTION BASIS

The ODP comprises 469.53ha of land. To determine the basis for CIW and POS contribution rates a net developable area has been calculated across which costs are apportioned. The net developable area excludes land uses for which there is no obligation to make CIW or POS contributions. A different net developable area has been calculated for CIW and POS purposes to reflect generally accepted contribution principles for each purpose (for instance, commercial land must contribute to CIW but not usually the recreational element of POS). Table 1 details the calculation basis, which has not changed over the life of the contribution arrangement.

TABLE 1 – Outline Development Plan Areas and Contribution Calculations

TOTAL ODP AREA			469.53 ha
LESS:	Existing Road Reserves		30.46 ha
	MRS Road Widening		1.12 ha
	Schools: High		10.00 ha
	Primary		12.00 ha
	Place of Public Worship Precinct		5.86 ha
	Retail (NLA x 3)		3.85 ha
	CCWs (excluding buffers)		12.81 ha
	Total		76.10 ha
Net Developable Area			**393.43 ha**
BASE POS AREA REQUIRED		(10% of NDA)	39.34 ha
PLUS:	Community Purpose Sites		0.4 ha
	Compensating Basin (50%)		10.00 ha
	CCWs (excluding buffers)		12.81ha
	Sub-Total		62.55 ha
LESS:	Area equivalent 2% for development		7.87 ha
	Previous provision of POS		12.43 ha
TOTAL POS REQUIRED			**42.25 ha**

TOTAL EFFECTIVE POS% CONTRIBUTION REQUIRED:

$$\frac{\text{Total Land Required}}{\text{Net Developable Area plus 2\% for POS development}} \times 100 = \frac{42.25}{393.43} \times 100 = 12.74\%$$

10.74% of Net Developable Area

CIW CONTRIBUTION RATE

$$\frac{\text{Total Estimated Costs (refer Table 3)}}{\text{(Net Developable Area and Retail Area)}} - \text{total POS required}$$

$$= \frac{\$27,701,170}{(393.43 + 3.85) - 42.25} = \frac{\$27,701,170}{355.03}$$

= $83,314 per hectare of land developable for residential and commercial purposes

Land required for POS purposes includes recreational, drainage and conservation elements and acquisition will be funded through the application of a percentage rate per developable land. Areas required to cede less will be required to pay cash-in-lieu, while areas required to provide additional land will be able to seek reimbursement from the contribution arrangement.

The process for valuation is consistent with the current process applied to other ODPs within the City of Gosnells as set out in Part 5 City of Gosnells LPS 24. The valuation process provides for a Licenced Valuer to be appointed by Council to determine the en-globo rate (assuming a hypothetical 2.2ha site, cleared, level, adjacent to services and the development front, with a base code of R20, producing 44 lots 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 DCPR.

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

The applicable rate for the payment of cash-in lieu of POS for providing less than the required 12.74% POS is the valuation current under the DCPR at the time payment is made. Based on advice from the licensed valuer appointed to undertake valuations for the ODP area the current POS valuation rate is $3,000,000/ha.

The CIW contribution rate of $83,314/ha has been determined by dividing the total current estimated cost for CIW ($29,579,058) by the area originally identified on the ODP as developable for commercial and residential purposes (355.03 ha).

3.0 COST ESTIMATES

This section outlines the parameters for the CIW and POS to be funded by the development contribution arrangement and details the methodology used to calculate their cost.

3.1 Cost Estimates Overview

The various CIW funded by the arrangement include:

- drainage construction
- shared paths
- road construction
- road resumption
- traffic management
- service relocation
- power line upgrading
- conservation category wetland protection/enhancement works
- studies produced to support original planning of the ODP area
- costs involved in administration of the contribution arrangement

At the inception of the DCP, cost estimates were produced based on average construction rates current at that time and advice received from service authorities and contractors as appropriate.

Since inception CIW cost estimates have been adjusted whether works have been completed or not. The adjustments have been consistent with Australian Bureau of Statistics indexes and publications relevant to the activities contemplated under the arrangement with increases noted over the life of the arrangement and reflected in contribution rates. The cost of completed works is indexed to ensure contribution rates are set at a level to generate sufficient funds to meet the infrastructure obligations under the DCPR.

