



FORRESTDALE BUSINESS PARK WEST DEVELOPMENT CONTRIBUTION PLAN

Forrestdale Business Park West Precincts 8 and 8A

October 2020

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EXECUTIVE SUMMARY

Effective redevelopment of each of DevelopmentWAs, acting through the Metropolitan Redevelopment Authority under the powers of the *Metropolitan Redevelopment Authority Act 2011* (the Authority) redevelopment areas requires the cost efficient provision of shared infrastructure, such as utilities and roads.

To date the Authority has expended funds to finalise the planning framework, environmental approvals and design of shared infrastructure required to support the redevelopment of Forrestdale Business Park West (FBPW).

The Authority will seek to recoup costs associated with shared infrastructure provision (as reasonably determined by the Authority) from landowners who benefit from this work, by requiring Development Contributions.

Chapter 7 of Armadale Redevelopment Scheme 2 (the Scheme) sets out the provisions for the preparation and application of a DCP, which set out the works and contribution system for an area.

Landowner Development Contributions shall be made through monetary payment, or, where appropriately guided by the applicable DCP, offset by undertaking works on behalf of the Authority or ceding land to the value of the Development Contribution. The requirement to provide a Development Contribution shall be triggered by the development or subdivision application process.

The total Development Costs for FBPW will be distributed across all landholdings within the Development Contribution Area based on the proportion of developable land area to the total. Development Contributions payable by each landowner will be calculated by multiplying a rate per square metre by the total developable area determined for each landholding.

Pursuant to the Minister for Planning determination on Amendment No 102 to the City of Armadale Town Planning Scheme No.4, a contribution towards the upgrade of Keane Road will be made from the Anstey Keane Urban Precinct DCP No. 4 based on "equivalent to the standard of a Residential Access Street C in accordance with Liveable Neighbourhoods".

1 BACKGROUND

The Authority's role in FBPW is to plan, promote and coordinate the implementation of development in consultation with developers, State approval agencies and corporations.

The Authority has established a DCP for Precincts 8 and 8A – FBPW, pursuant to Clause 7.3 of the Scheme. The DCP apportions costs via contributions from land owners within FBPW who will benefit from infrastructure required to activate landholdings for development in accordance with the Forrestdale Business Park West Structure Plan (FBPW Structure Plan).

1.1 Precinct Context

FBPW will redevelop approximately 180 hectares of land located six kilometres west of the Armadale Strategic Regional Centre, within the Authority's Armadale Redevelopment Area. In order to facilitate appropriate development of FBPW, the Authority has prepared the FBPW Structure Plan and DCP to enable a coordinated provision of development works.

FBPW is identified in the Government of Western Australia's Economic and Employment Lands Strategy: non-heavy industrial, Perth Metropolitan and Peel Regions 2012 ('EELS') as an industrial area.

The Western Australian Planning Commission (WAPC), through EELS, has projected significant shortage in the supply of industrial land within the Perth Metropolitan Region. FBPW will assist in addressing this projected shortage of industrial land and facilitate development in accordance with the Authority's Redevelopment Objectives, including:

- Sense of Place;
- Economic Wellbeing;
- Urban Efficiency;
- Connectivity; and
- Environmental Integrity.

FBPW accommodates a variety of industrial uses, which significantly increases employment opportunities in the growing Forrestdale, Harrisdale, Piara Waters and Wungong regions. Together, FBPW and Forrestdale Business Park East¹ are expected to accommodate up to 700 industrial lots with the potential to create more than 15,000 jobs within the region.

¹ Precincts 7 and 7A of the Forrestdale Project Area – Armadale Redevelopment Scheme 2
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2 DEFINITIONS

Terms in the DCP shall have the same meaning as defined in Appendix 2 of the Scheme. Additional terms used in this report that are not defined in the Scheme shall have the following meanings:

“actual Development Costs (aDC)” means the amount of Development Costs including Land Values expended, as determined by Authority.

“Adoption Date” means the date on which the DCP comes into effect, as detailed in Section 3.6 of this report.

“Authority” means the Metropolitan Redevelopment Authority.

“Borrowing Rate (BR)” means the daily rate of interest determined by the Authority from time to time. The Authority will provide a daily rate of interest at the time of public consultation and may amend the rate from time to time (without public consultation) to reflect fluctuations in the Authority’s borrowing cost with Western Australia Treasury Corporation.

“Development Contribution” (or cost contribution,) as defined by the Scheme.

“Development Costs” as defined by clause 7.4 of the Scheme.

Development Costs Schedule” means the schedule outlining all Development Costs included in the Development Contribution Plan.

“Development Works” means the activities associated, directly or indirectly, with the performance of the scope outlined in the Development Costs Schedule.

“Development Costs Rate (DCR)” means the daily escalation rate determined by the Authority.

“estimated Development Costs (eDC)” means the estimate of remaining Development Costs as determined by the Authority.

“estimated Land Values (eLV)” means the estimate to acquire land as determined by the Authority.

“Exempt Land” means land excluded from making a Development Contribution, as determined by the Authority in Section 5.3 of this report.

“Land Value Rate” means the daily escalation rate determined by the Authority.

“Net Developable Area (NDA)” means the total land area in the Development Contribution Area less land required to undertake works identified in the Development Costs Schedule or exempt land, as determined by the Authority in Section 5.3 of this report.

“Owner’s Statement of Liability” means a statement issued by the Authority, which identifies the Net Developable Area, Development Contribution transactions, unpaid Development Contribution and any potential (not yet approved) reimbursement of land value or development works that may be attributed to a specific lot.

“Paid Contributions” means Development Contribution received by the Authority.

“Prior Payments” means Development Contributions received by the Authority, prior to the adoption of the Development Contribution Plan, as detailed in Section 6.3 of this report.

“Scheme” means Armadale Redevelopment Scheme 2 or any future Scheme amended from time to time under section 49, in operation under section 48(2) of the *Metropolitan Redevelopment Authority Act 2011*.

“WAPC” means the West Australian Planning Commission.

3 DEVELOPMENT CONTRIBUTION PLAN

3.1 Purpose of the Development Contribution Plan

The purpose of the DCP is to:

- promote the efficient and effective provision of public infrastructure to meet the demands arising from new growth and development;
- ensure that Development Contributions are necessary and relevant to the development to be permitted and are charged equitably among those benefitting from the infrastructure and facilities provided; and
- ensure consistency and transparency in the system for apportioning, collecting and spending Development Contributions.

3.2 Key Principles

The DCP has been prepared in accordance with the following principles:

- Need and nexus;
- Transparency;
- Equity;
- Certainty;
- Efficiency;
- Consistency;
- Right of consultation and comment; and
- Accountability.

3.3 Administration of the Development Contribution Plan

The Authority will administer the DCP for so long as the Authority is the relevant planning authority. Administration of the DCP may be transferred to the City of Armadale when planning control of land within the DCP area is returned to the City.

The Authority shall maintain an interest bearing bank account for the purposes of accumulating monies raised under Chapter 7 of the Scheme. Money accumulated in the bank account, including any interest raised will be applied in accordance with Clause 7.17 of the Scheme.

3.4 Relationship to the Scheme

The DCP is adopted by the Authority under the provisions of clause 7.7 of the Scheme and is to be read in conjunction with the Scheme, notably Chapter 7 – Development Contributions, and any relevant planning framework documents adopted or approved under the Scheme.

3.5 Development Contribution Area

The Development Contribution Area is identified in Schedule 1.

In accordance with the Scheme, the Development Contribution Area encompasses all of the land within the FBPW project area. The Scheme identifies two Precincts, namely:

- Precinct 8 – Forrestdale Business Park West Light Industry; and
- Precinct 8A – Forrestdale Business Park West Industry

3.6 Adoption Date

The DCP has been prepared in accordance with the Scheme and comes into effect on the date of adoption under clause 7.7 of the Scheme.

3.7 Expiry Date

The DCP shall remain in operation for 10 years from the date of adoption, unless otherwise determined by the Authority under Clause 7.8 of the Scheme or by the City of Armadale in the event that administration of the DCP has been transferred to the Local Government.

Prior to the expiry of the DCP, the Authority may consult with affected stakeholders and take into consideration any submissions received when determining whether or not to extend the expiry date of the DCP.

In the event that the expiry date is not extended, all unpaid Development Contributions will become due and payable by the landowner(s) in accordance with Clause 7.10 of the Scheme.

3.8 DCP Review

In accordance with Clause 7.8 of the Scheme, the Authority may resolve at any time to review and amend the DCP. This includes amendments to the Development Works infrastructure items.

4 DEVELOPMENT COSTS

The following section of the DCP Report identifies the infrastructure, land and other works required to facilitate the orderly development of FBPW (refer to Schedule 1 – Development Contribution Area) and funded from Development Contributions collected from landowners within FBPW.

The overall aim of the civil engineering strategy for FBPW is to minimise enabling infrastructure and on-site future lot development costs, while not compromising the quality or ability to provide services necessary to support industrial development on each Lot.

All services have been designed to allow integrated construction and servicing of the FBPW area with the final aim of providing full servicing to all existing Lots within FBPW. The service infrastructure required to be provided are generally only those in road reserves and do not include future fill, internal servicing or access construction required on the Lots themselves.

The estimates for Development Costs are listed in Schedule 3 – Development Costs and include all engineering design, technical consultancy, project management and maintenance costs (relating to defects liability period) associated with delivering the works.

The location of each Development Cost is illustrated in Schedule 5 - Infrastructure Location Plan.

4.1 Land Acquisition

The proposed roads, statutory service infrastructure, drainage and landscaping requires land to be transferred to the State of Western Australia. The scope, needs and nexus and cost apportionment of land required is provided separately in the Development Works items below with the total cost of the land provided in *Schedule 3 – Development Costs*.

When required, land to be acquired through the DCP will be purchased at market value in accordance with Section 6.5 of this report. Rather than include the land acquisition component within the cost for each infrastructure item, the total land acquisition cost will be identified in Schedule 3 – Development Costs as a separate cost item.

4.2 Road Works

The design and construction of all roads (including road closures) identified in the FBPW Structure Plan and supporting Transport Assessment as required to accommodate traffic movement generated by new industrial development. Road works include service relocations and bulk earthworks necessary to deliver the roads and associated infrastructure.

All roads will be designed to City of Armadale and Main Roads Western Australia (MRWA) requirements to allow for Restricted Access Vehicle 2 (RAV 2) and RAV 4 access. As part of road works overhead power services will be undergrounded with a new point of connection provided to each lot that existed as at the approval date of the FBPW Structure Plan (December 2013). Street lighting is included within all Road Work cost estimates.

