Ordinary Council Meeting 23/03/21

Item 12.1 refers

Attachment 3

Draft Development Contribution Plan Report

Redcliffe Station Precinct

Development Contribution Plan Report

Prepared for the City of Belmont
Prepared by Taylor Burrell Barnett
February 2021

Taylor Burrell Barnett

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Document History & Status

Redcliffe Station Precinct

Development Contribution Plan Report

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Revision	Reviewer	Date Issued
16/065C	JR/LB	Feb 2021

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1.0 Introduction

This Development Contribution Plan Report (DCPR) has been prepared for the purpose of Schedule 16 of the City of Belmont's *Local Planning Scheme No. 15* (LPS15).

The document has been prepared in accordance with the guidance provided by the Western Australian Planning Commission (WAPC) *State Planning Policy 3.6 – Infrastructure Contributions* (SPP3.6).

1.1 Development Contribution Area

The Development Contribution Area is shown on the LPS15 Scheme Map as DCA2 and described in Schedule 11 of the Scheme.

The Development Contribution Area is also outlined in **Figure 1.**

1.2 Purpose

The purpose of this DCP Report is to:

a) enable the applying of infrastructure contributions for the development of new infrastructure, and the upgrade of existing infrastructure, which is required as a result of increased demand generated in the DCA;

b) provide for the equitable sharing of the costs of infrastructure and administrative items between owners;

c) ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the DCA; and

d) coordinate the timely provision of infrastructure.

The DCP Report is informed by the Redcliffe Station Precinct Activity Centre Plan which provides a comprehensive outline of the proposed redevelopment of the contribution area, and outlines the extent of infrastructure upgrades required to accommodate redevelopment and meet the needs of the community.

1.3 Period of the Plan

The plan is valid for a 10-year period from (start date) to (10 years from start date).

1.4 Operation of the DCP

The plan has been prepared in accordance with *State Planning Policy 3.6 Infrastructure Contributions.*

It will come into effect on the date of gazettal of an amendment to LPS15 to incorporate the plan.

The plan will operate in accordance with the provisions of Schedule 16 of LPS15.

1.5 Glossary of Terms

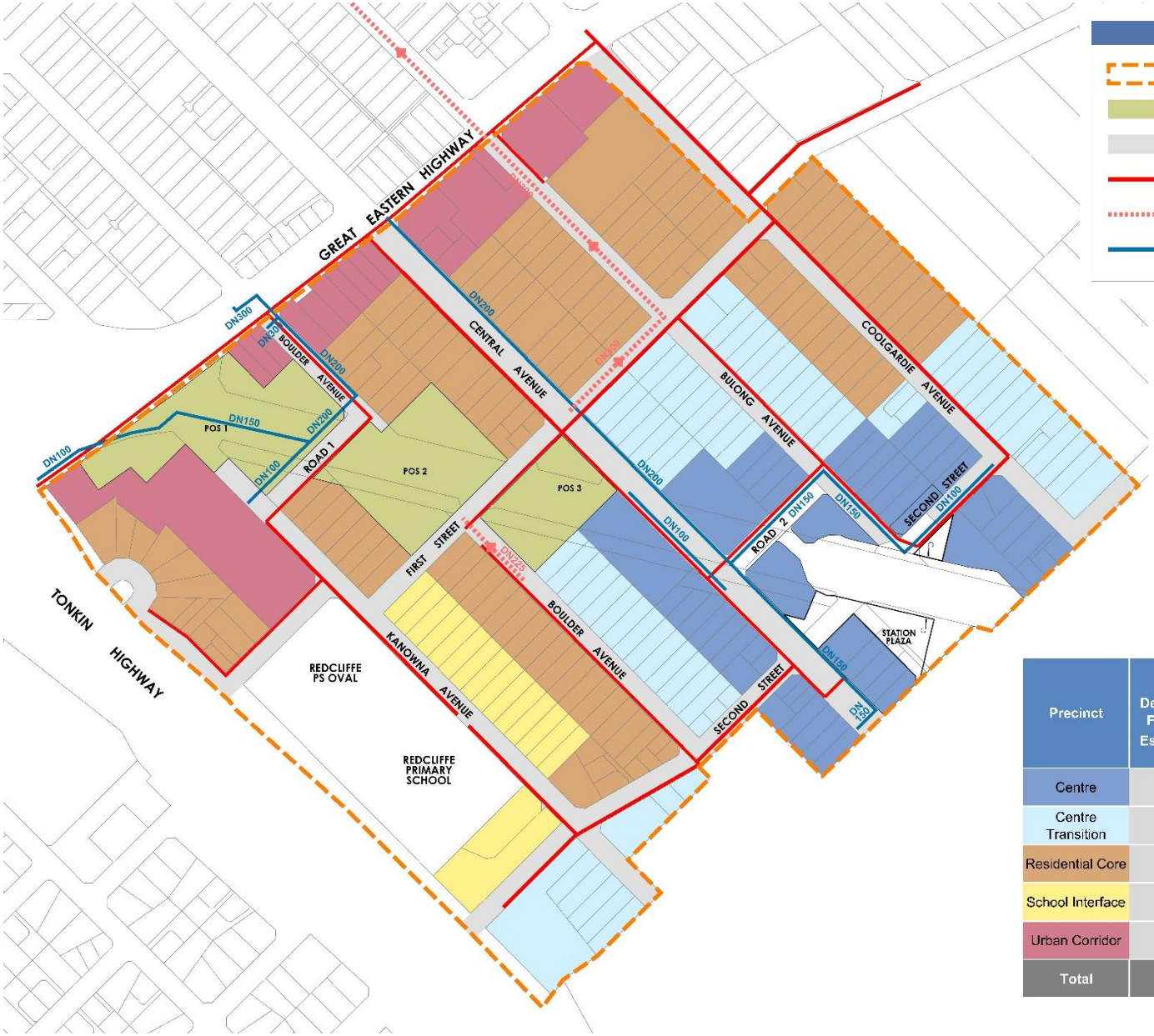
Activity Centre Plan (ACP) – The adopted Activity Centre Plan Report which guides subdivision and development throughout the precinct.

Common Infrastructure Works (CIW) – Infrastructure item to be collectively funded by the Redcliffe Station Precinct ACP developers.

Development Contribution Area (DCA) – The area within which the compulsory sharing of CIW costs applies under this DCP Report.

Development Contributions Plan Report (DCP Report) – A report setting out the schedule of costs and intended operation of the development contribution arrangement.

Local Planning Scheme No. 15 (LPS15) – The statutory plan for development within the City of Belmont.



Precinct	Total Development Floorspace Estimate (m^3)	Percentage of Total DCA Floorspace Estimate (%)	Proportion of Total DCP Cost ($)	Contribution Area (m^2)	Contribution Rate per m^2 Site Area ($)
Centre	68,812	22%	$4,952,454.47	53,288	$92.94
Centre Transition	69,160	22%	$4,977,500.31	69,160	$71.97
Residential Core	114,842	37%	$8,265,270.25	122,172	$67.65
School Interface	18,123	6%	$1,304,326.75	19,699	$66.21
Urban Corridor	40,739	13%	$2,932,018.29	31,338	$93.56
Total	311,676		$22,431,570.06	295,657	

Figure 1 - Development Contributions Plan (**Appendix A**)

2.0 Development Contribution Plan Overview

2.1 Planning Context

The Redcliffe Station Precinct Activity Centre Plan (ACP) provides a framework to guide land use and development within the Redcliffe Station Precinct Development Area. The Development Area aligns with the Development Contribution Area, as shown in **Figure 1**.

Development of land within the DCA will be subject to a requirement in accordance with the provisions of *Local Planning Scheme No. 15* to make a contribution towards the cost of providing specified infrastructure and upgrades to existing infrastructure, which have been identified as providing a common benefit to all developers in the DCA.

Figure 2 – Development Contribution Area

2.2 Infrastructure Upgrades outside of DCP

In facilitating the redevelopment of the precinct there are a number of infrastructure upgrades that fall outside of the responsibility of the Development Contributions Plan and are to be provided by various government agencies. These infrastructure items include but are not limited to:

- The Redcliffe Station Precinct including the station building and supporting infrastructure, in addition to the surrounding public realm and access connections;
- The development of a new road between Central Avenue and Bulong Avenue to provide direct bus connection to the station precinct;
- Closure of Brearley Avenue and removal of redundant infrastructure and relocation of other infrastructure which will otherwise conflict with development sites or public infrastructure.
- The realignment and redesign of the Southern Main Drain to align and integrated with the linear public open space network and de-constrain proposed development sites;
- Upgrades to Great Eastern Highway to provide greater efficiency of movement along the regional road network, which is anticipated to provide access and egress benefits for the precinct;
- Provision of the local intersection upgrades at Second Street / Boulder Avenue to accommodate traffic demand for the station precinct and the park and ride facility;
- Utility infrastructure upgrades required to facilitate broader regional intensification, of which the Redcliffe Station Precinct forms a component.

Further detail on the infrastructure works and the anticipated delivery timeframes are outlined within the ACP Report.

2.3 Common Infrastructure Works

The total CIW cost for the DCA has been estimated at $23,101,070 and includes:

- Costs for development of Public Open Space;
- Costs for upgrades and extensions of the local road network;
- Costs for upgrades to the utility infrastructure network within the estate to facilitate the increased development potential;
- Costs for the preparation and administration of the Development Contributions Plan.