POS contributions are determined through a calculation based on a common valuation that applies across the ODP area. The valuation basis has been annually reviewed on advice from a licensed valuer and adopted by Council (see section 3.11).

The history of updates to POS and CIW contribution rates is detailed in Table 2:

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

TABLE 2 – Contribution Rates Update History

Date of Revision	POS cash-in-lieu/ha		Common Infrastructure Works*	
	Valuation rate/ha	% increase	$ rate/ha	% increase
Gazettal - 060/4/2001	$250,000/ha	N/A	$27,563/ha	N/A
OCM - 18/12/2001	$350,000/ha	40.00%	$28,622/ha	3.80%
OCM - 11/02/2003	$400,000/ha	14.30%	$29,532/ha	7.30%
OCM - 08/06/2004	$500,000/ha	25.00%	$31,250/ha	8.20%
OCM - 06/12/2005	$800,000/ha	60.00%	$40,663/ha	30.10%
OCM - 27/02/2007	$1,350,000/ha	68.80%	$44,541/ha	9.50%
OCM - 250/3/2008	$1,350,000/ha	0%	$47,032/ha	5.60%
OCM - 08/09/2009	$1,200,000/ha	(11.12%)	$48,498/ha	4.78%
OCM - 10/08/2010	$1,350,000/ha	12.50%	$50,532/ha	2.90%
OCM - 22/11/2011	$1,300,000/ha	(3.70%)	$52,630/ha	5.00%
OCM - 23/10/2012	$1,500,000/ha	15.40%	$55,182/ha	4.25%
OCM - 25/06/2013	$1,600,000/ha	6.70%	$56,948/ha	3.20%
OCM - 08/07/2014	$1,750,000/ha	9.38%	$59,049/ha	3.30%
OCM - 14/07/2015	$2,000,000/ha	14.29%	$60,802/ha	1.60%
OCM - 13/09/2016	$1,950,000/ha	(2.50%)	$60,595/ha	(0.34%)
OCM - 08/08/2017	$1,850,000/ha	(5.13%)	$61,504/ha	1.50%
OCM - 11/09/2018	$1,950,000/ha	5.41%	$62,672/ha	1.90%
OCM - 24/09/2019	$2,000,000/ha	2.50%	$63,487/ha	1.30%
OCM - 13/10/2020	$1,950,000/ha	(2.50%)	$64,884/ha	2.20%
OCM - 23/11/2021	$2,000,000/ha	2.50%	$65,614/ha	1.13%
OCM - 27/09/2022	$2,100,000/ha	5.00%	$70,695/ha	7.74%
OCM - 12/09/2023	$2,100,000/ha	0.00%	$75,723/ha	7.11%
OCM - 29/04/2025 (2024 Review)	$2,000,000/ha	(4.76%)	$78,025/ha	3.04%
OCM - 16/12/2025	$2,300,000/ha	15.00%	$79,956/ha	2.48%
OCM – 13/10/2026	$3,000,000/ha	30.43%	$83,314/ha	4.19%

**CIW contribution rates have been adjusted based on statistical trends sourced from the Australian Bureau of Statistics (ABS). An average, the higher of, the Consumer Price Index and relevant indices of allied Construction activities has been set. The rate increase has been applied to the individual costing of various CIW components. CPI has been applied to completed CIW components and administration costs. Where applicable those items linked to land rates are adjusted in line with the revised englobo valuation that applies to the POS component of this Plan*

Table 3 provides a summary of CIW for the ODP Area and associated costs.