While *Western Australian Planning Commission Development Control Policy 4.1 – Industrial Subdivision* requires minimum industrial road reserve widths of 20 metres, with 25-metre-wide road reserves for major routes (with 10-metre-wide carriageways), some roads within FBPW are up to 33 metres in width to accommodate road side drainage swales.

Certain roads and intersections within the project (identified below) will be designed to accommodate High Wide Load (HWL) vehicles to suit Hitachi Construction Machinery Pty Ltd (Hitachi) operational requirements. In these instances, Hitachi will be responsible for paying the extra over land and road pavement construction costs beyond the standard RAV 2/4 road design.

Where the road upgrades identified within the DCP provide a benefit to other landowners/developers within the immediate locality, the development cost liability applicable to the FBPW landowners has been calculated based on projected traffic usage consistent with the accepted principles of 'Need and Nexus' and 'Equity'.

Road reserve landscaping costs have been included within the road works scope to allow for provision of a minimum standard of landscaping. Provision of full landscape works ahead of landowner development would normally result in rework by the landowner and is considered inefficient by the Authority. Accordingly, a provisional sum has been allocated in each road works estimate for a basic landscaping scope comprising street trees, mulch and establishment maintenance.

4.2.1 Ranford Road and Allen Road Intersection (Infrastructure Map Reference #2)

4.2.1.1 Scope

Acquisition of land, construction of new priority 'T' intersection and provision of statutory service infrastructure, drainage and landscaping.

4.2.1.2 Needs Nexus

The intersection of Allen Road and Ranford Road is identified as a signalised intersection under the FBPW Structure Plan and facilitates traffic movement to and from Nicholson Road, Lake Road and Tonkin Highway.

The intersection provides access to Ranford Road and is designed for vehicles up to B-double configuration, however it is intended that RAV 2/4 movements will gravitate to the Anstey Road and Ranford Road signalised intersection for eastbound movements.

While traffic signals are not required initially, the intersection has been designed and constructed to retrofit traffic signals once regional traffic volumes along Ranford Road trigger the need for an intersection upgrade. Two right turn lanes from Allen Road onto Ranford Road have been constructed to suit a future signalised intersection, with one of the lanes temporarily brick paved over to reflect the priority "T" intersection design.

The intersection design is in accordance with requirements of the City of Armadale and MRWA. The traffic signals will be installed at a later time when required by increased regional traffic flows along Ranford Road, generated by regional traffic growth and new urban developments outside of FBPW.

4.2.1.3 Apportionment

The cost of the priority "T" intersection will be fully funded by the FBPW DCP.

4.2.2 Allen Road (Infrastructure Map Ref #3)

4.2.2.1 Scope

Acquisition of land, design and construction of Allen Road between Ranford Road and Keane Road to an industrial standard as set out in the table below:

Allen Road section	Scope
1 - Allen Road between Ranford Road and Anstey Road	Acquisition of land to create a 30m road reserve and construction of a new road and provision of statutory service infrastructure, drainage and landscaping.
2 - Allen Road between Anstey Road and Lot 18 (Allen Road)	<ul style="list-style-type: none">• Acquisition of land for a new 25m road reserve.• Acquisition of land for a new 30m road reserve required where adjacent to the drainage swale and Forrestdale Main Drain.• Construction of a new 10m wide kerbed road including screen wall (where in a tangent to Tonkin Highway) and provision of statutory service infrastructure, drainage and landscaping.
3 - Allen Road between Lot 18 (Allen Road) and Keane Road	<ul style="list-style-type: none">• Upgrade of existing 20m wide road reserve, construction of new 10m wide kerbed road and provision of statutory service infrastructure, drainage and landscaping.

4.2.2.2 Needs Nexus

The existing portion of Allen Road that extends north east from Keane Road to the northern boundary of Lot 18 Allen Road is currently only constructed to a rural standard comprising a 6.5m two coat seal with no kerbing or drainage.

The FBPW Structure Plan depicts the extension of Allen Road to connect with Ranford Road to the north and improve connectivity and network efficiency.

The Traffic Assessment supporting FBPW Structure Plan identified the need for the road to be 30 metres wide including a drainage swale, however detailed design of Allen Road provides for three different cross sections to optimise design and respond to site and engineering constraints.

4.2.2.3 Apportionment

The cost of upgrading the existing Allen Road and delivering the Allen Road extension to Ranford Road will be fully funded by the FBPW DCP.

4.2.3 Allen Road and Anstey Road Intersection (Infrastructure Map Ref #4)

4.2.3.1 Scope

Acquisition of land, design and construction of the Allen Road and Anstey Road roundabout intersection and provision of statutory service infrastructure, drainage and landscaping.

4.2.3.2 Needs Nexus

The FBPW Structure Plan identifies the intersection of Allen Road and Anstey Road as a four-way roundabout. The intersection of these two roads is important to improve connectivity and network efficiency within the area. The Traffic Assessment identifies that a roundabout is the most appropriate traffic management device to cater for the forecast future vehicle movements within the project area.

4.2.3.3 Apportionment

The cost of construction of the Allen Road and Anstey Road roundabout will be fully funded by the FBPW DCP.

4.2.4 Ranford Road and Anstey Road Intersection (Infrastructure Map Ref #5)

4.2.4.1 Scope

Closure of the existing Anstey Road, acquisition of land and construction of a new three way roundabout at Ranford Road and the (realigned) Anstey Road.

4.2.4.2 Needs Nexus

The FBPW Structure Plan and supporting Traffic Assessment identify the need for the existing Anstey Road and Ranford Road intersection to be realigned and upgraded to a full movement roundabout.

The existing Anstey Road intersects at an angle with Ranford Road approximately 260m from the centre of the Tonkin Highway intersection. MRWA require a minimum 500m separation distance from the future Tonkin Highway/ Ranford Road interchange centre, however due to existing constraints have agreed to a reduced intersection separation distance of 460m.

The roundabout will ultimately become a four-way intersection to accommodate a future Integrator A spine road serving a 272-hectare future urban development on the opposite side of Ranford Road that extends parallel to Tonkin Highway. Upgrade of the roundabout to accommodate traffic from the urban area is to be funded by the landowner to the north of Ranford Road.

It is noted that a portion of the roundabout will be located outside of the DCP Area, however this is fundamental to the provision of infrastructure and road access for the FBPW.

4.2.4.3 Apportionment

The cost to construct the Ranford Road and Anstey Road intersection will be fully funded by the FBPW DCP.

4.2.5 Anstey Road (Infrastructure Map Ref #6)

4.2.5.1 Scope

Acquisition of land and construction of Anstey Road between Ranford Road and Keane Road to an industrial standard as set out below:

Anstey Road section	Scope
1 - Anstey Road between Ranford Road and Allen Road	Acquisition of land to create a 33.5m road reserve, upgrade of existing carriageway and provision of statutory service infrastructure, drainage and landscaping
2 - Anstey Road between Allen Road and Keane Road	Acquisition of land to create a 23m road reserve and construction of a 10m wide new road and provision of statutory service infrastructure, drainage and landscaping

4.2.5.2 Needs Nexus

The existing section of Anstey Road from Keane Road to Ranford Road is constructed to a rural standard comprising a 6.5m sealed carriageway that is un-kerbed with 1.0 to 1.5m unsealed shoulders and contained within a 20m wide road reserve.

The Traffic Assessment that supports the FBPW Structure Plan identified the need for the section of Anstey Road between Keane Road and Allen Road to be widened to 30 metres, with the new section between Allen Road and Ranford Road being widened to 33m.

For the new section of Anstey Road between Allen Road and Ranford Road a new road reserve is to be created and the existing alignment of Anstey Road closed to achieve an intersection separation distance from the future Tonkin Highway/ Ranford Road interchange that meets MRWA requirements.

Completion of detailed design of Anstey Road has revealed that the road cross section for the existing section of Anstey Road can be optimised and contained to a 23m wide road reserve, however the new, realigned section of Anstey Road (between Allen Road and Ranford Road) will need to be 33.5m to accommodate a major infrastructure service corridor within the road reserve. Due to the proximity to the proposed major intersection, access to adjoining land is restricted and controlled through a shared access arrangement, which will be constructed by the landowner over the road verge and dedicated service corridor for the Aroona water supply main.

As part of the overall road hierarchy in the FBPW Structure Plan, the current intersection of Keane Road and Anstey Road is to be modified to restrict industrial vehicle access to the south, through the planned residential development in the Anstey Keane Road Urban Precinct (AKUP). The design for the closed end of Anstey Road will be either redirected or terminated (cul-de-sac) as part of structure planning for the urban area to the south.

4.2.5.3 Apportionment

The cost of upgrading the existing Anstey Road and delivering the Anstey Road extension / realignment to Ranford Road will be fully funded by the FBPW DCP.

4.2.6 Allen Road and Keane Road Intersection (Infrastructure Map Ref #7)

4.2.6.1 Scope

Acquisition of land for road widening and construction of an interim full movement intersection to accommodate RAV2/4 and HWL access. Provision of statutory service infrastructure, drainage and landscaping.

4.2.6.2 Needs Nexus

The intersection of Allen Road and Keane Road is currently a four way 'give-way' intersection that prioritises traffic movement along Keane Road. The FBPW Structure Plan and supporting Traffic Assessment indicate that Allen Road was to be closed with a cul-de-sac constructed to the south-west of Keane Road to prevent industrial traffic travelling through the rural/residential area.

The Allen Road and Keane Road intersection will be designed to accommodate High Wide Load (HWL) vehicles to suit Hitachi Construction Machinery Pty Ltd (Hitachi) operational requirements. Hitachi will therefore be responsible for paying the extra over land and road pavement construction costs beyond the standard RAV 2/4 road design.

Land acquisition is required outside of the DCP Area, on the western side of the proposed Allen Road / Keane Road intersection, to support the full movement intersection necessary to access the urban area to the south.

4.2.6.3 Apportionment

The cost of upgrading the existing Allen Road and Keane Road intersection will be apportioned as follows:

- All FBPW landowners (including Hitachi) will contribute to the land and construction costs associated with providing the RAV 2/4 intersection. Less the costs for providing an Access Street C in accordance with Liveable Neighbourhoods which will be provided for by the AKUP DCP 4.
- Hitachi will pay all 'extra over' land and construction costs associated with providing HWL access (beyond RAV 2/4) to the satisfaction of MRWA.