This cost is to be shared by the owners of developable residential land in the DCA, with contribution rates calculated using a formula that takes account of a range of factors including land area, development potential and strategic planning objectives.

The DCA has been divided into contribution precincts which reflect the precinct delineations identified in the Redcliffe Station Precinct Activity Centre Plan.

2.4 Cost Estimates

Cost estimates have been prepared based on conceptual planning prepared as a component of the Activity Centre Plan for each of the infrastructure items. To ensure that these cost estimates are sufficiently robust a contingency of 30% has been applied to each item, in addition to the estimated costs associated with the professional fees for detailed design stages prior to implementation (20%).

It is recognised that the application of this contingency may result in early contributions being in excess of the actual equitable share of costs, and that developers may be entitled to a credit or refund of excess payments made. The process for management and distribution of DCP funds will be in accordance with the requirements of SPP3.6.

2.5 Net Contribution Area

The net contribution area for the DCP is the sum of all developable land parcels throughout the precinct, excluding land to be used for a public purpose including open space, drainage, road reservation, infrastructure or education purposes.

The total net contribution area for the DCP is 29.5657 Hectares, with the remaining 19.6215 Hectares being the sum total of deducted land within the DCA.

3.0 Common Infrastructure Works

Unless specifically exempted, all owners who subdivide or develop land in the DCA will be required to make a contribution toward the cost of providing CIW, consistent with the provisions of *State Planning Policy 3.6 – Development Contributions for Infrastructure* and Schedule 11 of LPS15.

Cost allowances have been made for the following CIW items:

1. **Open space development**, including that proposed for the POS Corridor incorporating open spaces 1, 2 and 3;
2. **Road Connections and Upgrades**, including the proposed connection from Kanowna Avenue to Boulder Avenue, and all local road upgrades consistent with the identified Street Character Types;
3. **Utility Infrastructure Upgrades** required to support redevelopment within the precinct, including water, wastewater, electricity and gas upgrades not otherwise funded by servicing agencies or individual developers;
4. **Preparation and Administration Costs** incurred by the City of Belmont in the facilitation of the Development Contribution Plan.

The summary of the CIW items, including responsibility and indicative timeframes, are outlined in **Table 1**.

Figure 3 – Common Infrastructure Works Items

Table 1: Summary of Common Infrastructure Works Items

Infrastructure	Proposed Responsibility for Design and Delivery	Preliminary Cost Estimate (excl GST)	Indicative Timeframe for Delivery	Justification for Inclusion in DCP
Category 1 CIW – Public Open Space Corridor				
CIW 1A - Public Open Space Corridor (POS 1, POS 2 and POS 3) (excluding Southern Main Drain integration)	City of Belmont	$4,120,238	Short Term	Upgraded public open space is required to support the growth in resident population, employees and visitors as a result of the redevelopment of the precinct. The upgrades are to the benefit of the precinct as a whole and as a result the costs should be borne equitably by landowners seeking subdivision or development approval.
Category 2 CIW – Road Connection and Upgrade				
CIW 2A - Road 1 (Kanowna Avenue to Boulder Avenue)	City of Belmont	$389,000	Short Term	In order to create POS2 as a large area of open space the temporary road infrastructure currently separating this area is required to be relocated to its ultimate alignment. These costs are a direct result of the requirement for the open space area and are therefore to the benefit of the precinct as a whole.
CIW 2B - All Local Roads (Excluding intersection treatments and new roads specified separately)	City of Belmont	$6,800,000	Ongoing	The upgrade of local roads is required to slow the movement of vehicles through the area and enhance the amenity for pedestrians and cyclists. These upgrades are required to support the intensification of land use and development within the precinct and are to the benefit of the precinct as a whole.
Category 3 CIW – Utility Infrastructure Upgrade				
CIW 3A - Electricity Network (Underground Power Lines)	Western Power and City of Belmont	$7,150,000	Ongoing	The 'undergrounding' of electricity infrastructure throughout the area has the benefit of creating a higher level of visual amenity within the precinct, deconstraining sites seeking to develop close to existing above ground infrastructure and reducing the potential for blackouts as a result of incidents with above ground infrastructure. The removal of the above ground infrastructure is a benefit to the precinct as a whole and as such it is considered the costs should be borne equitably by landowners.

Infrastructure	Proposed Responsibility for Design and Delivery	Preliminary Cost Estimate (excl GST)	Indicative Timeframe for Delivery	Justification for Inclusion in DCP
CIW 3B - Water Supply Distribution Upgrades (DN100, DN150 and DN200)	Water Corporation and City of Belmont	$1,038,000	As Required	The upgrades to utility service distribution infrastructure to increase the capacity of these services is necessary to facilitate the increased intensity of development within the precinct. These upgrades are of benefit to the precinct as a whole and should be borne equitably by landowners seeking subdivision or development.
CIW 3C - Wastewater Infrastructure (Reticulation Upgrades)	Water Corporation and City of	$1,362,000	As Required	
CIW 3D - Gas Infrastructure (Reticulation Upgrades)	ATCO and City of Belmont	$472,000	As Required	
Category 4 CIW – Preparation and Administration Costs				
CIW 4A - Preparation Costs (Costs incurred in preparing the Planning and DCP Framework)	City of Belmont	$460,395	Up Front	Preparation costs are those costs incurred by the City of Belmont in the preparation of the planning framework, infrastructure funding considerations and the Development Contributions Plan, inclusive of consultant costs and GST but exclusive of officer time.
CIW 4B - Administrative Costs (0.3% per annum for 10 years)	City of Belmont	$659,437	Ongoing	Administration costs are based on 0.3% of the total infrastructure cost contribution works per annum, equate to a total of $65,944 per annum, over a period of 10 years. Administration costs include management of the DCP, legal advice to the City and costs associated with the annual reviews.
Total Costs		**$22,431,570**		
Cost Contribution Area (Site Area) (m2)		**295,657**		
Average per/m2 Cost Contribution Rate		**$75.87**		

3.1 Category 1 Items – Open Space Development

3.1.1 Public Open Space Corridor (CIW1A)

The open space corridor, inclusive of the extent of open space, internal configuration and incorporation of the Southern Main Drain, has been designed to a concept level only as a component of this contribution plan.

The detailed design of this upgrade will be a shared undertaking between the City of Belmont, who are generally responsible for the delivery and maintenance of open space within residential areas, and the State Government, as the owner of and responsibility authority for the Southern Main Drain asset. The delivery of the upgrade will be managed by the City of Belmont and the State Government.

The costs associated with the delivery of the open space corridor excluding the realignment of the Southern Main Drain, based on a preliminary analysis, are estimated at $4,120,238 as outlined within **Appendix C**. The total area included in these cost estimates equates to 35,177m^2, being the area outside of the 1:5 drainage area.

The delivery of the open space is proposed to be funded by the Development Contribution Plan as a cost that is of direct benefit to, and needed as a result of, future development within the precinct. The delivery of the open space corridor is anticipated to occur during the first 5 years of the project.

3.2 Category 2 Items – Road Connections and Upgrades

3.2.1 Road 1 – Kanowna Avenue to Boulder Avenue (CIW2A)

Road 1 is the proposed connection between Kanowna Avenue and Boulder Avenue necessary for the additional connection of land within the northern section of Boulder Avenue and necessary to provide an additional egress point for residents to Great Eastern Highway. The connection will be designed and delivered by the City of Belmont.

The detailed design will be undertaken as a component of the detailed design of the open space corridor and Southern Main Drain realignment to take account of necessary levels, crossing points and drainage culverts.

The cost for the delivery of Road 1 is estimated at $389,000, as outlined within **Appendix C.**

This work is anticipated to be undertaken during the first five years of the project and the design and delivery will be funded by the Development Contribution Plan as works that of direct benefit to, and needed as a result of, future development within the precinct.

3.2.2 All Local Road Upgrades (CIW2B)

The delivery of all local road upgrades will be undertaken by the City of Belmont and generally in accordance with the guidance provided by the ACP Report. The total estimated costs of these works based on concept plans is $6,800,000, as outlined in **Appendix C** and summarised in **Table 2** below.

Table 2: Local Road Upgrade Summary Table (See **Appendix C** for detail)

Item Ref	Road Reference	Estimated Cost
1.0	Coolgardie Ave – Great Eastern Hwy to Second St	$809,000
2.0	Coolgardie Ave – East of Second St incl Henderson Ave	$253,000
3.0	Kanowna Ave – West of First St to Road 1	$320,000
4.0	Kanowna Ave – First St to Second St	$377,000
5.0	Kanowna Ave – Second St to Perth Airport	$128,000
6.0	Boulder Ave – Great Eastern Hwy to First St	$153,000
7.0	Boulder Ave – First St to Second St	$431,000
8.0	First Street	$411,000
9.0	Second St – Coolgardie Ave to Bulong Ave	$146,000
10.0	Second St – Coolgardie Ave to Kanowna Ave	$428,000
11.0	Bulong Ave – Great Eastern Hwy to First St	$424,000
12.0	Bulong Ave – First St to Second St	$503,000
13.0	Central Ave – Great Eastern Hwy to First St	$504,000
14.0	Central Ave – First St to Second St	$912,000
15.0	Victoria Street	$227,000

Item Ref	Road Reference	Estimated Cost
16.0	The Court	$202,000
17.0	Intersection Treatments	$367,000
18.0	Stanton Road – Kanowna Ave to Tonkin Highway Bridge	$205,000
Total		**$6,800,000**

The detailed design of the road upgrades will take account of the following matters, amongst others:

a) Ongoing monitoring of traffic flows throughout the precinct;

b) Opportunities and constraints in installation of traffic calming devices in key locations to ensure that they are effective in slowing traffic and prioritising pedestrian/cyclist movements, but do not have an unreasonable impact on the amenity or movement of abutting landowners; and

c) Additional traffic modelling undertaken as a result of key changes in the road network or demand generators, such as the relocation of Qantas from the T3/T4 terminals, upgrade of Great Eastern Highway or Tonkin Highway or additional development within Perth Airport which is considered a major traffic generator.