TABLE 3 – Summary of Common Infrastructure Works Items and Cost Estimates	
CIW Item	**Revised Cost Estimate**
1. Drainage Construction (3.2) Construction of compensating basins, swale drains and piped main drainage.	**$9,441,924**
2. Shared Paths (3.3) Construction of pedestrian/cycle paths in the ODP area.	**$3,588,916**
3. Road Construction (3.4) Contribution to half the cost of constructing one carriageway and earthworks for the second carriageway of abutting Important Regional Roads (Nicholson Road, Warton Road and Garden Street) to the extent to which these roads abut the boundary of the ODP area. 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.	**$6,507,068**
4. Land Resumption for Regional Roads (3.5) Contribution to the resumption of land required for road widening of Nicholson Road and Warton Road.	**$3,458,297**
5. Traffic Management (3.6) The construction of traffic management devices (ie. round-a-bouts and traffic signals) in the ODP area.	**$2,157,384**
6. Service Relocation (3.7) Relocation where required of telecommunications, electricity, gas, water, sewerage services in the upgrading of Nicholson Road and Warton Road to the extent to which these roads abut the boundary of the ODP area.	**$584,581**
7. Power Line Upgrading (3.8) Reconfiguration where necessary, above ground, of 132kv power lines traversing the area. Existing two pole supports to be replaced with single pole supports. Council will negotiate with landowners where necessary, for the provision of easements where necessary which shall be given up free of cost.	**$2,454,519**
8. Wetland Protection Works (3.9) Contribution to the cost of perimeter fencing around Conservation Category Wetland (CCW) and boardwalk access across CCW.	**$515,960**
9. General Administration Costs (3.10) Contribution to drainage, environmental, traffic management and other studies prepared for the ODP as well as general administration costs such as legal, planning, valuation, engineering, consultancy fees, staff salaries etc.	**$870,409**
10. School Sites (3.12) Contribution to the acquisition of school sites as indicated on the ODP. Separate contributions shall be made direct to the Department of Education (DoE) at the amount determined by the EDWA for individual subdivision proposals.	**Amount to be determined by DoE**
Estimated total cost for Common Infrastructure Works.	**$29,579,058**
Contribution per hectare of land developable for residential and commercial purposes (ie, NDA + Retail) (note – does not include POS contribution) (355.03ha)	**$83,314**

The following information details the current costing methodology and updated cost estimates (rounded to the next dollar) as adopted by Council for each of the CIW items.

3.2 Drainage

Drainage Construction

The ODP area is divided into three drainage catchments and the Drainage and Nutrient Management Plan prepared as part of the preparation of the ODP identified approximately 20ha of land required for drainage purposes within the ODP area.

The document *"Conceptual Drainage Design, Canning Vale, Central and Eastern Catchments"* by Jim Davies and Associates Pty Ltd (November 1999), established initial drainage costings for two of the three catchments, which were then extrapolated as a basis for the costs of the third catchment. The costings made allowances for district-level drainage basin and swale excavation, de-watering, various pipework and associated structures and limited landscaping. An allowance for the original drainage and nutrient management studies was also included.

There have been changes in approach to drainage provision over the life of the arrangement. Original drainage planning was based on a "wet" basin approach, where deep basins were proposed to detain stormwater. These basins generally remain wet through much of the year, which has raised concerns in terms of recreational utility, public safety, the potential to harbour nuisance insects and ongoing maintenance issues. To address these concerns there was a move towards "dry" basins, which tend to detain water over a larger area in a shallower basin but remain wet for substantially less time. The implication of the dry basin approach for the contribution arrangement is the associated requirement imposed by the City to grass the basin area, which was not allowed for in original costing parameters.

Council previously recognised the difficulties to pass on CIW cost increases as a result of a change in drainage approach to those landowners who have yet to develop and therefore contribute to the arrangement. Conversely the increased costs to develop the remaining drainage facilities and the need for equitable treatment of the developers who have incurred legitimate costs in the provision of infrastructure for a wider community benefit need to be considered.

As a result of a review of the drainage cost estimates in December 2005, Council made an allowance for an additional six hectares of drainage basin and swale grassing and associated structures to account for the move towards dry basins, which include works in basins NE1, NE2, NE3, NE5, C1, C2, C3, C4, C6 and C7 and associated swales.

Revised drainage infrastructure unit costs are detailed in Table 4 and the application of these unit costs to the district drainage infrastructure results in a current allowance of **$9,441,924.00**.