4.2.7 Keane Road (Infrastructure Map Ref #8)

4.2.7.1 Scope

Acquisition of land for widening of Keane Road (between Anstey Road and Allen Road) to create a 26m wide road reserve, upgrade of existing carriageway to 10m and provision of statutory service infrastructure, drainage and landscaping

4.2.7.2 Needs Nexus

Keane Road currently extends between Armadale Road and Anstey Road and is constructed to a rural standard comprising a 7m sealed surface, unsealed shoulders, with no kerbing or drainage and is contained within a 20m road reserve. Keane Road also connects onto Armadale Road at an angle.

The FBPW Structure Plan identified Keane Road as an Integrator B corridor (dual carriageway) with a 33m road reserve and two, 7m carriageways (2 x 3.5m wide lanes in each direction) separated by a 6m central median and 6.5m verges. Both verges will accommodate Dual Use Paths in-lieu of on-road cycle lanes to minimise conflict between cyclists and heavy industrial vehicles.

Between Allen Road and Anstey Road, the 7m wide road carriageways in each direction provides for an alternative design, including one 3.5m traffic lane and one 3.5m wide left turn lane or a series of turning pockets for the various Industry-Service landholdings fronting Keane Road. This profile was

based on a traffic flow of 10,300 vpd for this section of road and based on the intent that Keane Road would be extended through the Bush Forever Area to the north west.

The subsequent removal of the future Keane Road reduced traffic flows on this section of road to 3300 vpd and so a dual carriageway with two lanes in each direction was no longer warranted. An alternate profile has been proposed that consisted of 5.0m carriageways in each direction that allowed for 3.5m traffic lane and 1.5m on road bike lane (8.5m total carriageway). Off-road paths were also provided for in the verges.

The revised cross section for this section of Keane Road requires a total road reserve width of 26m instead of the original 33m reserve. As the Scheme Area ends at the western edge of the Keane Road Reserve all land acquisition required to widen Keane Road will occur on the northern side of Keane Road (within the FBPW area).

As part of the drainage concept for this road and due to flat grades and servicing constraints, a central swale has been proposed for this section of road, with median breaks or slip lanes provided to access industrial properties to the north where no secondary side access is possible for lot access.

4.2.7.3 Apportionment

The cost of upgrading the existing Keane Road, between Anstey Road and Allen Road, will be funded as follows:

- All FBPW landowners (including Hitachi) will contribute to the land and construction costs associated with providing the RAV 2/4 road infrastructure. Less the costs for providing an Access Street C in accordance with Liveable Neighbourhoods which will be provided for by the AKUP DCP 4.
- Hitachi will pay all 'extra over' land and construction costs associated with providing HWL access (beyond RAV 2/4) to the satisfaction of MRWA.

4.2.8 Armadale Road and Keane Road Intersection (Infrastructure Map Ref #9)

4.2.8.1 Scope

Closure of the existing Armadale Road and Keane Road intersection, acquisition of land required to create a 33m wide road reserve, construction of a relocated signalised intersection and construction of Keane Road between Allen Road and Armadale Road Keane Road (new road), including provision of statutory service infrastructure, drainage and landscaping

4.2.8.2 Needs Nexus

The existing section of Keane Road, from Allen Road to Armadale Road, is a 7m seal, unkerbed, 1.0 to 1.5m unsealed shoulders and 2 coat seal. It is also contained within a 20m road reserve and connects onto Armadale Road at an angle.

Given that Keane Road connects onto Armadale Road at an angle and is close to the future Tonkin Highway/ Armadale Road interchange (270m), MRWA requested that the intersection be relocated further west (along Armadale Road) on the FBPW Structure Plan to increase the separation distance from Tonkin Highway to 450m. MRWA has endorsed the current proposed full movement intersection location and requires the intersection to be constructed in accordance with the Transport Assessment 1610020-014 Rev 7 approved by Main Roads to support high wide load movement to Hitachi's operations on Allen Road.

The east bound left turn slip lane of the intersection is in close proximity to the existing water main along Armadale Road and therefore requires the cycle lane to be moved off Armadale Road onto the opposite side of the water main and the water main to be protected by a guard rail.

A section of the relocated intersection and associated cycle lane reconfiguration is located outside of the DCP Area, however these costs are included within the DCP as the road access and infrastructure works are essential to facilitate development within FBPW.

The section of Keane Road between Armadale Road and Allen Road also requires upgrading and is included as part of this infrastructure item. This section of Keane Road is proposed to be widened to create a 33m road reserve, consisting of an 8.5m carriageway in each direction comprising two, 3.5m traffic lanes, a 1.5m on road bike lane and off-road paths are also provided for in the verges.

4.2.8.3 Apportionment

The cost of constructing the Armadale Road and Keane Road intersection and section of Keane Road between Allen Road and Armadale Road will be funded as follows:

- All FBPW landowners (including Hitachi) will contribute to the land and construction costs associated with providing the RAV 2/4 road infrastructure. Less the costs for providing an Access Street C in accordance with Liveable Neighbourhoods which will be provided for by the AKUP DCP 4.
- Hitachi will pay all 'extra over' land and construction costs associated with providing HWL access (beyond RAV 2/4) to the satisfaction of Main Roads WA.

4.2.9 Waste Water Infrastructure (Infrastructure Map Ref #10)

4.2.9.1 Scope

Provision of two waste-water infrastructure pump stations, including land, construction of a pressure main to connect FBPW with the Water Corporation's waste water network, including borrowing costs associated with prefunding Water Corporation infrastructure.

Waste Water Pump Station	Scope
1 – Waste Water Pump Station G	<ul style="list-style-type: none"> • Provision of land required for the pump station. • The cost of infrastructure works not covered by the Water Corporation Developer Constructed Works Agreement (DCWA) associated with delivering a sewer pressure main between Waste Water Pump Station 'G' and connection to Water Corporation infrastructure located in Forrestdale Business Park East Precincts. • All interest costs associated with the total expenditure required to deliver the works included in the Water Corporation Developer Constructed Works Agreement over a 12-month period. • Project Management services relating to the design and delivery of the temporary works.
2 - Waste Water Pump Station L	<p>Proportional (one third) contribution to the following:</p> <ul style="list-style-type: none"> • Provision of 1,483m² of land required for the pump station. • All interest costs associated with the total expenditure (by the FBPW DCP) required to deliver prefunded works included in the Water Corporation Developer Constructed Works Agreement over a 12-month period. • Over and above cost associated with installation of a DN300 gravity main (agreed at \$29,246 of \$87,736).

4.2.9.2 Needs Nexus

Provision of reticulated sewer connection to each lot is a standard statutory requirement for subdivision and is critical to support the orderly development of FBPW for industrial purposes.

The Servicing Strategy prepared for FBPW identifies two separate waste water pump station catchments that service the FBPW project area. The WWPS G catchment services the northern portion of the FBPW Structure Plan area. As the land requirement for pump station is not included in the Water Corporation's infrastructure prefunding agreement it is important for there to be certainty on the funding of the site and fair distribution of the cost amongst landowners benefiting from waste water services.

The WWPS L catchment however services a broader area including the Anstey Road Urban Precinct located to the south of FBPW. As part of a recent review of the WWPS L sewer catchment by the adjoining residential developers located to the south of Keane Road, the original location of the pump station has been reviewed to be centrally located in the catchment and integrate with the emerging design of the urban development cell(s).

Given that WWPS L is located outside the DCP Area and FBPW Structure Plan area, a joint funding approach to the delivery of the pump station will be established through a separate agreement between the Authority and the adjoining residential developers located to the south of Keane Road. Based on the size of land area within FBPW that is served by WWPS L in relation to the remainder of the catchment, a one-third share of costs is justified.

As referenced, the WWPS L is located outside of the DCP Area, however the works are fundamental to the provision of utilities for FBPW and are therefore included in the DCP. The cost of delivering a gravity main from Keane Road to WWPS L will not be included in a Water Corporation DCWA therefore will be funded by the FBPW DCP. A budget for providing this gravity extension is included in the Keane Road cost estimates.

4.2.9.3 Apportionment

The WWPS G catchment services the northern portion of the FBPW Structure Plan area and will be fully funded by the FBPW DCP with the cost apportioned evenly across all landowners.

The WWPS L catchment services a broader area including the Anstey Road Urban Precinct located to the south of FBPW. Therefore, one-third of the cost of the pump station site and one-third of the cost of funding the construction of WWPS L will be funded by the FBPW DCP with the cost apportioned evenly across all landowners.

4.3 Power Infrastructure (Map Ref #11)

4.3.1.1 Scope

Installation of two new 400mm 22kV distribution feeders from Southern River zone substation.

4.3.1.2 Needs Nexus

The FBPW area is currently only partially serviced with power via an overhead High Voltage (HV) and Low Voltage (LV) network and is located approximately 4km from the Southern River Zone Substation. This network only services existing rural lots with residential demands and does not have capacity to service the 200 kVA per hectare power load as required by Western Power's Underground Distribution Scheme (UDS) policy as a standard industrial load.

A Feasibility Study prepared for the FBPW Structure Plan area in 2018 revealed that the existing network capacity in the vicinity of the project is insufficient for the areas future requirements. Based on an average load of 200 kVA per hectare for industrial development, the power network augmentation required to support FBPW is estimated to be 19MVA.

Western Power recommends the installation of two new 400mm 22kV distribution feeders from Southern River zone substation to cater for the proposed 19MVA load. The 3.3km cable route from the zone substation to the proposed development site is heavily occupied with existing utility services. Therefore, there may be challenges to delivering the new 22kV feeder cables. The distribution feeder extends outside of the Authority's Redevelopment Area and DCP Area, however is required to facilitate development within FBPW. As a consequence, it is consistent with the *Metropolitan Redevelopment Authority Act 2011* (MRA Act).

All existing 22kV HV and the LV overhead power lines will be removed and replaced with an underground system, with a single 400mm² HV cable provided as a loop through the estate to service all lots. This loop would then feed transformers, which have capacity to provide low voltage feeds to match existing loads on the properties, being largely rural-residential uses.

4.3.1.3 Apportionment

The two high voltage feeders completely benefit the FBPW project area therefore will be fully funded by the FBPW DCP with the cost apportioned evenly across all landowners.

4.4 Environmental Management Works

4.4.1.1 Scope

Undertake surface water, ground water and sub soil drainage monitoring for a period of three years in accordance with the draft Urban Water Management Plan (UWMP) prepared for the entire precinct.

4.4.1.2 Need and Nexus

The need for a period of surface water, ground water monitoring to be undertaken post development is a typical requirement of Local Water Management Strategies and UWMPs. UWMPs are typically required at the subdivision stage, however given that further subdivision may not occur, a UWMP has been prepared for the entire FBPW project to provide overarching water quality management principles to guide development on individual lots.