The staging and implementation of the local road upgrades will be subject to the City of Belmont's capital works programme and detailed design for the upgrade of these local roads, but is anticipated to be influenced by the prioritisation factors outlined in **Section 5.0.**

3.3 Category 3 Items – Utility Infrastructure Upgrades

3.3.1 Underground Electricity Network (CIW3A)

The 'undergrounding' of electricity infrastructure throughout the area has the benefit of creating a higher level of visual amenity within the precinct, de-constraining sites suitable for development close to existing above ground infrastructure and reducing the potential for blackouts as a result of incidents with above ground infrastructure.

These works are required as a component of the streetscape upgrade and redevelopment and, to ensure coordination and cost-effectiveness, will be designed, planned and implemented by Western Power, and will be funded by the Development Contributions Plan.

The estimated costs of these works are $7,150,000 based on concept designs, as outlined in **Appendix C.** These costs will be refined at the design stages, and it is anticipated that the works will be ongoing in coordination with the local road upgrades.

3.3.2 Water Supply Distribution Upgrade (CIW3B)

Upgrade of water supply infrastructure is required to meet the increased demand which will occur throughout the precinct as a result of residential and non-residential intensification stemming from new development.

These works are the responsibility of the developer and, given the extent of upgrade works required, will be designed, planned and implemented by the Water Corporation and funded by the Development Contributions Plan.

The estimated costs of these works are $1,038,000 based on concept designs, as outlined in **Appendix C.** These costs will be refined at the design stages, and it is anticipated that the works will be ongoing and in response to demand associated with the progression of redevelopment by landowners.

3.3.3 Wastewater Infrastructure – Distribution Upgrade (CIW3C)

Upgrade of wastewater infrastructure is required to meet the increased demand which will occur throughout the precinct as a result of residential and non-residential intensification stemming from new development.

These works are the responsibility of the developer and, given the extent of upgrade works required, will be designed, planned and implemented by the Water Corporation and funded by the Development Contributions Plan.

The estimated costs of these works are $1,362,000 based on concept designs, as outlined in **Appendix C.** These costs will be refined at the design stages, and it is anticipated that the works will be ongoing and in response to demand associated with the progression of redevelopment by landowners.

3.3.4 Gas Infrastructure – Internal Reticulation (CIW3D)

Upgrade of gas infrastructure is required to meet the increased demand which will occur throughout the precinct as a result of residential and non-residential intensification stemming from new development.

These works are the responsibility of the developer and, given the extent of upgrade works required, will be designed, planned and implemented by ATCO Gas and funded by the Development Contributions Plan.

The estimated costs of these works are $472,000 based on concept designs, as outlined in **Appendix C.** These costs will be refined at the design stages, and it is anticipated that the works will be ongoing and in response to demand associated with the progression of redevelopment by landowners.

3.4 Category 4 Items – Preparation & Administration Costs

3.4.1 Preparation Costs (CIW4A)

Preparation costs are those costs incurred by the City of Belmont in the preparation of the planning framework, infrastructure funding considerations and the Development Contributions Plan, inclusive of consultant costs but exclusive of officer time.

These costs include:

- Preparation of the Activity Centre Plan for the precinct, as this was a necessary input in understanding the extent of demand expectations and supply constraints, and coordinating the funding of the various infrastructure upgrades required;
- Preparation of the necessary amendments to *Local Planning Scheme No. 15* to facilitate the development area and the Development Contributions Area;
- Preparation of the DCP Report and cost estimates for the infrastructure items.

The cost estimates at the time of preparation of this report for preparation of the above are $460,395, as outlined in **Appendix C.**

3.4.2 Administration Costs (CIW4B)

Administration costs are the costs incurred by the City of Belmont in management of the Development Contributions Plan, including the costs of

- Independent annual reviews of the Development Contributions Plan;
- Costs of periodic legal advice to the City in their management of the Development Contributions Plan;
- Officer costs associated with assessment of development contribution requirements upon consideration of development or subdivision applications; and
- Maintenance and upkeep of the fund arrangements and the preparation of periodic reporting;

The costs associated with administration are dependent on several factors and are difficult to estimate. As such a simple proportionate value based on 0.3% of the total infrastructure cost contribution works per annum has been included in the DCP for administration costs, equating to a total of $65,944 per annum over a period of 10 years, or a total of $659,437 as outlined in **Appendix C**.

4.0 Net Contribution Areas

It is necessary to calculate the amount of land in the DCA that is subject to a requirement for a contribution to be made towards CIW costs, in order to determine contribution rates. This figure is known as the Net Contribution Area (NCA).

The net contribution area is comprised of:

1. Individual privately owned land parcels capable of being redeveloped under the City of Belmont *Local Planning Scheme No. 15*;
2. Identified development sites which are to be created from redundant portions of the Brearley Avenue reservation and former alignment of the Southern Main Drain.

The extent of the net contribution area equates to a total of 295,657m^2, as outlined in **Figure 4** and **Appendix B.**

As the net contribution area is comprised of all existing developable land parcels and the proposed development sites to be created from former Crown land, the deductions for the purpose of the contribution area equate to all current and future road reserves, areas of public open space, the railway station and the Redcliffe Primary School.

In addition, a deduction is provided for privately owned land which is incorporated within the 'Primary Regional Roads' reservation for Great Eastern Highway and will ultimately be required to be ceded to the Crown as a condition of subdivision approval. These areas are shown in **Figure 4.**

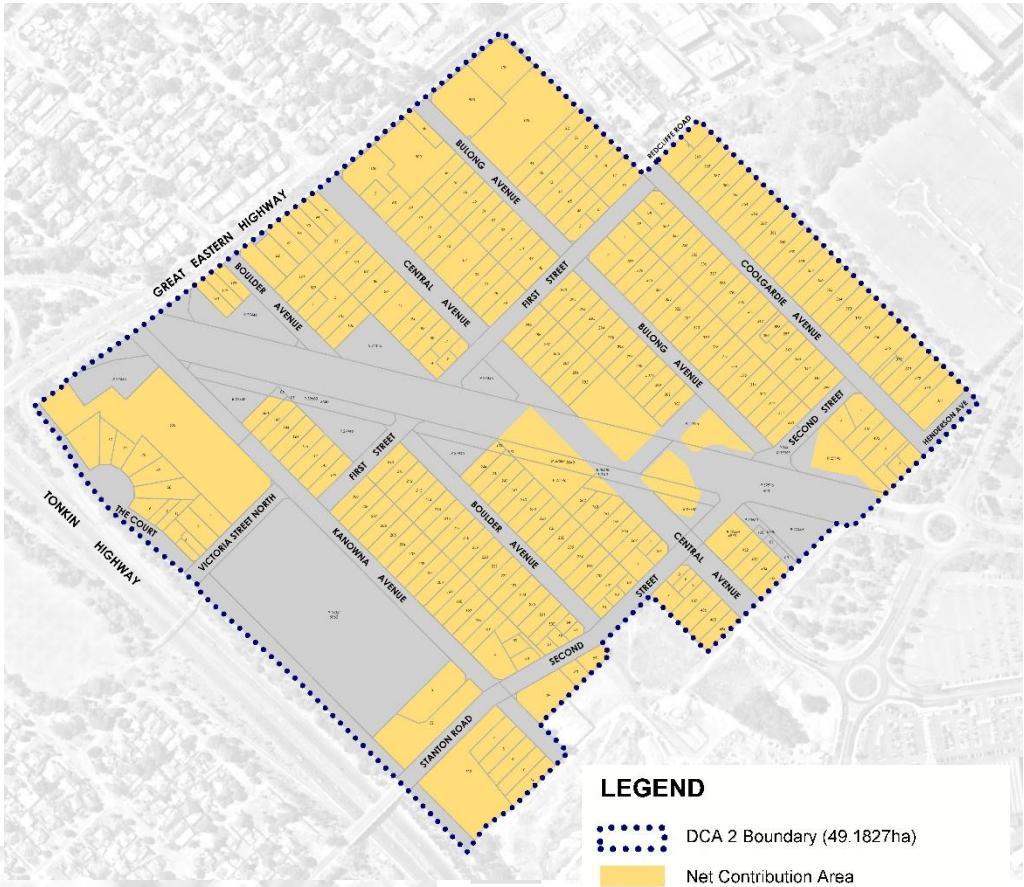


Figure 4 – Net Contribution Area

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4.1.1 Calculation of CIW Contributions

The development contribution area is divided into five precincts which reflect the development precincts applied within the Redcliffe Station ACP. The differentiation of contribution rates is necessary, as precincts with a higher development potential provide a higher level of demand for infrastructure upgrades, and therefore are responsible for a greater proportion of the overall infrastructure costs.