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

TABLE 4 – Drainage Cost Estimates		
MANHOLES		
Cost per manhole	$1,604.91	per manhole
Indicative manhole spacing	90	Metres
900mm diameter manhole assumed		
DRAINAGE PIPES (SUPPLY & LAY)		
300mm Class 3 RC Pipe	$234.26	per metre
375mm Class 3 RC Pipe	$282.44	per metre
450mm Class 3 RC Pipe	$388.77	per metre
525mm Class 3 RC Pipe	$451.90	per metre
600mm Class 3 RC Pipe	$544.94	per metre
750mm Class 3 RC Pipe	$599.76	per metre
900mm Class 3 RC Pipe	$724.37	per metre
DEWATERING		
Cost per unit length	$63.20	per metre
$63.20/m for open suction (water depth up to 0.5m)		
$159.08/m up to 2.5m depth		
SWALE DRAIN EXCAVATION		
Open Drain Excavation	$13.45	per linear metre
BASIN CONSTRUCTION		
Basin Excavation & Construction	$11.77	per cubic metre
CONTINGENCY		
Capital Contingency	10.00%	
Non-Direct Costs	10.00%	
Contingency includes Establishment Costs (5%) and Job Cleanup (5%)		
Non-Direct Costs for Overheads, Design, Project Management, Commissioning etc.		
LANDSCAPING		
Basin Landscaping	$30.83	per square metre
Landscaping cost does not include cost of plants		

3.3 Shared Paths

Allowance has been made towards the construction of shared paths within the ODP Area. However, allowance is not made for footpaths not indicated on the ODP but which may be a requirement of subdivision.

All paths proposed to be funded from the ODP are 2m in width. The DCP does not collect for nor reimburse for, any other related items that may be required, including but not limited to - pram ramps, grab rails and tactile pavers, such other items being considered subdivision costs. A construction cost of $138.4/m has been allowed for a total length of 25,930m and includes provision for 5% general contingency and 7% engineering design fees.

The total cost of shared paths provided for within the arrangement is **$3,588,916.00**.

3.4 Road Construction

As part of the ODP, an allowance is made for half the cost of constructing one carriageway and half the earthworks for the second carriageway of the three Other Regional Roads (as identified in the Metropolitan Region Scheme) abutting the ODP Area, being Nicholson Road, Warton Road and Garden Street.

The construction of an 8m carriageway to an urban standard (ie, kerbed and asphalt sealed) for each of the three roads is provided for at a rate of $972.19/m.

An additional $171.07/m is provided for earth-working of the second carriageway.

Provision has been made for a general contingency of 10% to account for the fact the costs have not been based on detailed design of the three roads. In addition, a further contingency of 10% of the construction costs allows for unforeseen circumstances that may arise. A 5% allowance has also been made for site costs, mobilization/de-mobilisation and traffic management with a further engineering design fee of 7% of construction costs. These allowances equate to a rate of $365.83 /m and are detailed in Table 5.

For these estimates an all-encompassing rate of $1,509.09/m of road designed in accordance with AUSTROADS standards has been allowed for the full 8m carriageway, comprising the elements contained in Table 5.

TABLE 5 – Earthworks and Roadworks Costs for 8m carriageway

Item	Cost $/m
Earthworks	
Survey (1.5%)	$16.94
Cut to Spoil (400mm)	$49.06
Mulching and tipping fees	$105.08
Sub-total	**$171.07**
Roadworks	
Traffic Management	$97.33
Subgrade Preparation	$35.04
Sub-base (225 limestone)	$106.29
Basecourse (75mm crushed rock)	$82.36
Primer seal	$48.19
Asphalt (40mm thick, red cycle lanes)	$209.85
Verge grading	$20.92
Drainage	$327.43
Line marking and signs	$38.94
Testing	$5.83
Sub-total	**$972.19**
General Contingency (10%)	$114.32
Site Costs/Mobilisation (5%)	$57.17
Unforeseen Circumstances Contingency (10%)	$114.32
Engineering Design (7%)	$80.02
Sub-total	**$365.82**
Total	**$1,509.09**
Note - costs do not include kerbing, lighting, landscaping or shared paths	

All other new and existing roads within the ODP Area will be constructed and/or upgraded as part of a condition of subdivision for the portions of land abutting such roads and at the subdivider's expense.

The following works are included as part of the allowance made for regional road construction:

3.4.1 Nicholson Road

The contribution towards half the cost of constructing one carriageway and earthworks for the second carriageway of Nicholson Road between Eucalyptus Boulevard (south) and Garden Street has been allowed as part of the CIW. The total allowance for these works is **$2,998,990.30** which comprise 3,240m of road at $925.61/m (ie, half the $1,509.06/m total in Table 5 and an additional $171.07/m, being subtotal Earthworks in Table 5 for the second carriageway).