Whilst the approach to surface and ground water management is unique within FBPW and saves individual lot owners substantially through reduced fill requirements, the UWMP identifies the need to monitor surface water, ground water and subsoil drainage water quality for a period of three years post development to ensure that ground water levels and water quality are being managed correctly.

4.4.1.3 Apportionment

The requirement to undertake ground water monitoring will be fully funded by the FBPW DCP with the cost apportioned evenly to all landowners.

4.5 Drainage Infrastructure (Map Ref #13)

4.5.1.1 Scope

Installation of a drainage pipe system to attenuate subsoil drainage for all lots to the Forrestdale Main Drain.

4.5.1.2 Need and Nexus

Given the low lying nature of land in FBPW, drainage is a significant engineering constraint for all landowners that requires a comprehensive design response to avoid excessive fill and development costs within each lot.

As part of the overall comprehensive drainage strategy for FBPW, a drainage and subsoil drainage system is proposed to collect overflow from lots (over the 10 year RFI event) and the subsoil flows from subsoil drains on the lots for discharge into the Forrestdale Main Drain. The drainage and subsoil drainage system is generally accommodated within road reserves, however has been located at the rear of certain lots on Keane Road and Anstey Road (parallel with the Dampier to Bunbury Natural Gas Pipeline easement) to optimise the ultimate design outcome for FBPW and significantly reduce onsite development costs by minimising future fill requirements of developers of those lots. The rear lot subsoil drainage shall be included within an easement to allow for ongoing management and maintenance. As the drainage infrastructure is located at the rear of lots and benefits individual landowners by avoiding the need to import a substantial amount of fill.

4.5.1.3 Apportionment

The subsoil drainage system serving each lot will be fully funded by the FBPW DCP with the cost apportioned evenly to all landowners.

Where proposed within road reserves, the cost of the subsoil drain is included in the relevant Road Works cost estimate.

4.6 Other Administration and Implementation Costs

Development contributions will be collected for planning, and costing activities relating to preparation of the DCP infrastructure items and ongoing administration of the DCP.

Costs associated with preparing and administering the DCP include:

- Preparation and/or review of any relevant strategic or statutory planning document undertaken by the Authority;
- Design and costing of DCP infrastructure items;
- Identification and valuation of land required for DCP infrastructure;
- Preparation and review of the DCP document, Cost Schedules and Capital Expenditure Plan;
- Ongoing administration of the DCP over the operation period (including planning and/or legal fees); and
- Interest accumulated on any loan (including Prior Payments) taken out by the Authority for the provision of Development Works, and to meet the cost of implementation and administration of the DCP.

Schedule 3 – Development Costs identifies that the Authority has expended \$4,848,968 (actual costs), which was required to support FBPW as follows:

- finalise the planning framework, including obtain environmental approvals (\$1,785,051);
- project management, salaries and completion of detailed civil design and approvals required for shared infrastructure (\$2,692,394); and
- interest payments (\$371,523).

5 DEVELOPMENT CONTRIBUTIONS

5.1 Cost Estimates

The determination of infrastructure costs and administration costs shall be undertaken in accordance with Clause 7.5 of the Scheme.

Separate cost estimates have been prepared to determine the over and above land and construction costs associated with Hitachi Construction Materials requirement for HWL access.

5.2 Verification of Costs and Indices

In accordance with Clause 7.5 of the Scheme, actual and estimated costs have been determined by the Authority (refer Schedule 3 – Development Works) and verified by independent auditors, quantity surveyors and land valuers (refer to Schedule 7 – Independent Cost Verification).

5.3 Contribution Base for Development Contributions

Development Contributions within FBPW will be paid by landowners and calculated on a square metre basis of Net Developable Area (NDA).

Given that not all land is developable, it is necessary to deduct constrained land or land required for new infrastructure (e.g. roads and service infrastructure) from the Development Contribution base to identify the net area that will be able to be developed. This exercise is in accordance with Clause 7.3 of the Scheme and ensures that costs are only apportioned to land that benefits from the infrastructure provided.

There are development restrictions on the type of development that can occur within Western Power transmission easements and other access or other major gas distribution easements. A simple discount of 50% to land affected by certain easements (listed below) has been adopted to reflect the reduced development potential of affected land, whilst recognising that the constrained land still provides some form of utility to the overall use of the property.

For the purposes of calculating the NDA the following areas shall be excluded from making a Development Contribution:

- Existing roads proposed to be retained;
- New roads and road widening;
- Power Transformer sites
- Land required for the Forrestdale Main Drain;
- Bush Forever (Lot 800) Sites;
- Marri Woodlands;
- Waste water pump station site;
- Aroona water supply main easement;
- 50% of the area of the Western Power Transmission line easement (330kv)
- Dampier to Bunbury Natural Gas Pipeline gas distribution easement
- 50% of the area of other major gas distribution easements (including gas exclusion zone)
- Area affected by 'overlapping' easements listed above (more than one easement).

The NDA Plan prepared for FBPW, included in Schedule 2 – Net Developable Area Plan, is based on areas extracted from original Certificate of Title of lots as at the approval date of the FBPW Structure Plan (December 2013).

5.4 Development Contribution Calculation Formula

The verified costs are apportioned equitably among landowners through a formula, which expresses a Development Contribution rate per square metre of developable land.

Development Contributions will be updated annually in accordance with Section 6.8 and the following formula:

$$\frac{[(aDC + eDC + eLV) \times (1 + DER \times D)]}{NDA}$$

Where:

aDC is the actual Development Costs, including land acquisition (as at the last annual review);

eDC is the estimated Development Costs;

eLV is the estimated Land Values;

NDA is the Net Developable Area

DER is the Daily Escalation Rate

D is the number of Days since the DCP was last reviewed by the Authority

The above Development Contribution rate excludes over and above land and construction costs associated with Hitachi requirement for HWL access. Schedule 4 - Cost Apportionment identifies an additional lump sum Development Contribution amount payable by Hitachi.

5.5 Escalation of Development Contributions

To account for escalation of Development Costs between annual updates, a DCP mechanism is required that captures the rate of cost escalation for each infrastructure item in accordance with the relevant market index. The following cost escalation factors will be applied to the respective cost items in the Development Cost Schedule to determine a single Daily Escalation Rate (DER):

Borrowing Rate (BR) - will apply to administration costs and loans associated with Actual Development Costs (aDC) expended by the Authority prior to collection of Development Contributions. The BR will be derived from the most recent rate at which the Western Australian Treasury Corporation (WATC) lends money to Local Government Authorities for a term of one year.

Development Cost Rate (DCR) - will apply to estimated Development Costs (eDC) included in the Development Cost Schedule. The DCR will be taken from the Road and Bridge Construction Index for Western Australia produced by the Australian Bureau of Statistics.

Land Value Rate (LVR) - will apply to estimated Land Values (eLV) included in the Development Cost Schedule and is a forecast provided by the land valuers who provided land acquisition estimates for this report.

The following table identifies the method to determine the DER for FBPW:

Example: Daily Escalation Rate Calculation					
Cost Type	Estimate	Ratio	Escalation Rate (ER)		Total ER (Ratio x ER)
Infrastructure	\$700,000	0.7	DCR	2.1%	1.47%
Land Value	\$200,000	0.2	LVR	0.75%	0.15%
aDC	\$100,000	0.1	BR	2.85%	0.285%
Total	\$1,000,000	1.0	Total ER (TER)		1.95%
Daily Escalation Rate (DER)					0.0053%

The Development Contribution payable by landowners is therefore determined by multiplying the Development Contribution Rate determined by the Authority by the Daily Escalation Rate (DER) and the number of days (D) since the previous DCP Update.

5.6 Hitachi Construction Machinery Pty Ltd

In addition to the Development Contribution calculation identified for every property in Section 5.4, a separate lump sum contribution is required from Hitachi Construction Machinery Pty Ltd to fund extra over land and construction requirements associated with delivering HWL movement to its business on Allen Road.

To account for escalation of HWL extra over land and construction costs between annual cost schedule updates, the same DER will also be applied to the additional Development Contribution payable by Hitachi.

6 DCP ADMINISTRATION AND OPERATIONAL MATTERS

6.1 Payment of Development Contributions

In accordance with Clause 7.10 of the Scheme, an owner's liability to pay Development Contribution to the Authority arises on the earlier of:

- the approval of any development on the owner's land within the Development Contribution Area, unless the development constitutes 'minor' development under clause 7.15 of the Scheme;
- the approval of any subdivision of the owner's land within the Development Contribution Area;
- the last day before the expiry (if stipulated) of the Development Contribution Plan; or
- the last day before the time the land is subtracted from the Redevelopment Area under section 31(1),(b) of the MRA Act, unless the DCP is transferred to the Local Government, or otherwise agreed by the Authority.

Subject to the agreement of the Authority, a landowner is to pay his or her Development Contribution in accordance with clause 7.12 of the Scheme by:

- cheque, cash or electronic transfer of funds;
- ceding of land or completing works to the value of the Development Contribution;
- providing a community facility or other identified community benefit, which is preferable to the Authority than any means of payment, and which is of equal or greater value to the Development Contribution;
- any combination of these methods, where acceptable to the Authority; or
- some other method acceptable to the Authority.

6.2 Developer Constructed Works

Pursuant to Clause 7.12 of the Scheme, landowners may provide land or construct infrastructure in lieu of paying the Development Contribution calculated by the Authority (also referred to as a 'work-in-kind').

Land may be provided by negotiation (offer and acceptance), by ceding through the clearance of a WAPC subdivision approval or by compulsory acquisition under s22 of the *MRA Act*.

A prefund agreement will be required to manage the provision of contributions through the construction of infrastructure by landowners. Pursuant to Clause 7.12(2), the prefund agreement will ensure works are pre-approved and delivered to the satisfaction of the Authority prior to being accepted as a work in kind.

An agreement between a landowner or third party and the Authority, for the provision of land or works, should address the following:

- Scope of work in accordance with the Development Costs Schedule;
- Timeliness for the delivery of the agreed works;
- Timeliness for the DCP reimbursement, by the Authority, for the agreed works;
- Timeliness of any Development Contribution payment (if applicable).

Once a prefund agreement has been finalised, the value of Developer Constructed Works will be deducted from the total Development Contribution payable calculated by the Authority.

6.3 Prior Payments

In 2009, the then Armadale Redevelopment Authority wrote to landowners to request a prepayment for concept design, structure planning and development contribution plan preparation costs. Landowners that

made a Prior Payment to advance structure planning will have the interest accumulated amount deducted from the total Development Contribution payable as calculated by the MRA. The scope of this work is included in Section 4.6 - Other Administration and Implementation Costs of this report.