The differentiation of contributions is based on a calculation of the anticipated net development floorspace per precinct which will ultimately be delivered. This calculation has been undertaken as a component of the yield analysis prepared for the overall development contribution area which is included in **Appendix D**.

This yield analysis was derived from the development provisions provided in the Activity Centre Plan, and used for the purpose of assumptions in preparing the infrastructure cost estimates. A summary of the yield analysis outcomes is shown in **Table 3**.

Table 3 – Contribution Area Calculations Summary

Precinct	Total Development Floorspace Estimate (m^2)	Percentage of Total DCA Floorspace Estimate (%)	Proportion of Total DCP Cost ($)	Contribution Area (m^2)	Contribution Rate per m^2 Site Area ($)
Centre	68,812	22%	$4,952,454.47	53,288	$92.94
Centre Transition	69,160	22%	$4,977,500.31	69,160	$71.97
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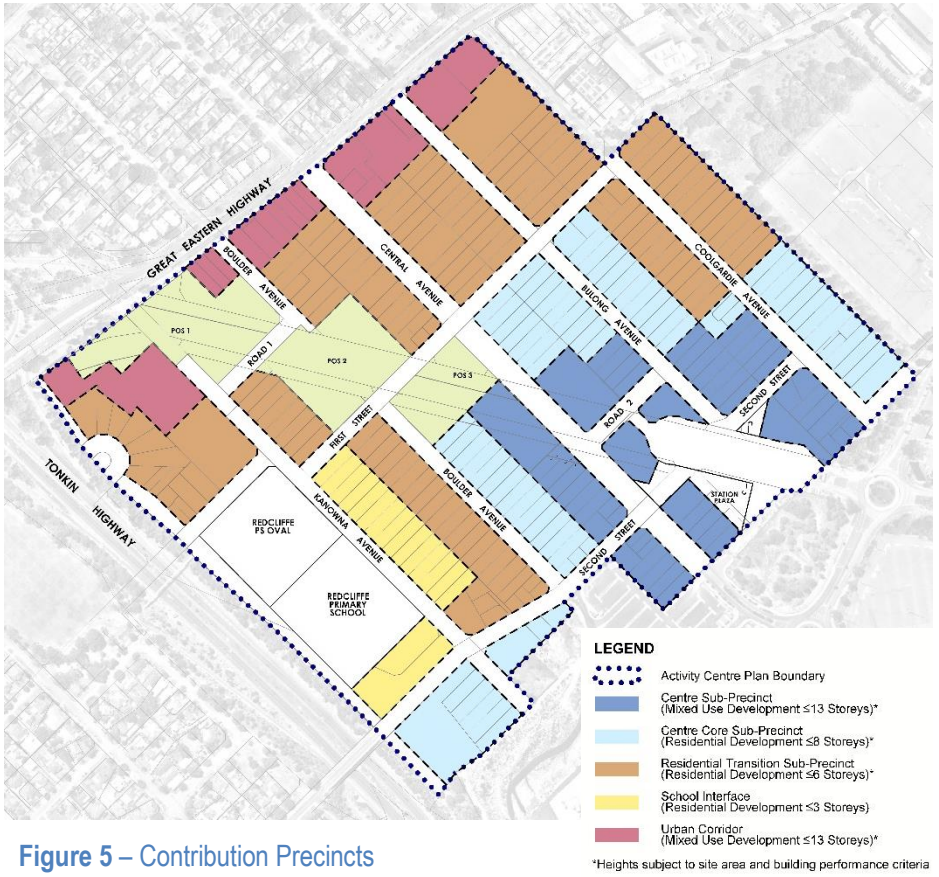


Figure 5 – Contribution Precincts

Example calculation for cost contributions based on a 1,590m^2 site within the Residential Core Precinct:

Calculation (A x B = C)		Amount
A	Net Contribution Area (Site Area - Deductions) (m^2)	1,590
B	Precinct Contribution Rate ($/$m^2$)	$67.65
C	**Individual Contribution Amount Required (AxB) ($)**	**$107,567.85**

5.0 Timing and Staging of Works

5.1 Open Space Development

The upgrade of open space within the subject area is considered a critical component of encouraging redevelopment and as such is a priority item within this DCP.

As a result, it is proposed that the upgrade works are to occur within the **short term (1-5 years)** from commencement of the DCP subject to:

a) Coordination of the upgrade works required for the Southern Main Drain undertaken by the State Government, as these are integral to the design and delivery of the open space; and

b) The capital works budget and availability of credit given the City will be required to pre-fund these works on the basis that insufficient contributions will have been received prior to the works being undertaken.

5.2 Road Connections and Upgrades

5.2.1 Road 1 (Kanowna to Boulder Avenue)

The delivery of Road 1 is subject to the progression of development of POS2 and the realignment of the Southern Main Drain, and as such are proposed to occur within the short term (1-5 years) from commencement of the DCP subject to the progression of the Open Space development.

5.2.2 Local Road Upgrades

The delivery of all local road upgrades will be undertaken by the City of Belmont and generally in accordance with the guidance provided by **Figure 6**.

The detailed design of the road upgrades will take account of the following matters, amongst others:

a) Ongoing monitoring of traffic flows throughout the precinct;

b) Opportunities and constraints in installation of traffic calming devices in key locations to ensure that they are effective in slowing traffic and prioritising pedestrian/cyclist movements, but do not have an unreasonable impact on the amenity or movement of abutting landowners; and

c) Additional traffic modelling undertaken as a result of key changes in the road network or demand generators, such as the relocation of Qantas from the T3/T4 terminals, upgrade of Great Eastern Highway or Tonkin Highway or additional development within Perth Airport which is considered a major traffic generator.

The staging and implementation of the local road upgrades will be subject to the City of Belmont's capital works programme and detailed design for the upgrade of these local roads, but is anticipated to be influenced by the prioritisation factors outlined in **Figure 6.**

5.2.3 Utility Infrastructure Upgrades

Utility infrastructure upgrade costs for will occur as development progresses and demand for these services exceeds the existing capacity. This will be regularly monitored by the relevant servicing agencies, and it is recognised that pre-funding of some services may be required if insufficient contribution funds are available.

The 'undergrounding' of electricity will be undertaken at a time and stage of development to be determined by the City of Belmont and Western Power, and will take account of:

- Cost effective infrastructure works and the potential to combine these works with other road or other infrastructure upgrade works occurring;
- Progression of development within areas and the amenity and safety benefits of undertaking works within those same areas concurrently.

5.2.4 Preparation and Administration Costs

Preparation costs for the planning framework and contribution arrangements are incurred by the City of Belmont prior to the finalisation of the DCP Report.

Administration costs are an ongoing cost over the life of the DCP, inclusive of officer time, specialist advice and legal advice in managing the contribution arrangements and expenditure.