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

3.4.2 Warton Road

The contribution towards half the cost of constructing one carriageway and earthworks for the second carriageway of Warton Road between Amherst Road and Garden Street has been allowed as part of the Common Infrastructure Works. The total allowance for these works is **$1,036,688.01** which comprises 1,120m of road at $925.61/m (ie, half the $1,509.09/m total in Table 5 and an additional $171.07/m, being subtotal Earthworks in Table 5 for the second carriageway).

3.4.3 Garden Street

The contribution towards half the cost of constructing one carriageway and earthworks for the second carriageway of Garden Street between Nicholson and Warton Roads has been allowed as part of the Common Infrastructure Works. The total allowance for these works is **$2,471,390.16** which comprises 2,670m of road at $925.61/m (ie, half of the $1,509.09/m total in Table 5 and an additional $171.07/m, being subtotal Earthworks in Table 5 for the second carriageway).

When factored into the 7,030m road works required (see sections 3.4.1 to 3.4.3) the current cost allowance totals **$6,507,068.47.**

3.5 Land Resumption for Regional Roads

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

Allowance has been made in the ODP for the acquisition of this land, which has now occurred. As such, the previous year's figures have been indexed and the current cost allowance is **$3,458,297.00**.

3.6 Traffic Management

Allowance has been made within the ODP for the cost of traffic management devices, which are limited to traffic lights and roundabouts within the ODP Area. There have been some changes in the costing parameters over the life of the ODP given changes to the actual traffic management devices intended for intersections. The following details the current cost allowances for traffic management works:

3.6.1 Traffic Signals

Allowance has been made for proportional contributions to the cost of four sets of traffic light signals within the ODP as detailed below. It should be noted that in each case the construction of traffic lights requires the approval of Main Roads Western Australia.

The current allowance for a set of traffic signals is **$370,823.47.**

The required contribution is equivalent to 1¾ sets of traffic lights as follows:

1. Garden Street/Campbell Road

Campbell Road will be a significant District Distributor Road and the majority of traffic entering Garden Street from Campbell Road will be generated from within the ODP area. Traffic lights will be necessary because of the high volumes of

traffic predicted for Garden Street. Phased lights will provide an opportunity for a safe pedestrian and cycle link across Garden Street to Thornlie. The ODP therefore requires a 100% contribution towards the cost of these lights.

2. Garden Street/Warton Road

Traffic lights are necessary at this intersection to accommodate safe pedestrian and cycle movement to the Local Centre and links to Huntingdale, Thornlie and Southern River. Traffic lights will provide breaks in the traffic flow which will allow ingress/egress at downstream intersections.

It is acknowledged that only a portion of the traffic flow using this intersection will be generated from the ODP area and therefore only a 25% contribution is required.

3. Warton Road/Amherst Road

Traffic lights at this intersection are necessary to provide safe pedestrian and cycle movement and to slow traffic speed as it enters the District Centre. Traffic lights will further break traffic flow and provide opportunities for ingress/egress at uncontrolled intersections on Warton Road.

It is acknowledged that only a portion of the traffic flow using this intersection will be generated from the ODP area and therefore only a 25% contribution is required.

4. Nicholson Road/Hughes Street

Traffic lights are required to provide right turning movements from the northern end of the ODP area to Nicholson Road. Only a portion of this function benefits the ODP area and therefore only a 25% contribution is required.

A total contribution equivalent to 1¾ of the four sets of traffic lights is required at the rate of $370,823.47 per set. The total contribution is therefore **$648,941.07.**

3.6.2 *Roundabouts*

All roundabouts allowed for as CIW have been constructed and while there will be no additional roundabouts included in the arrangement, contributions towards this infrastructure continue to accrue for undeveloped landholdings.

The current allowance for roundabouts is **$1,508,442.82.**

The cost provided for traffic management comprises $648,941.07 for traffic signals and $1,508,442.82 for roundabouts and therefore totals **$2,157,383.89**.

3.7 Service Relocation

An allowance is provided for the relocation of services (ie, water, sewerage, gas, power and telecommunications) as a common infrastructure cost where their alignment is compromised due to the road widening required for Nicholson Road and Warton Road.

No allowance has been made for Garden Street as the road reserve does not require widening.