6.4 Recovery of Development Contribution

Development Contributions are recoverable by the Authority from:

- The owner of the land at the time that the Development Contribution became payable; or
- A person who, whilst the Development Contribution is payable but unpaid, becomes the owner of the land.

If any Development Contribution, remains unpaid after it becomes payable, then the Authority may undertake any or all of the following actions:

- Charge interest as defined under clause 7.13 of the Scheme;
- Recover the unpaid Development Contribution plus any interest accrued.

6.5 Land Valuation Methodology

As outlined in Section 4.1 of this report, the land valuation methodology adopted to estimate the value of land for each property will be based on a direct comparison method. The direct comparison method is the most appropriate valuation method for industrial projects that are less likely to be further subdivided and the resultant valuation will be more aligned to landowner expectations.

The acquisition budget will therefore be based on a fair market value, at an agreed date and with the understanding that the vendor is a willing participant of the DCP and property transaction.

At the time of acquisition or voluntary ceding of land by an owner, the land required will subject to a full market valuation.

6.6 Review of Development Contribution

If an owner objects to the amount of a development contribution, the owner may give notice to the Authority requesting a review of the amount of the development contribution by an appropriate qualified person ('independent expert') agreed by the Authority and the owner at the owner's expense, within 28 days after being informed of the cost contribution.

If, following a review, the valuer's determination of the value of the development contribution is still not a figure acceptable to the owner, the value is to be determined;

- by any method agreed between the Authority and the owner; or
- if the Authority and the owner cannot agree, the owner may apply to the State Administrative Tribunal for a review of the matter under part 14 of the *Planning and Development Act 2005*.

6.7 Administration of Credits

Owners that are in credit after completing eligible works or provision of land in accordance with a DCP Prefunding Agreement, will be reimbursed by the DCP in the order specified in the DCP Prefunding Agreement. Reimbursement for works or land provided by Owners under a DCP Prefunding Agreement will be exclusive of interest and/or escalation.

6.8 Annual Cost Schedule Update

The Development Costs Schedule and Cost Apportionment Schedule will be reviewed and updated annually following a review of:

- estimates and cost escalators;
- accounting on works completed and forecast costs to complete;
- accounting of contributions received;
- the Net Developable Area Plan; and
- Capital Expenditure Plan and priorities.

The contribution rate will be adjusted after each annual cost update, separate to a full review in accordance with Clause 7.8 of the Scheme for any change to Development Costs. Following the completion of the annual cost update, results will be supplied on the Authority's website and on request from land owners in accordance with the Scheme.

7 INFRASTRUCTURE PRIORITY AND TIMING

The Capital Expenditure Plan identifies the priority of infrastructure items to fund with funds collected by the Authority. The purpose of the Capital Expenditure Plan is to provide transparency to developers on the priority and intended timing of DCP infrastructure to assist their own investment planning.

The DCP will provide infrastructure in a manner that will facilitate development consistent with the approved FBPW Structure Plan. However, this is only possible when the DCP has received sufficient contributions from landowners or via other funding.

At the onset of the DCP, the DCP bank account will operate with a negative balance as a result of expenditure by the Authority to date to finalise the project vision and planning framework, obtain environmental approvals and design and construct the shared infrastructure required to support the redevelopment of FBPW.

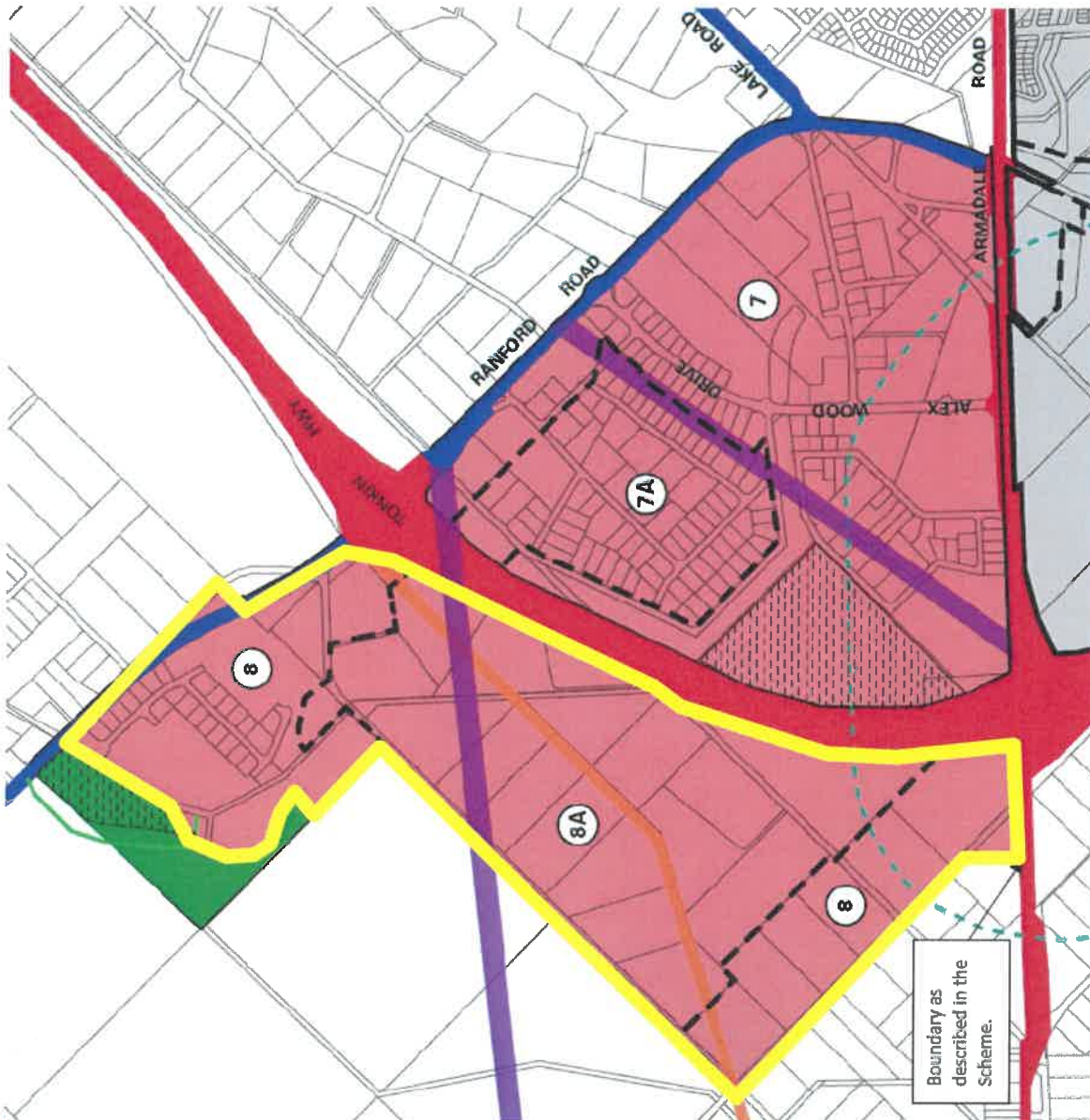
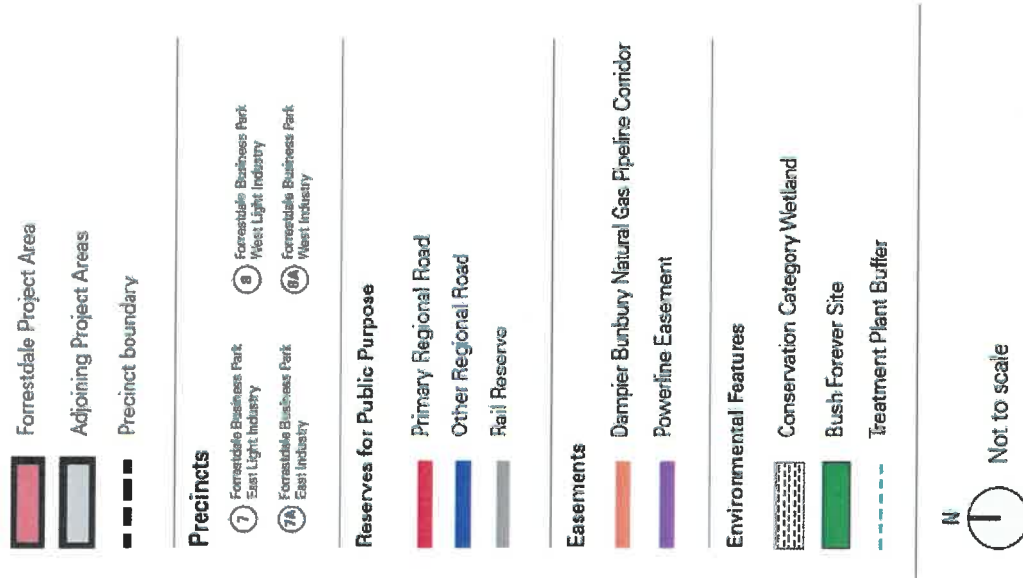
This approach has enabled early development of approximately 25% of the project area, with development contribution liabilities of relevant landowners to be paid on adoption of the DCP.

Government funding opportunities will be explored to assist in raising funds for key enabling infrastructure (ahead of receiving landowner contributions) where it is identified that DCP funds may be limited.