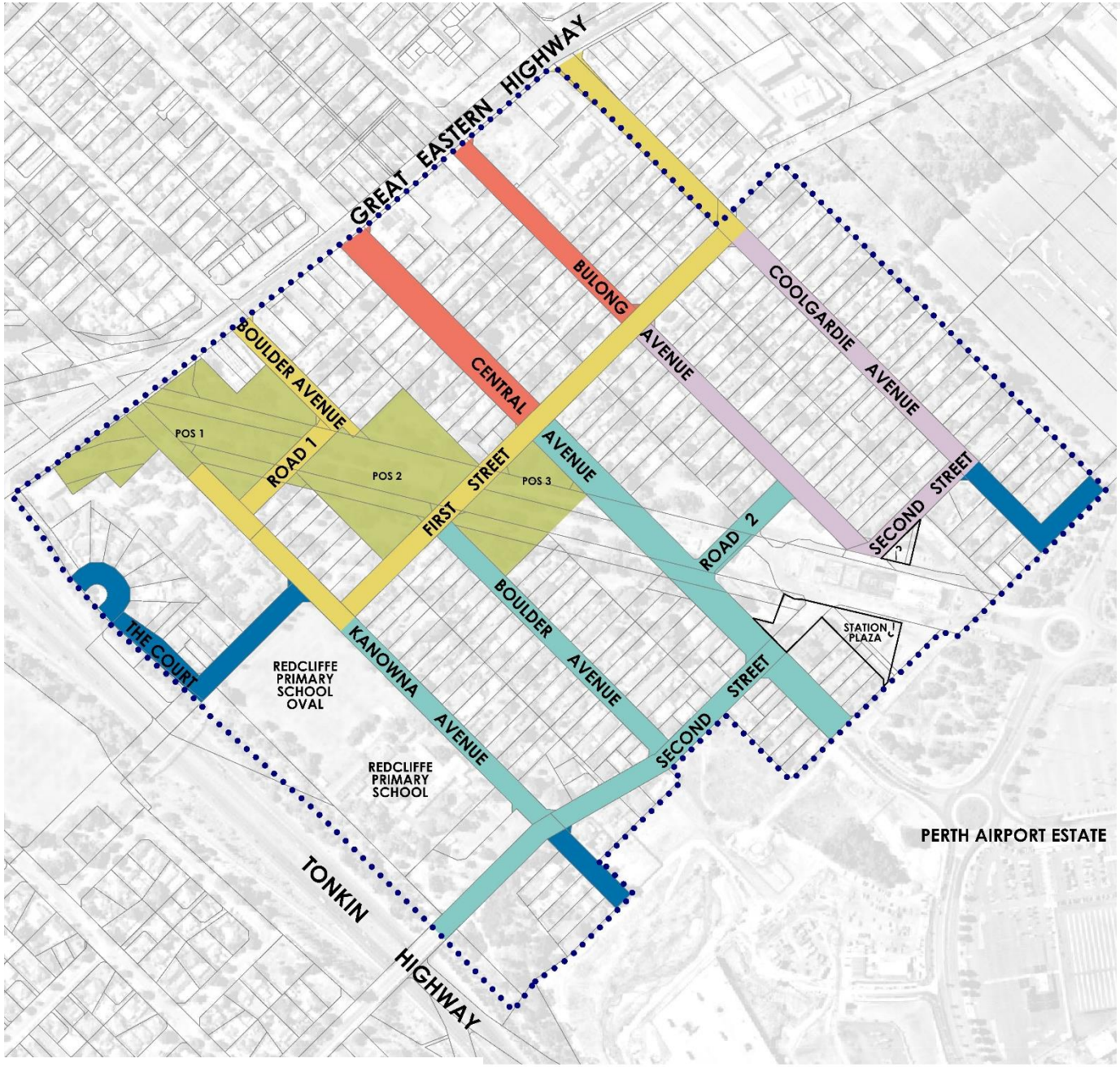


Figure 6 – Timing and Staging of Works

LEGEND

DCA 2 Boundary

Open Space Development

POS 1, 2 and 3
Delivery of creditable open space within the Linear Parkland is anticipated to be delivered within the first five years of the project in collaboration with the State Government redesign of the Southern Main Drain.

Utility Infrastructure Upgrades

Note 1:
The undergrounding of powerlines throughout the precinct is to occur as local road upgrades progress and/or as the opportunity for cost effective upgrades arise.

Note 2:
Delivery of utility infrastructure upgrades are proposed to occur as development demand progresses within the precinct and/or as opportunity for cost effective upgrades arise.

Road Connections and Upgrades

Priority One
The staging of these local road upgrades is likely to be influenced by:
a) The opening of the Redcliffe Train Station and by traffic generation associated with commercial and retail development within the Perth Airport Estate;
b) The desire to limit through traffic and maintain safety for vehicles using Kanowna Avenue to access the Redcliffe Primary School.

Priority Two
The staging of these local road upgrades is likely to be influenced by:
a) The reappropriation of the Brearley Avenue reservation, the creation of the open space corridor and the realignment of the Southern Main Drain;
b) The opening of the Redcliffe Train Station and by traffic generation associated with commercial and retail development within the Perth Airport Estate;

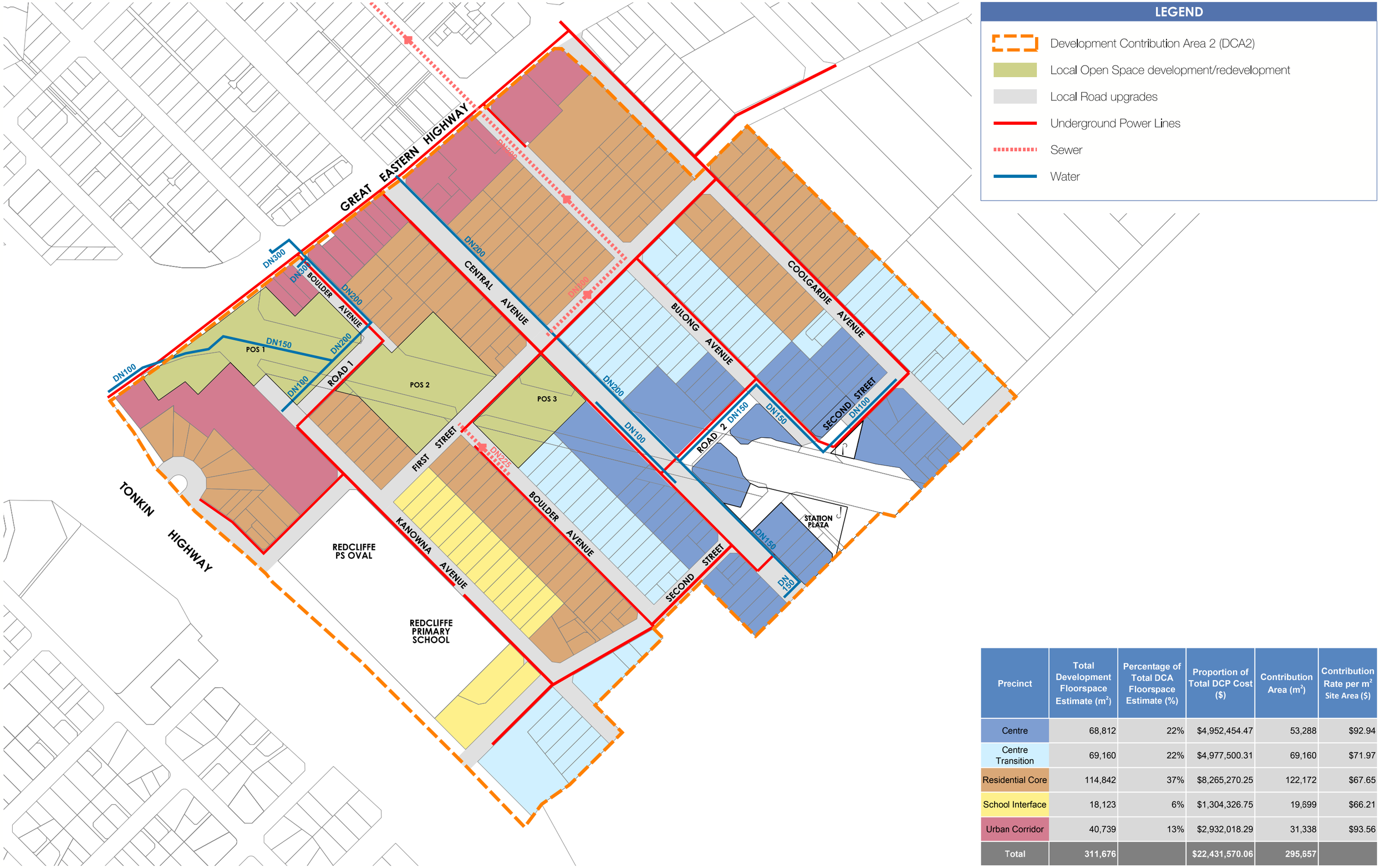
Priority Three
The staging of these local road upgrades is likely to be influenced by the opening of the Redcliffe Train Station and by commuters seeking to access and egress the station precinct via the Great Eastern Highway intersections with Boulder Avenue and Coolgardie Avenue.

Priority Four
The staging of these local road upgrades is likely to be influenced by the extent of development abutting these roads and the further analysis required to support opening of these roads to Great Eastern Highway following the relocation of Qantas from the T3/T4 terminal and/or the upgrade of Great Eastern Highway.

Priority Five
The staging of these local road upgrades is likely to be influenced by proposed redevelopment of private land abutting these roads.

APPENDIX A

Development Contributions Plan



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Centre	68,812	22%	$4,952,454.47	53,288	$92.94
Centre Transition	69,160	22%	$4,977,500.31	69,160	$71.97
Residential Core	114,842	37%	$8,265,270.25	122,172	$67.65
School Interface	18,123	6%	$1,304,326.75	19,699	$66.21
Urban Corridor	40,739	13%	$2,932,018.29	31,338	$93.56
Total	311,676		$22,431,570.06	295,657	

Appendix A - Development Contributions Plan - Draft for Advertising (February 2021)
Redcliffe Station Precinct

scale: 1:4000@A3 | 1:2000@A1
0 40 80m
plan: 16/065/133D
date: 25 Jan 2021
aerial: N/A

Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
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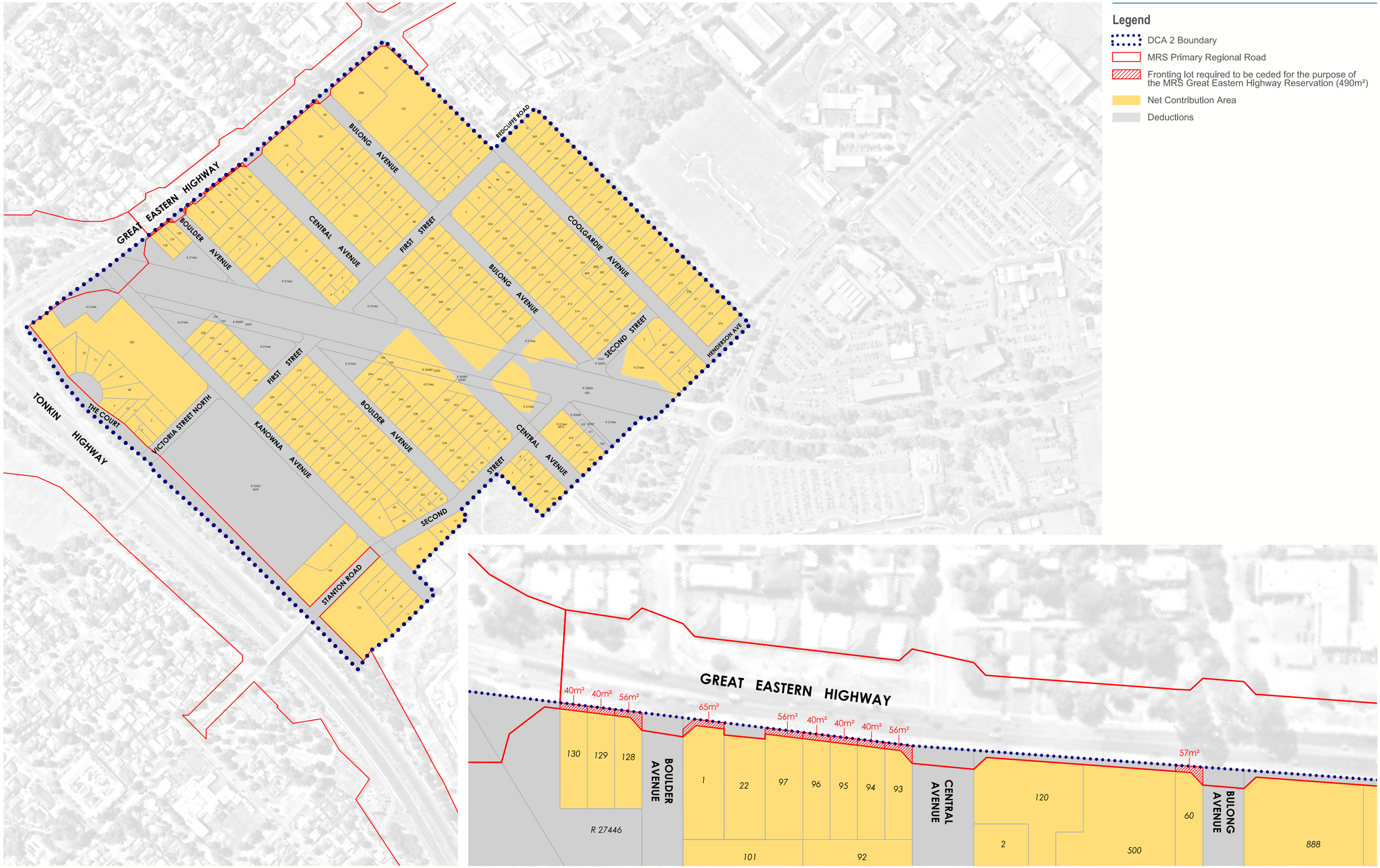
p: (08) 9226 4276

Taylor Burrell Barnett

APPENDIX B

Net Contribution Area and Deductions Plan



Legend

- DCA 2 Boundary
- MRS Primary Regional Road
- Fronting lot required to be ceded for the purpose of the MRS Great Eastern Highway Reservation (490m²)
- Net Contribution Area
- Deductions

Appendix B - Net Contribution Area and Deductions Plan - Draft for Advertising (February 2021).

Redcliffe Station Precinct

DRAFT

scale: NTS

plan: 16/065/145A

date: 25 Jan 2021

aerial: Nov 2020

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APPENDIX C

Cost Apportionment Schedule

Lot Number	Street Number	Street	Street Type	Site Area	Deductions	Contribution Area	Precinct	Rate/m2	Cost Contribution	Notes
300	128	BULONG	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
301	130	BULONG	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
302	132	BULONG	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
316	135	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
315	137	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
314	139	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
313	141	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
312	143	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
311	145	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
310	147	BULONG	AV	885	-	885	Centre Sub-Precinct	$ 84.50	$ 74,783.18	
5071	126	BULONG	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
452	107	CENTRAL	AV	734	-	734	Centre Sub-Precinct	$ 84.50	$ 62,023.56	
453	109	CENTRAL	AV	734	-	734	Centre Sub-Precinct	$ 84.50	$ 62,023.56	
454	111	CENTRAL	AV	734	-	734	Centre Sub-Precinct	$ 84.50	$ 62,023.56	
455	113	CENTRAL	AV	721	-	721	Centre Sub-Precinct	$ 84.50	$ 60,925.05	
262	116	CENTRAL	AV	531	-	531	Centre Sub-Precinct	$ 84.50	$ 44,869.91	
264	120	CENTRAL	AV	791	-	791	Centre Sub-Precinct	$ 84.50	$ 66,840.11	
265	120	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
266	122	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
267	124	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
21	126	CENTRAL	AV	405	-	405	Centre Sub-Precinct	$ 84.50	$ 34,222.81	
20	128	CENTRAL	AV	387	-	387	Centre Sub-Precinct	$ 84.50	$ 32,701.80	
9	132	CENTRAL	AV	300	-	300	Centre Sub-Precinct	$ 84.50	$ 25,350.23	
10	134	CENTRAL	AV	300	-	300	Centre Sub-Precinct	$ 84.50	$ 25,350.23	
487	136	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
486	138	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
485	140	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
484	142	CENTRAL	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
263	116A	CENTRAL	AV	669	-	669	Centre Sub-Precinct	$ 84.50	$ 56,531.01	
345	150	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	

346	152	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
347	154	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
348	156	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
1	162	COOLGARDIE	AV	792	-	792	Centre Sub-Precinct	$ 84.50	$ 66,924.61	
407	164	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
406	166	COOLGARDIE	AV	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
3	168	COOLGARDIE	AV	1,056	-	1,056	Centre Sub-Precinct	$ 84.50	$ 89,232.81	
4	170	COOLGARDIE	AV	1,371	-	1,371	Centre Sub-Precinct	$ 84.50	$ 115,850.55	
1	121	SECOND	ST	810	-	810	Centre Sub-Precinct	$ 84.50	$ 68,445.62	
7	122	SECOND	ST	724	-	724	Centre Sub-Precinct	$ 84.50	$ 61,178.55	
8	124	SECOND	ST	277	-	277	Centre Sub-Precinct	$ 84.50	$ 23,406.71	
2	140	SECOND	ST	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
349	141	SECOND	ST	809	-	809	Centre Sub-Precinct	$ 84.50	$ 68,361.12	
Proposed Lot 1				5,667	-	5,667	Centre Sub-Precinct	$ 84.50	$ 478,865.84	
Proposed Lot 2				437	-	437	Centre Sub-Precinct	$ 84.50	$ 36,926.83	
Proposed Lot 3				5,314	-	5,314	Centre Sub-Precinct	$ 84.50	$ 449,037.07	
Proposed Lot 4				2,935	-	2,935	Centre Sub-Precinct	$ 84.50	$ 248,009.75	
Proposed Lot 5				1,994	-	1,994	Centre Sub-Precinct	$ 84.50	$ 168,494.53	
Proposed Lot 6				1,468	-	1,468	Centre Sub-Precinct	$ 84.50	$ 124,047.12	
Proposed Lot 7				2,571	-	2,571	Centre Sub-Precinct	$ 84.50	$ 217,251.47	
Sub-Total Centre Precinct				**53,288**	**-**	**53,288**			**$ 4,502,876.82**	
244	79	BOULDER	AV	716	-	716	Centre Transition Sub-Precinct	$ 65.44	$ 46,853.16	
243	81	BOULDER	AV	848	-	848	Centre Transition Sub-Precinct	$ 65.44	$ 55,490.90	
242	83	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
241	85	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
240	87	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
238	89	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	

237	91	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
236	95	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
235	97	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
234	99	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
233	101	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
232	103	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
231	105	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
239	87A	BOULDER	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
103		BOULDER	AV	37	-	37	Centre Transition Sub-Precinct	$ 65.44	$ 2,421.18	Portion adjacent to Lot 243 Boulder Avenue
104		BOULDER	AV	170	-	170	Centre Transition Sub-Precinct	$ 65.44	$ 11,124.35	Portion adjacent to Lot 244 Boulder Avenue
290	108	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
291	110	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
292	112	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
327	113	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
293	114	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
326	115	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
294	116	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
325	117	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
295	118	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	

324	119	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
296	120	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
323	121	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
297	122	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
322	123	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
298	124	BULONG	AV	809	-	809	Centre Transition Sub-Precinct	$ 65.44	$ 52,938.84	
321	125	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
320	127	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
319	129	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
318	131	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
317	133	BULONG	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
288	95	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
287	97	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
286	99	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
285	101	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
284	103	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
283	105	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
289	93A	CENTRAL	AV	885	-	885	Centre Transition Sub-Precinct	$ 65.44	$ 57,912.08	
888	146	COOLGARDIE	AV	445	-	445	Centre Transition Sub-Precinct	$ 65.44	$ 29,119.63	
887	148	COOLGARDIE	AV	450	-	450	Centre Transition Sub-Precinct	$ 65.44	$ 29,446.82	