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

No allowance has been made for relocation of Alinta Gas or Water Corporation infrastructure as plans provided by those agencies indicate none are required.

The original allowance was for a total of 1,080m of aerial powerlines and the current relocation allowance is $300,825.26 based on a linear rate of $278.54 /m.

Telstra has identified through the preparation of the ODP it had existing infrastructure running along the eastern side of Nicholson Road that would be affected as part of the road widening and eventually duplicated in the road.

The current allowance for this cost is $283,755.50 and the total service relocation allowance is **$584,580.76**.

3.8 Powerline Upgrading

Three high voltage (132kv) aerial lines (ie, Pinjarra – Cannington, Marriot – Cannington and Wagerup – Cannington) traverse the ODP area. Prior to development they were supported by double poles approximately 3 metres apart with a supporting crossbeam. Given the high cost of upgrading the lines to an urban standard it was adopted as a CIW. The cost of relocation, where approved, is the expense of individual subdividers.

The costs for aerial reconfiguration (ie, from double pole to single pole support) of the 132kv lines within the ODP area have not been directly estimated by Western Power, however, cost allowances are based on rates previously provided for similar subdivisional works in Canning Vale.

The current cost allowance for the reconfiguration of the 132kv aerial network within the ODP area is **$2,454,519.00** comprising six kilometres of upgrading at $409.09/m. This amount is inclusive of the construction and material costs, a contingency of 10% and a 7% design fee.

The estimate does not include costs associated with the relocation of existing lines.

Undergrounding of existing low voltage lines shall be at the cost of individual subdividers. Council will negotiate with landowners where necessary for the provision of easements which shall be given up free of cost.

3.9 Wetland Protection Works

Common Infrastructure contributions also include allowance for the construction of perimeter fencing around conservation areas and boardwalks as follows:

Fencing 2,840m @ $134.36/m*	=		$381,594.93
Boardwalk 500m @ $268.73/m*	=		$134,364.41
*rounded figure		**Allowance***	**$515,959.34**

3.10 General Administration Costs

Provision has been made for the contribution to general administration costs such as administration (ie, bank charges and audit fees), legal, planning, reports and studies, valuation, engineering, Council expenses associated with the acquisition of any land, officer salaries and consultancy fees associated with the rezoning and Structure Plan preparation.

Document Set ID: 9424617
Version: 1, Version Date: 19/10/2026

Originally the allowance for administration costs was set at approximately $185.19 per lot/dwelling (ie, based on a total of approximately 4,700 lots).

Annual incremental increases have been applied to this allowance which is currently **$870,408.65**.

3.11 Public Open Space

An equitable approach to POS provision within the ODP area is a key objective of the developer contribution arrangement principally due to fragmented land ownership and the need for a co-ordinated approach. Provision has been made where:

- Cash-in-lieu will be paid by those landowners providing less than the established level of POS; and

- Compensation (en-globo value) will be payable to those landowners required to provide POS above the established level.

The rate of POS provision in the ODP area is determined by the following factors:

- POS base requirements

- Land required in addition to POS for drainage

- Land required for preservation of CCWs in addition to POS requirements

- Previous land ceded into public ownership

Although these land requirements include provision for environmental and drainage needs in addition to base POS, development in the ODP area requires these combined land areas to be addressed via conditions of subdivision. Under this scenario, these land requirements will be applied separately to other Common Infrastructure Works and funded through POS cash-in-lieu. This approach is considered appropriate given a valuation system is already in place for POS cash-in-lieu which negates the need for this to be duplicated in the ODP.

A rate of 12.74% POS is applied to most of the ODP area (a portion of the area is set at 8.82% in recognition of previous POS provision) to allow for the requirements set out above. Provision below this level will require cash-in-lieu payment, while provision over this level will be eligible for compensation. The designation of land for POS, CCWs and drainage are as per the adopted ODP map.

Current valuation advice has been obtained and Council has adopted a new land valuation basis of $3,000,000/ha.

3.12 School Sites

The ODP identifies the requirement for three primary schools and one high school in the ODP area.

Contributions towards the provision of schools are to be made by subdividers directly to the Department of Education (DoE). The contribution amount is determined by the DoE on application at the time of subdivision clearance and is separate from CIW contributions collected by the City.