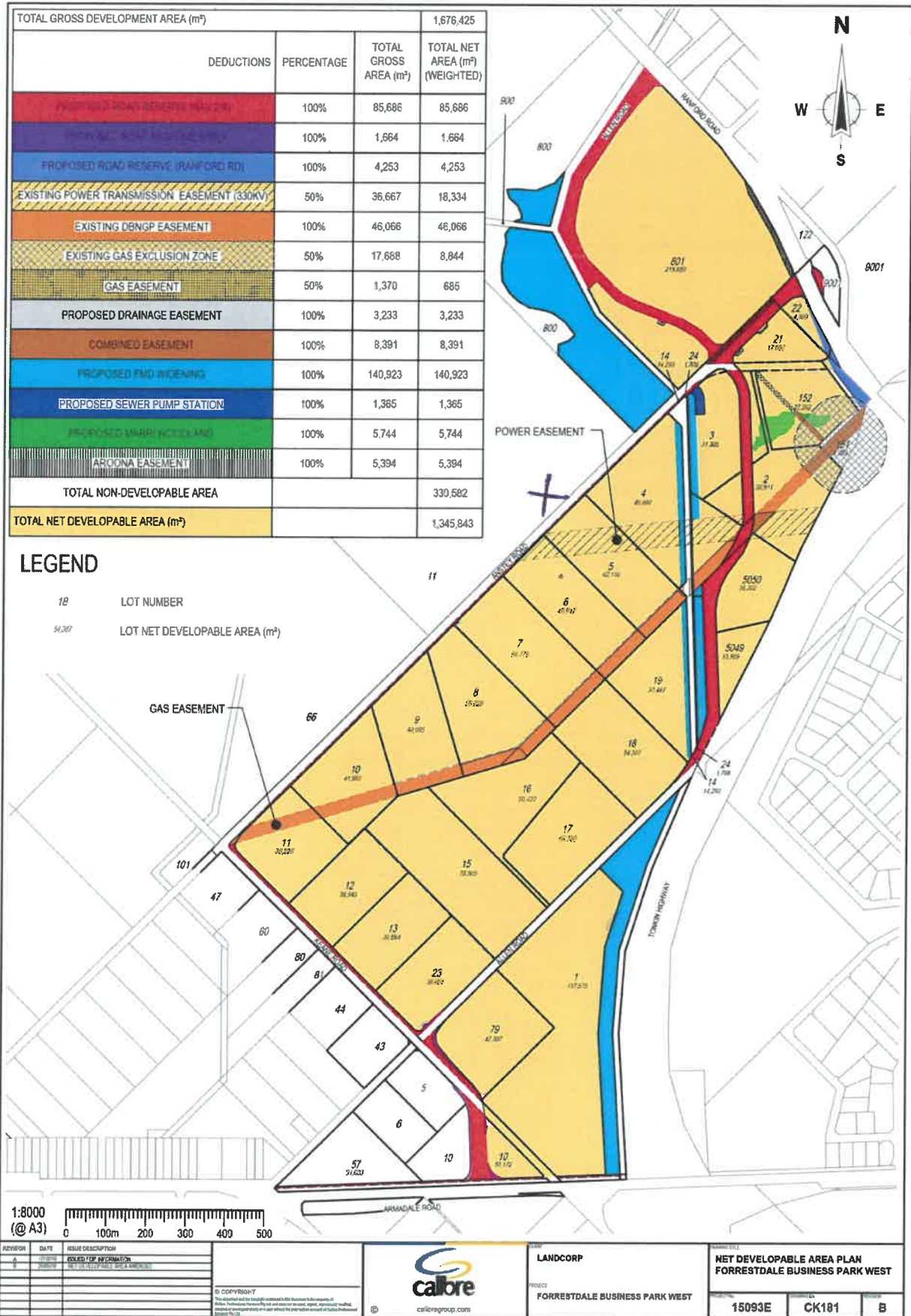
The Authority's proposed Capital Expenditure Plan is provided at Schedule 6.

8 SCHEDULES

Schedule 1 – DEVELOPMENT CONTRIBUTION AREA



Schedule 2 – NET DEVELOPMENT AREA PLAN



Schedule 3 – DEVELOPMENT COSTS

Item No.	Development Work	Actual Costs (to 8 July 2022)	Total Estimated Development Costs	Total Development Costs	Non DCP Funded Development Costs	DCP Funded Development Costs
1	Land Acquisition	\$348,054	\$8,655,719	\$9,003,773	\$0	\$9,003,773
1.1	HWL extra over Land Acquisition	\$0	\$295,831	\$295,831	\$295,831	\$0
2	Ranford Road and Allen Road Intersection	\$2,860,618	\$642,291	\$3,502,909	\$0	\$3,502,909
3	Allen Road	\$11,273,178	\$9,860,262	\$21,133,439	\$0	\$21,133,439
4	Allen Road and Anstey Road Intersection	\$1,216,198	\$0	\$1,216,198	\$0	\$1,216,198
5	Ranford Road and Anstey Road Intersection	\$2,294,479	\$0	\$2,294,479	\$0	\$2,294,479
6	Anstey Road	\$7,924,566	\$4,412,706	\$12,337,272	\$0	\$12,337,272
7.1	Allen Road and Keane Road Intersection	\$1,579,483	\$0	\$1,579,483	\$293,379	\$1,286,104
7.2	HWL extra over cost	\$263,571	\$0	\$263,571	\$263,571	\$0
8	Keane Road (Anstey Road to Allen Road)	\$0	\$6,274,485	\$6,274,485	\$1,165,447	\$5,109,038
9.1	Armadaale Road and Keane Road Intersection	\$7,246,195	\$0	\$7,246,195	\$1,345,936	\$5,900,259
9.2	HWL extra over cost	\$467,265	\$0	\$467,265	\$467,265	\$0
10	Waste Water Infrastructure	\$290,047	\$833,719	\$1,123,766	\$0	\$1,123,766
11	Power infrastructure	\$791,239	\$1,205,225	\$1,996,464	\$0	\$1,996,464
12	Environmental Management Works	\$0	\$64,812	\$64,812	\$0	\$64,812
13	Drainage Infrastructure	\$242,823	\$444,140	\$686,963	\$0	\$686,963
14	Other Administration and Implementation Costs	\$1,029,036	\$1,543,311	\$2,572,347	\$0	\$2,572,347
14.1	Finalise Planning Framework & Approvals	\$1,785,051	\$0	\$1,785,051	\$0	\$1,785,051
14.2	Administration, Detailed Design & Approvals	\$2,692,394	\$0	\$2,692,394	\$0	\$2,692,394
14.3	Interest Payments on Actuals	\$371,523	\$0	\$371,523	\$0	\$371,523
	Total Cost	\$42,675,720	\$34,232,500	\$76,908,220	\$3,520,066*	\$73,076,791

* Note:	Total HWL extra over Costs towards Armadale and Keane Road (Hitachi):	\$1,064,928
	Total Contribution from City of Armadale DCP 4 - Anstey Keane Urban Precinct towards Armadale and Keane Road:	\$2,455,138

Daily Escalation Rate (DER) Calculation

Escalator	Cost Type	Estimate	Ratio	Escalation Rate	Total ER (Ratio x ER)
DCR	Infrastructure (ABS Road and Bridge Construction Index)	\$59,224,050	0.54	10.7%	5.73194%
LVR	Land Value (estimated by valuer)	\$8,655,719	0.08	4.00%	0.31317%
BR	Actual Development Costs	\$42,675,720	0.39	4.13%	1.59423%
	Total	\$110,555,489	1.00	TER	7.63934%
				Daily Escalation Rate (TER/365)	0.02093%

Schedule 4 – COST APPORTIONMENT

Development Contribution Plan
 Forrestdale Business Park - Precinct 8 and 8A
 Annual Cost Schedule Update:

2/08/2022

All landowners		Source:
Total Development Cost (excl. HWL Extra Over Cost)	\$73,076,791	<i>Schedule 3 - Development Costs</i>
÷		
Total NDA (m²)	1,325,147	<i>Schedule 2 - Net Developable Area</i>
=		
Development Contribution Rate (\$/m²) at Review	\$55.15	
X		
Daily Escalation Rate (DER)	0.02093%	<i>Schedule 3 - Development Costs</i>
X		
No. Days (D)	0	
=		
Development Contribution Rate (\$/m²)	\$55.15	

Hitachi		Source:
HWL Extra Over Costs	\$295,831	<i>Schedule 3 - Development Costs</i>
X		
Daily Escalation Rate (DER)	0.02093%	<i>Schedule 3 - Development Costs</i>
X		
No. Days (D)	0	
=		
HWL Development Contribution	\$295,831	

Where:

aDC is the actual Development Costs (as at the last annual update);

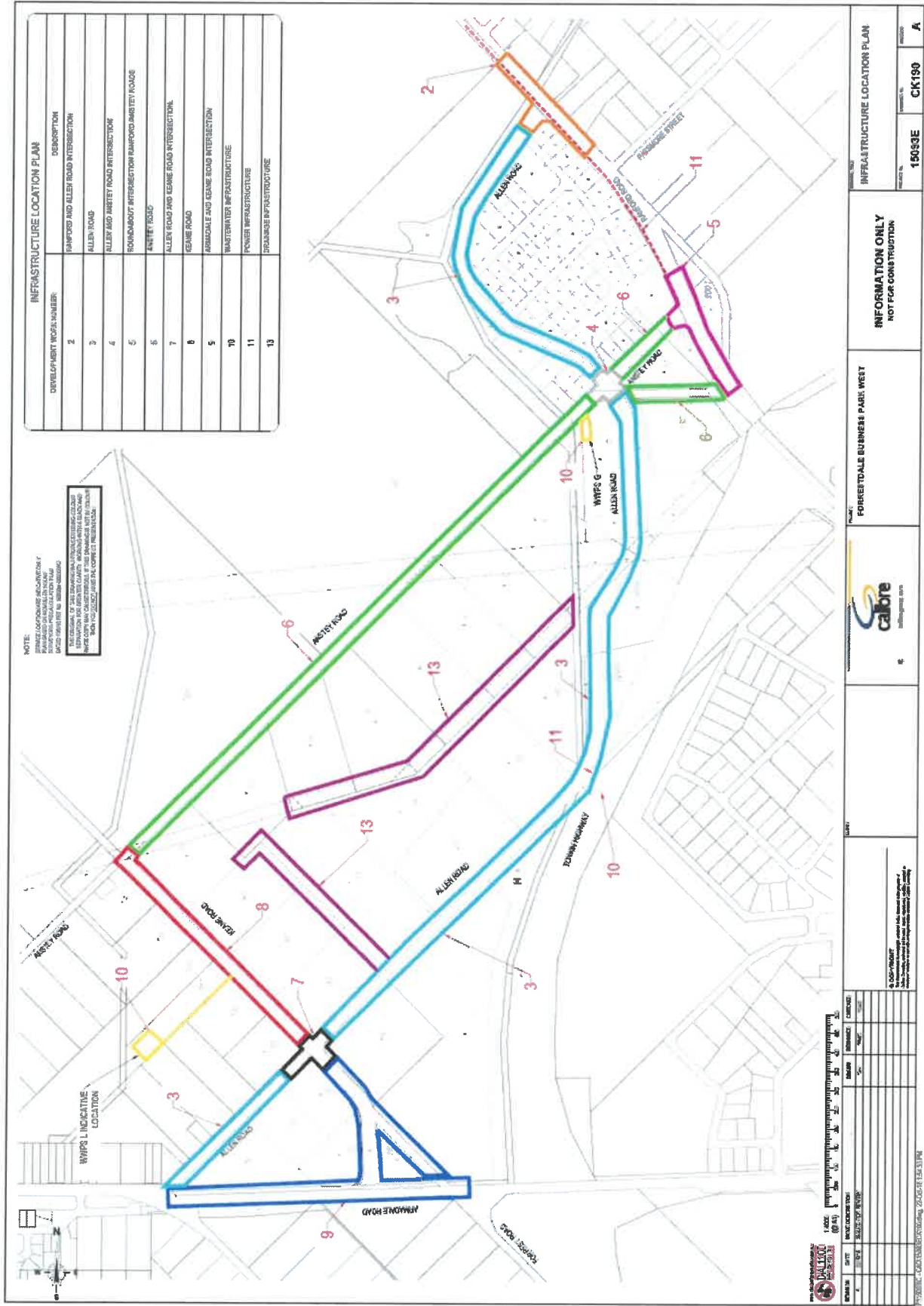
eDC is the estimated Development Costs;