356	149	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
355	151	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
354	153	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
353	155	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
352	157	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
351	159	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
350	161	COOLGARDIE	AV	1,014	-	1,014	Centre Transition Sub-Precinct	$ 65.44	$ 66,353.50	
375	163	COOLGARDIE	AV	1,351	-	1,351	Centre Transition Sub-Precinct	$ 65.44	$ 88,405.90	
370	165	COOLGARDIE	AV	1,012	-	1,012	Centre Transition Sub-Precinct	$ 65.44	$ 66,222.63	Parent Lot - Strata Units
371	167	COOLGARDIE	AV	1,012	-	1,012	Centre Transition Sub-Precinct	$ 65.44	$ 66,222.63	
372	169	COOLGARDIE	AV	1,012	-	1,012	Centre Transition Sub-Precinct	$ 65.44	$ 66,222.63	
373	171	COOLGARDIE	AV	1,012	-	1,012	Centre Transition Sub-Precinct	$ 65.44	$ 66,222.63	
374	173	COOLGARDIE	AV	1,743	-	1,743	Centre Transition Sub-Precinct	$ 65.44	$ 114,057.35	Parent Lot - Strata Units
889	146A	COOLGARDIE	AV	724	-	724	Centre Transition Sub-Precinct	$ 65.44	$ 47,376.66	
4	22	FIRST	ST	759	-	759	Centre Transition Sub-Precinct	$ 65.44	$ 49,666.97	
3	20A	FIRST	ST	994	-	994	Centre Transition Sub-Precinct	$ 65.44	$ 65,044.75	
7	94	KANOWNA	AV	981	-	981	Centre Transition Sub-Precinct	$ 65.44	$ 64,194.07	
59	95	KANOWNA	AV	2,163	-	2,163	Centre Transition Sub-Precinct	$ 65.44	$ 141,541.05	
8	96	KANOWNA	AV	986	-	986	Centre Transition Sub-Precinct	$ 65.44	$ 64,521.25	
9	98	KANOWNA	AV	986	-	986	Centre Transition Sub-Precinct	$ 65.44	$ 64,521.25	

10	100	KANOWNA	AV	986	-	986	Centre Transition Sub-Precinct	$ 65.44	$ 64,521.25	
11	102	KANOWNA	AV	1,012	-	1,012	Centre Transition Sub-Precinct	$ 65.44	$ 66,222.63	
60	108	SECOND	ST	557	-	557	Centre Transition Sub-Precinct	$ 65.44	$ 36,448.62	
61	110	SECOND	ST	636	-	636	Centre Transition Sub-Precinct	$ 65.44	$ 41,618.17	
91	117	SECOND	ST	295	-	295	Centre Transition Sub-Precinct	$ 65.44	$ 19,304.03	
89	119	SECOND	ST	295	-	295	Centre Transition Sub-Precinct	$ 65.44	$ 19,304.03	
90	117A	SECOND	ST	295	-	295	Centre Transition Sub-Precinct	$ 65.44	$ 19,304.03	
152	69	STANTON	RD	6,754	-	6,754	Centre Transition Sub-Precinct	$ 65.44	$ 441,964.05	Surplus Government Land
Sub-Total Centre Transition Precinct				**69,160**	**-**	**69,160**			**$ 4,525,649.03**	
101	49	BOULDER	AV	1,181	-	1,181	Residential Core Sub-Precinct	$61.51	$ 72,644.85	
102	51	BOULDER	AV	886	-	886	Residential Core Sub-Precinct	$61.51	$ 54,499.02	
1	53	BOULDER	AV	537	-	537	Residential Core Sub-Precinct	$61.51	$ 33,031.57	
2	55	BOULDER	AV	1,234	-	1,234	Residential Core Sub-Precinct	$61.51	$ 75,904.95	
105	57	BOULDER	AV	886	-	886	Residential Core Sub-Precinct	$61.51	$ 54,499.02	
106	59	BOULDER	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
210	68	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
211	70	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
212	72	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
213	74	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	

214	76	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
215	78	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
216	80	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
217	82	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
218	84	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
219	86	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
220	88	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
221	90	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
222	92	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
223	94	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
224	96	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
225	98	BOULDER	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
501	100	BOULDER	AV	924	-	924	Residential Core Sub-Precinct	$61.51	$ 56,836.45	
502	102	BOULDER	AV	695	-	695	Residential Core Sub-Precinct	$61.51	$ 42,750.36	
54	104	BOULDER	AV	290	-	290	Residential Core Sub-Precinct	$61.51	$ 17,838.28	
53	106	BOULDER	AV	292	-	292	Residential Core Sub-Precinct	$61.51	$ 17,961.30	
58	86	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
57	88	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
56	90	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
55	90	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	

54	94	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
41	95	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
53	96	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
42	97	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
52	98	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
43	99	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
51	100	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
44	101	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
50	102	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
45	103	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
49	104	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
46	105	BULONG	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
48	106	BULONG	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
5	107	BULONG	AV	505	-	505	Residential Core Sub-Precinct	$61.51	$ 31,063.21	
92	60	CENTRAL	AV	1,080	-	1,080	Residential Core Sub-Precinct	$61.51	$ 66,432.21	
91	62	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
90	64	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
89	66	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
88	68	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
20	70	CENTRAL	AV	1,009	-	1,009	Residential Core Sub-Precinct	$61.51	$ 62,064.91	

69	71	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
21	72	CENTRAL	AV	1,419	-	1,419	Residential Core Sub-Precinct	$61.51	$ 87,284.54	
70	73	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
71	75	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
84	76	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
83	76	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
72	77	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
73	79	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
82	80	CENTRAL	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
102	83	CENTRAL	AV	1,771	-	1,771	Residential Core Sub-Precinct	$61.51	$ 108,936.52	
3	84	CENTRAL	AV	516	-	516	Residential Core Sub-Precinct	$61.51	$ 31,739.83	
76	85	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
1	86	CENTRAL	AV	299	-	299	Residential Core Sub-Precinct	$61.51	$ 18,391.88	
77	87	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
78	89	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
79	89	CENTRAL	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
103	100	COOLGARDIE	AV	7,206	-	7,206	Residential Core Sub-Precinct	$61.51	$ 443,250.47	Identified as Lot 100 on Landgate but Lot 443 on Intramaps
22	106	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
21	108	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
20	110	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	

19	112	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
18	114	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
17	116	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
16	118	COOLGARDIE	AV	810	-	810	Residential Core Sub-Precinct	$61.51	$ 49,824.16	
332	124	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
369	125	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
333	126	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
367	127	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
368	127	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
334	128	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
366	129	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
365	129	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
335	130	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
364	131	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
336	132	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
337	134	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
363	135	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
338	136	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
362	137	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
339	138	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	

361	139	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
340	140	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
360	141	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
341	142	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
359	143	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
342	144	COOLGARDIE	AV	809	-	809	Residential Core Sub-Precinct	$61.51	$ 49,762.65	
358	145	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
357	147	COOLGARDIE	AV	1,014	-	1,014	Residential Core Sub-Precinct	$61.51	$ 62,372.46	
4	1	FIRST	ST	490	-	490	Residential Core Sub-Precinct	$61.51	$ 30,140.54	
2	3	FIRST	ST	307	-	307	Residential Core Sub-Precinct	$61.51	$ 18,883.97	
6	21	FIRST	ST	362	-	362	Residential Core Sub-Precinct	$61.51	$ 22,267.09	
99	24	FIRST	ST	500	-	500	Residential Core Sub-Precinct	$61.51	$ 30,755.65	
98	26	FIRST	ST	500	-	500	Residential Core Sub-Precinct	$61.51	$ 30,755.65	
162	28	FIRST	ST	601	-	601	Residential Core Sub-Precinct	$61.51	$ 36,968.30	
500	375	GREAT EASTERN	HWY	6,393	-	6,393	Residential Core Sub-Precinct	$61.51	$ 393,241.78	Portion of Lot 500 within Urban Corridor Precinct
500	375	GREAT EASTERN	HWY	735	-	735	Residential Core Sub-Precinct	$61.51	$ 45,210.81	East Side of Kanowna also identified as Lot 500
143	47	KANOWNA	AV	861	-	861	Residential Core Sub-Precinct	$61.51	$ 52,961.23	
144	49	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
145	51	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	

146	53	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
147	55	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
148	57	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
149	59	KANOWNA	AV	885	-	885	Residential Core Sub-Precinct	$61.51	$ 54,437.51	
14	3	REDCLIFFE	RD	1,338	-	1,338	Residential Core Sub-Precinct	$61.51	$ 82,302.13	Parent Lot - Strata Units
5	73	SECOND	ST	1,474	-	1,474	Residential Core Sub-Precinct	$61.51	$ 90,667.67	
88	75	SECOND	ST	494	-	494	Residential Core Sub-Precinct	$61.51	$ 30,386.59	
89	77	SECOND	ST	1,103	-	1,103	Residential Core Sub-Precinct	$61.51	$ 67,846.97	77 and 79 Second Street with Common Property
51	113	SECOND	ST	296	-	296	Residential Core Sub-Precinct	$61.51	$ 18,207.35	
52	115	SECOND	ST	302	-	302	Residential Core Sub-Precinct	$61.51	$ 18,576.41	
1	5	THE COURT		1,480	-	1,480	Residential Core Sub-Precinct	$61.51	$ 91,036.73	Parent Lot - Strata Units
72	7	THE COURT		769	-	769	Residential Core Sub-Precinct	$61.51	$ 47,302.19	
71	9	THE COURT		686	-	686	Residential Core Sub-Precinct	$61.51	$ 42,196.76	
70	11	THE COURT		1,019	-	1,019	Residential Core Sub-Precinct	$61.51	$ 62,680.02	
69	13	THE COURT		1,088	-	1,088	Residential Core Sub-Precinct	$61.51	$ 66,924.30	
68	15	THE COURT		1,330	-	1,330	Residential Core Sub-Precinct	$61.51	$ 81,810.04	
9	17	THE COURT		669	-	669	Residential Core Sub-Precinct	$61.51	$ 41,151.06	
10	19	THE COURT		393	-	393	Residential Core Sub-Precinct	$61.51	$ 24,173.94	
11	21	THE COURT		471	-	471	Residential Core Sub-Precinct	$61.51	$ 28,971.83	
3	78	VICTORIA	ST	1,012	-	1,012	Residential Core Sub-Precinct	$61.51	$ 62,249.44	Parent Lot - Strata Units