NDA is the Net Developable Area

DER is the Daily Escalation Rate

D is the number of Days since the DCP was last reviewed by the Authority

Schedule 5 – INFRASTRUCTURE LOCATION PLAN



Schedule 6 – CAPITAL EXPENDITURE PLAN

Item No.	Development Work	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
1	Land Acquisition										
2	Ranford Road and Allen Road Intersection										
3	Allen Road										
4	Allen Road and Anstey Road Intersection										
5	Ranford Road and Anstey Road Intersection										
6	Anstey Road										
7	Allen Road and Keane Road Intersection										
8	Keane Road										
9	Armada Road and Keane Road Intersection										
10	Waste Water Infrastructure										
11	Power infrastructure										
12	Environmental Management Works										
13	Drainage Infrastructure										
14	Other Administration and Implementation Costs										

Notes:

- Expenditure is reliant on landowner activation and collection of Development Contributions. The timing provided above is considered optimistic (assumes highly level of collection), however for the first year of the DCP provides landowners an overview of the priority of infrastructure items.
- A key focus for the Authority is land assembly to allow road intersections to be delivered.
- The upgrade of the realigned Armadale Road / Keane Road estate entry and the Ranford Road / Anstey Road estate entry is scheduled to commence in 2020/2021.
- The Ranford Road and Allen Road intersection and portion of Allen Road has already been constructed.
- The northern waste water pump station (WWPS G) has been constructed.

Schedule 7 – INDEPENDENT COST VERIFICATION

Figure 1 - Estimated Development Costs Verification



8 July 2022

Bridge42
4/437 Roberts Road
Subiaco WA 6008

Attention: Ben Watson

Dear Ben,

FORRESTDALE BUSINESS PARK WEST – DEVELOPMENT CONTRIBUTION PLAN (DCP)

RBB has been engaged to undertake a peer review for the Forrestdale Business Park DCP. RBB has reviewed design documentation associated with the construction cost estimates to ensure the scope of works has been captured. RBB have updated a few rates based on recent similar projects and have taken account of recent cost uplift in the construction market.

RBB have provided the table listed below, containing the presented EDC figure and our recommended costs after rate adjustments.

Estimated Development Costs (eDC)	\$	59,339,218
RRB Recommended Costs		60,132,530
Difference (\$)		793,312
Difference (%)		1.3%
<i>Note: all figures excl. GST</i>		

We consider the presented EDC to be fair and reasonable. The costs exclude the following:

- Major services and infrastructure (e.g. HV power supply) except these allowed in the estimates
- Significant dewatering
- Contamination and/or poor ground conditions

Please contact us if you have any queries

Clayton Boyd
Director

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Figure 2 - Estimated Land Value Verification



ESCALATION RATE

We have also been requested to provide comment in relation to future escalations of the 14 lots located within Forrestdale Business Park West Scheme Contribution Area over the next 12 months.

Although subjective, we believe market values within Forrestdale Business Park West are likely to improve over the next 12 months as the Crossroads Industrial Estate continues to develop and the company related to Linc Property settles and develops on Lot 1 Keane Road, Forrestdale.

Based on the above comments and in accordance with your request, we estimate the percentage increase for the Estate over the next 12 months is as follows:

- May 2022 4.0% (a range of 3.0% to 5.0%)

We trust our advice is satisfactory for your needs, however should you require further assistance please do not hesitate to contact the undersigned.

ASSUMPTIONS, CONDITIONS AND LIMITATIONS

- The market is being impacted by the uncertainty caused by the COVID-19 pandemic. As at the date of valuation we consider that there is market uncertainty resulting in significant valuation uncertainty.

This valuation is therefore reported on the basis of 'significant valuation uncertainty'. As a result, less certainty exists than normal and a higher degree of caution should be attached to our valuation than normally would be the case. Given the unknown future impact that COVID-19 might have on markets, we recommend that the user(s) of this report review this valuation periodically.

This valuation is current at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of factors that the valuer could not reasonably have been aware of as at the date of valuation). We do not accept responsibility or liability for any losses arising from such subsequent changes in value.

- The planning and cadastral details obtained from the Department of Planning, Lands & Heritage, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- Adjoining land owners or community groups do not impede or restrain development as foreseen.
- We are not aware of any notices currently issued against the property and we have made no enquiries in this regard.

Supervising Member:

Wayne Srinoy AAPI, Masters (Property)
Certified Practising Valuer
Licensed Valuer No. 45093
Western Australia

David Molony AAPI, B. Com (Property & Finance)
Certified Practising Valuer
Licensed Valuer No. 44387
Western Australia

* The Supervising Member, who has read and signed this report verifies that the report has been reviewed prior to release, is genuine and is endorsed by Sullivan Commercial Pty Ltd (trading as McGees Property). The opinion of the value expressed has been arrived at by the prime signatory alone.

Property Schedule

Property Address:	292 (Lot 2) Anstey Road, Forrestdale		
Legal Description:	Lot 2 on Plan 16907 – Certificate of Title Volume 1849 Folio 179.		
Registered Proprietor:	WA Land Authority.		
Land Description:	<p>The property comprises a 5.3859 hectare battleaxe shaped lot which is heavily encumbered by a DBNGP pipeline easement and a 60 metre wide Western Power 330kV power line easement.</p> <p>The DBNGP and Western Power easements are considered to have a significant impact on the lot's industrial development potential.</p>		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned "Industry – General".</p>		
Required Land:	<p>The Required Land is located along the southern portion of Lot 2 having a total area of 3,740m².</p> <p>We have estimated approximately 906m² of the Required Land is easement affected whilst approximately 2,834m² is encumbrance free.</p>		
Sale Details:	<p>We are aware the WA Land Authority acquired the site for the amount of \$2,310,000 or \$43.00/m² in April 2013.</p> <p>The acquisition at the time was based on valuation.</p>		
Valuation:	Encumbrance free portion:	2,843m ² @ \$105.00/m ²	\$298,515
	Easement affected portion:	906m ² @ \$36.75/m ²	\$ 33,295
	Total		\$331,810 (\$88.72/m²)



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 Western Australia

V165-22

Property Schedule

Property Address:	288 (Former Lot 3) Anstey Road, Forrestdale		
Legal Description:	Not advised.		
Registered Proprietor:	WA Land Authority.		
Land Description:	The property comprises an irregular shaped 4.4532 hectare parcel of land that is located near the northern perimeter of the Forrestdale Business Park West Structure Plan area.		
Zoning:	The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme. In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned "Industry - General".		
Required Land:	The Required Land comprises a strip of land having a total area of 7,723m ² .		
Sale Details:	We are aware the WA Land Authority acquired the site for the amount of \$2,310,000 or \$43.00/m ² in April 2013. The acquisition at the time was based on valuation.		
Valuation:	Value of Land	\$849,530	\$110.00/m ² exclusive of GST



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Property Schedule

Property Address:	250 (Former Lot 4) Anstey Road, Forrestdale		
Legal Description:	Lot 4 on Diagram 76136 – Certificate of Title Volume 1846 Folio 160.		
Registered Proprietor:	C&B Sorgiovanni.		
Land Description:	The property comprises an irregular shaped 5.6482 hectare parcel of land. The parent site is impacted by a Western Power transmission line easement which traverses the site.		
Zoning:	The land is zoned "Armadaale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme. In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned "Industry – General".		
Required Land:	The Required Land comprises a thin strip of land fronting Anstey Road having a total area of 812m ² . The Required Land is not impacted by the Western Power transmission line easement.		
Sale Details:	We are aware that the property has not transacted within the past 10 years.		
Valuation:	Value of Land	\$85,260	\$105.00/m ² exclusive of GST



Wayne Srtov AAPI, Masters (Property)
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Western Australia

V165-22

Property Schedule

Property Address:	350 (Lot 10) Keane Road, Forrestdale		
Legal Description:	Lot 10 on Diagram 61348 – Certificate of Title Volume 1601 Folio 803.		
Registered Proprietor:	Broadstairs Holdings Pty Ltd.		
Land Description:	The property comprises an Irregular shaped 3.6457 hectare lot which enjoys dual street frontage to both Armadale Road and Keane Road.		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" and "Rural Living 2" in accordance with the City of Armadale TPS4.</p> <p>In accordance with the Metropolitan Region Scheme, the land is zoned part "Armadale Redevelopment Authority" and part "Urban".</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the portion of the subject site zoned "Armadale Redevelopment Authority" is zoned "Service Industry".</p>		
Required Land:	The Required Land comprises a road reserve which runs centrally through the lot and connects Armadale Road and Keane Road, and has a total land area of 8,587m ² .		
Sale Details:	<p>We are aware that DevelopmentWA purchased Lot 10 for \$3,050,000 exclusive of GST in May 2020, reflecting an overall land rate of \$84.00/m².</p> <p>A slightly discounted purchase price was negotiated after DevelopmentWA were required to remove some uncontrolled fill from the site.</p> <p>The impact to remove uncontrolled fill discounted the sale price by approximately \$10.00/m².</p>		
Valuation:	Value of Land	\$901,635	\$105.00/m ² exclusive of GST



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Property Schedule

Property Address:	285 (Lot 11) Keane Road, Forrestdale		
Legal Description:	Lot 11 on Plan 16906 – Certificate of Title Volume 1849 Folio 169.		
Registered Proprietor:	Wavelink Holdings Pty Ltd.		
Land Description:	<p>The property comprises a rectangular shaped 4.2970 hectare parcel of land situated on the north-eastern corner of the intersection of Anstey Road and Keane Road.</p> <p>The site is encumbered by a 5,789m² DBNGP pipeline easement traversing the site in a north-east to south-west direction and which negatively impacts the lot's industrial development potential.</p>		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned a combination of "Industrial – Light" and "Industry – Service".</p>		
Required Land:	<p>The Required Land comprises a thin strip of land fronting both Anstey Road and Keane Road, having a total area of 1,710m².</p> <p>We have estimated that approximately 291.5m² of the Required Land is easement affected whilst approximately 1,418.50m² is encumbrance free.</p>		
Sale Details:	We are aware that the property last transacted for the amount of \$2,000,000 or \$47.00/m ² in September 2009.		
Valuation:	Encumbrance free portion:	1,418.5m ² @ \$95.00/m ²	\$134,757
	Easement affected portion:	291.5m ² @ \$33.25/m ²	\$ 9,692
	Total		\$144,449 (\$84.47/m²)



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Property Schedule

Property Address:	301 (Lot 13) Keane Road, Forrestdale		
Legal Description:	Lot 13 on Plan 16906 – Certificate of Title Volume 1849 Folio 171.		
Registered Proprietor:	HJH Nominees Pty Ltd.		
Land Description:	The property comprises a rectangular shaped 4.0051 hectare parcel of land situated near the southern perimeter of the Forrestdale Business Park West Structure Plan area directly opposite urban zoned land.		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned a combination of "Industrial – Light" and "Industry – Service".</p>		
Required Land:	The Required Land comprises a thin strip of land fronting Keane Road, having a total area of 485m ² .		
Sale Details:	<p>We are aware that the property last transacted for the amount of \$2,285,000 or \$57.00/m² in October 2008.</p> <p>In October 2018, we are aware that the property is currently on the market via an Expression of Interest campaign. In April 2018, we are aware that the property had an asking price of \$3,600,000 exclusive of GST or \$90.00/m².</p> <p>The property has been on the market for an extended period and was originally listed for sale in December 2010.</p>		
Valuation:	Value of Land	\$46,075	\$95.00/m² exclusive of GST



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 Western Australia

V165-22

Property Schedule

Property Address:	153 (Lot 19) Allen Road, Forrestdale		
Legal Description:	Lot 19 on Diagram 76135 – Certificate of Title Volume 1846 Folio 158.		
Registered Proprietor:	Longdan Investments Pty Ltd / Waterford Australia Pty Ltd.		
Land Description:	The property comprises a triangular shaped 4.1255 hectare parcel of land which enjoys narrow street frontage to Allen Road.		
Zoning:	The land is zoned "Armadaale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme. In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned "Industry – General".		
Required Land:	The Required Land comprises a small portion of land situated near the south-eastern perimeter of Lot 19 fronting Allen Road, and having a total area of 161m ² .		
Sale Details:	We are aware that the property last transacted for the amount of \$2,050,000 or \$50.00/m ² in September 2012.		
Valuation:	Value of Land	\$15,295	\$95.00/m ² exclusive of GST



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V165-22

Property Schedule

Property Address:	307 (Lot 21) Anstey Road, Forrestdale		
Legal Description:	Lot 21 on Diagram 73998 ~ Certificate of Title Volume 1911 Folio 93.		
Registered Proprietor:	WA Land Authority.		
Land Description:	The property comprises a triangular shaped 2.2159 hectare parcel of land located near the corner of the intersection of Ranford Road and Anstey Road in close proximity to LandCorp's Crossroads Industrial Estate.		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned a combination of "Industrial - Light" and "Industry - Service".</p>		
Required Land:	The Required Land comprises a 5,054m ² parcel of land located near the lot's western perimeter.		
Sale Details:	<p>We are aware that the property was acquired by the WA Land Authority for the amount of \$2,750,000 or \$124.00/m² in May 2010.</p> <p>At the time, we believe the WA Land Authority paid a slight premium to acquire the site as they were adjoining owners.</p>		
Valuation:	Value of Land	\$657,020	\$130.00/m ² exclusive of GST



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 Western Australia

Property Schedule


Property Address:	26 (Lot 57) Allen Road, Forrestdale		
Legal Description:	Lot 57 on Plan 3347 – Certificate of Title Volume 73 Folio 124A.		
Registered Proprietor:	Housing Authority.		
Land Description:	The property comprises a triangular shaped 3.2678 hectare parcel of land situated on the north-eastern corner of the intersection of Allen Road and Armadale Road.		
Zoning:	"Rural Living 2" in accordance with the City of Armadale TPS4 and "Urban" under the Metropolitan Region Scheme. In accordance with the Anstey-Keane Urban Development Precinct East Structure Plan, Lot 57 is partly zoned "Residential R25" and "Residential R40" and partly reserved "Parks & Recreation".		
Required Land:	The Required Land comprises a thin 1,075m ² strip of land fronting Armadale Road.		
Sale Details:	We are aware that the property last transacted for the amount of \$2,941,020 or \$90.00/m ² in February 2018.		
Valuation:	Value of Land	\$118,250	\$110.00/m ² inclusive of GST



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Property Schedule

Property Address:	Former Lot 801 Anstey Road, Forrestdale		
Legal Description:	Not advised.		
Registered Proprietor:	LandCorp.		
Land Description:	<p>The property comprises an irregular shaped 33.1260 hectare parcel of land that enjoys dual frontage to Anstey Road and Ranford Road.</p> <p>The property has since been subdivided into an industrial land subdivision known as the 'Crossroads Industrial Estate'.</p> <p>The large englobo parcel of land is located near the north-western perimeter of the Forrestdale Business Park West Structure Plan area.</p>		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned a combination of "Industry – General", "Industrial – Light" and "Industry – Service".</p>		
Required Land:	The Required Land comprises a 31,371m ² Road Reserve which traverses the site.		
Sale Details:	We are aware that the property has not transacted within the past 10 years.		
Valuation:	Value of Land	\$3,137,100	\$100.00/m ² exclusive of GST



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 Western Australia

Property Schedule

Property Address:	161 (Lot 5049) Allen Road, Forrestdale		
Legal Description:	Lot 5049 on Plan 29950 – Certificate of Title Volume 2521 Folio 528.		
Registered Proprietor:	WA Planning Commission.		
Land Description:	The property comprises a triangular shaped 2.5468 hectare parcel of land that is bounded to its immediate east by the Tonkin Highway and enjoys a narrow frontage to Allen Road.		
Zoning:	The land is zoned “Armadale Redevelopment Authority” in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme. In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned “Industry – General”.		
Required Land:	The Required Land comprises an 8,098m ² Road Reserve which traverses the site.		
Sale Details:	We are aware that the property has not transacted within the past 10 years.		
Valuation:	Value of Land	\$749,065	\$92.50/m ² exclusive of GST



Wayne Srhoj AAPI, Masters (Property)
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 Western Australia

Property Schedule

Property Address:	Lot 5050 Allen Road, Forrestdale		
Legal Description:	Lot 5050 on Deposited Plan 29950 – Certificate of Title Volume 2521 Folio 529.		
Registered Proprietor:	S.R. & I.M Thornton.		
Land Description:	<p>The property comprises an irregular battleaxe shaped 5.8670 hectare lot with an 11.92m frontage to Allen Road.</p> <p>The site is heavily encumbered by a Western Power transmission line easement, a DBNGP gas pipeline easement and the Forrestdale Main Drain.</p> <p>The above easements are considered to have a significant impact on the lot's industrial development potential.</p>		
Zoning:	<p>The land is zoned "Armadale Redevelopment Authority" in accordance with the City of Armadale TPS4 and the Metropolitan Region Scheme.</p> <p>In accordance with the Forrestdale Business Park West Structure Plan, the land is zoned "Industry – General".</p>		
Required Land:	<p>The required land runs centrally through the lot and traverses the site in an east to west direction, and has a total land area of 9,091m².</p> <p>We have estimated that approximately 1,600m² of the Required Land is easement affected, whilst 7,491m² is encumbrance free.</p>		
Sale Details:	<p>We are aware that the property has not transacted within the past 10 years.</p> <p>The property was on the market at an asking price of \$3,750,000 exclusive of GST in March 2018, reflecting an asking rate of \$64.00/m².</p> <p>The property was originally listed for sale at an asking price of \$3,750,000 exclusive of GST in April 2017. According to RP Data, and after 11 months on the market, the property was taken off the market in March 2018.</p>		
Valuation:	Encumbrance free portion:	7,491m ² @ \$92.50/m ²	\$692,917
	Easement affected portion:	1,600m ² @ \$32.75/m ²	\$ 51,800
	Total		\$744,717 (\$81.92/m²)



Wayne Srinoy AAPI, Masters (Property)
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Property Schedule

Property Address:	56 (Lot 5) Allen Road, Forrestdale		
Legal Description:	Lot 5 on Diagram 41103 – Certificate of Title Volume 1323 Folio 989.		
Registered Proprietor:	Housing Authority.		
Land Description:	The property comprises a rectangular shaped 1.9905 hectare parcel of land situated on the south-eastern corner of the intersection of the Allen Road and Keane Road.		
Zoning:	<p>"Rural Living 2" in accordance with the City of Armadale TPS4 and "Urban" under the Metropolitan Region Scheme.</p> <p>in accordance with the Anstey-Keane Urban Development Precinct East Structure Plan, Lot 5 is partly zoned "Residential R25", "Residential R40" and "Industrial Business".</p>		
Required Land:	<p>The Required Land comprises two small portions of the site encompassing a total area of 351m².</p> <p>A portion of the Required Land is located near the lot's frontage to the corner of Allen Road and Keane Road, with a further thin strip of land fronting Keane Road near the lot's eastern perimeter.</p>		
Sale Details:	We are aware that the property last transacted for the amount of \$1,791,450 or \$90.00/m ² in February 2018.		
Valuation:	Value of Land	\$38,610	\$110.00/m ² inclusive of GST



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Property Schedule

Property Address:	43 (Lot 43) Keane Road, Forrestdale		
Legal Description:	Lot 43 on Plan 3347 – Certificate of Title Volume 1764 Folio 499.		
Registered Proprietor:	Austglow Holdings Pty Ltd.		
Land Description:	The property comprises a rectangular shaped 2.1004 hectare parcel of land situated on the south-western corner of the intersection of the Allen Road and Keane Road.		
Zoning:	<p>"Rural Living 2" in accordance with the City of Armadale TPS4 and "Urban" under the Metropolitan Region Scheme.</p> <p>in accordance with the Anstey-Keane Urban Development Precinct East Structure Plan, Lot 43 does not have a zoning density.</p> <p>After considering that Lot 43 is not prescribed a specific zoning, we believe a "Rural Living" zone would apply.</p>		
Required Land:	The Required Land comprises a small 40m ² portion of the site to the corner of Keane Road and Allen Road.		
Sale Details:	We are aware that the property has not transacted within the past 10 years.		
Valuation:	Value of Land	\$1,400	\$35.00/m ² inclusive of GST

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