2	80	VICTORIA	ST	1,012	-	1,012	Residential Core Sub-Precinct	$61.51	$ 62,249.44	
1	82	VICTORIA	ST	1,012	-	1,012	Residential Core Sub-Precinct	$61.51	$ 62,249.44	
Sub-Total Residential Core Precinct				**122,172**	**-**	**122,172**			**$ 7,514,959.30**	
209	61	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
208	63	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
207	65	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
206	67	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
205	69	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
204	71	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
203	73	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
202	75	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
201	77	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
200	79	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
199	81	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
198	83	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
197	85	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
196	87	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
195	89	KANOWNA	AV	885	-	885	School Interface	$60.20	$ 53,278.88	
6	86	KANOWNA	AV	2,342	-	2,342	School Interface	$60.20	$ 140,993.37	
152	69	STANTON	RD	4,082	-	4,082	School Interface	$60.20	$ 245,745.06	Surplus Government Land
Sub-Total School Interface Precinct				**19,699**	**-**	**19,699**			**$ 1,185,921.59**	
2	67	CENTRAL	AV	610	-	610	Urban Corridor	$85.07	$ 51,891.33	
68	69	CENTRAL	AV	810	-	810	Urban Corridor	$85.07	$ 68,904.88	
128	401	GREAT EASTERN	HWY	642	56	586	Urban Corridor	$85.07	$ 49,849.70	
130	401	GREAT EASTERN	HWY	685	40	645	Urban Corridor	$85.07	$ 54,868.70	
129	401	GREAT EASTERN	HWY	663	40	623	Urban Corridor	$85.07	$ 52,997.21	

1	403	GREAT EASTERN	HWY	1,160	65	1,095	Urban Corridor	$85.07	$ 93,149.19	
22	407	GREAT EASTERN	HWY	1,011	-	1,011	Urban Corridor	$85.07	$ 86,003.50	
500	375	GREAT EASTERN	HWY	9,577	-	9,577	Urban Corridor	$85.07	$ 814,693.89	Portion of Lot 500 within Residential Transition Precinct
97	409	GREAT EASTERN	HWY	989	56	933	Urban Corridor	$85.07	$ 79,368.22	
96	411	GREAT EASTERN	HWY	693	40	653	Urban Corridor	$85.07	$ 55,549.24	
95	413	GREAT EASTERN	HWY	670	40	630	Urban Corridor	$85.07	$ 53,592.69	
94	415	GREAT EASTERN	HWY	647	40	607	Urban Corridor	$85.07	$ 51,636.13	
93	417	GREAT EASTERN	HWY	627	56	571	Urban Corridor	$85.07	$ 48,573.69	
120	419	GREAT EASTERN	HWY	2,010	-	2,010	Urban Corridor	$85.07	$ 170,986.19	
500	427	GREAT EASTERN	HWY	3,971	-	3,971	Urban Corridor	$85.07	$ 337,804.06	
60	433	GREAT EASTERN	HWY	685	57	628	Urban Corridor	$85.07	$ 53,422.55	
888	439	GREAT EASTERN	HWY	3,727	-	3,727	Urban Corridor	$85.07	$ 317,047.52	
102	447	GREAT EASTERN	HWY	2,651	-	2,651	Urban Corridor	$85.07	$ 225,514.62	
Sub-Total Urban Corridor Precinct				**31,828**	**490**	**31,338**			**$ 2,665,853.32**	
TOTAL				**296,147**	**490**	**295,657**			**$ 20,395,260.06**	

Plot Ratio Proportion	m2 rate site area
Centre	$84.50
Centre Transition	$65.44
Residential Transition	$61.51
School Interface	$60.20
Urban Corridor	$85.07

Ref	Item	Responsibliity for Implementation	Estimated Costs
CIW1A	Linear Parkland (POS 1, POS 2 and POS 3) (excluding Southern Main Drain integration)	City of Belmont	$ 4,120,237.86
CIW2A	Road 1 (Kanowna Avenue to Boulder Avenue)	City of Belmont	$ 389,000.00
CIW2B	All Local Roads (Upgrades to reflect Street Character Types)	City of Belmont	$ 6,800,000.00
CIW3A	Underground Network	Western Power and City of Belmont	$ 7,150,000.00
CIW3B	Water Supply (DN100, DN150 and DN200)	Water Corporation and City of Belmont	$ 1,038,000.00
CIW3C	Wastewater Infrastructure - Distribution Upgrades	Water Corporation and City of Belmont	$ 1,362,000.00
CIW3D	New Internal Reticulation	ATCO and City of Belmont	$ 472,000.00
	Total Works Costs		**$ 21,331,237.86**
CIW4A	Preparation Costs	City of Belmont	$ 460,395.07
CIW4B	Administrative Costs (0.3% per annum for 10 years)	City of Belmont	$ 639,937.14
	Total Costs		**$22,431,570.06**
		Net Contribution Area	295,657.00
		Dwellings	2,800.00
		Total Development Floorspace Estimate (m^2)	311,676.00
		Average Site m^2 Rate	$75.87
		Hectare Rate	*$758,702.49*
		Per Dwelling Rate (Moderate Growth Assumption)	*$8,011.28*
		Average Development Site Total Contribution	*$121,392.40*

Precinct	Total Development Floorspace Estimate (m^2)	Percentage of Total DCA Floorspace Estimate (%)	Proportion of Total DCP Cost ($)	Contribution Area (m^2)	Contribution Rate per m^2 Site Area ($)
Centre	68,812	22%	$4,952,454.47	53,288	$92.94
Centre Transition	69,160	22%	$4,977,500.31	69,160	$71.97
Residential Core	114,842	37%	$8,265,270.25	122,172	$67.65
School Interface	18,123	6%	$1,304,326.75	19,699	$66.21
Urban Corridor	40,739	13%	$2,932,018.29	31,338	$93.56
Total	**311,676**		**$22,431,570.06**	**295,657**	

Example Calculation (A x B = C)		Amount
A	Net Contribution Area (m2) (Site Area - Deductions) (m2)	1,590
B	Precinct Contribution Rate (m2) (Residential Core Precinct)	$67.65
C	**Individual Contribution Amount Required (AxB) ($)**	**$107,567.85**

Notes:
Total Development Floorspace Estimate, for the purpose of these calculations, is the total floorspace estimate (m2) for apartment and non-residential uses, in addition to the total site area estimate for grouped dwellings. This is further outlined within the RSP Yield Analysis (Jan 2021).

				RATE	TOTAL ($)
1.0	**Soilworks and Preliminaries**				
1.1	Site Establishment [Included Item 1.2 Below]	0	Item	-	-
1.2	Preliminaries (Including Insurance)	1	Item	55,000.00	55,000.00
1.3	Traffic Management	4	day rate	1,000.00	4,000.00
1.4	Minor Earthworks to adjust civil as-con level	2	day rate	2,500.00	5,000.00
1.5	Fine grading	29,200	m2	1.20	35,040.00
1.6	Soil Conditioner/Wetting Agent to shrubs to 75mm depth	11,000	m2	4.00	44,000.00
1.7	Soil Conditioner/Wetting Agent to tree pits	341	per tree	18.00	6,138.00
1.8	Fence to perimeter of site - protection of public during works	2,000	linm	9.00	18,000.00
1.9	Arborist works to existing trees	1	Sum	80,000.00	80,000.00
1.10	Drainage Pipe and Channel works in engineers costs				
2.0	**Paving, Paths and Surfaces**				
2.1	Supply and Install Extruded Concrete Edge	1098	linm	22.00	24,156.00
2.2	Supply and Install Insitu Conc Pavement ag finish excl. in verge	5,308	m2	85.00	451,180.00
2.3	Supply and Install Feature Paving	1000	m2	120.00	120,000.00
2.4	Supply and Install Play Mulch	400	m2	36.00	14,400.00
2.5	Supply and Install Rubber Safety Surface	200	m2	250.00	50,000.00
3.0	**Limestone Walls, Edging & Steps**				
3.1	Supply and Install Limestone Wall	1,000	linm	400.00	400,000.00
3.2	Supply and Install Moss Rock Pitching (inc. Geo-fabric)	80	m2	128.00	10,240.00
3.3	Supply and Install Moss Rock Boulders	400	ea	170.00	68,000.00
3.4	Steps	50	m2	200.00	10,000.00
4.0	**Irrigation System**				
4.1	Supply irrigation to shrubs and turf	30,000	m2	6.00	180,000.00
4.2	Supply irrigation mainline (perimeter of POS) as required	1000	linm	18.00	18,000.00
4.3	Irrigation Contractors mark up		%	0.10	19,800.00
	No bore or iron filter allowance, presumed existing (City of Belmont)				
5.0	**Steel and Timber Works**				
5.1	Supply and Install Steel Shade Structure	1	No	50,000.00	50,000.00
5.2	Supply and Install Modwood Timber decking	250	m2	850.00	212,500.00
5.3	Supply and Install SS Balustrade to edges	150	linm	710.00	106,500.00

5.4	Supply and Install Steel and Timber Seats	5	each	2,800.00	14,000.00
5.5	Supply and Install Steel and Timber Picnic Sets	2	each	5,500.00	11,000.00
5.7	Supply and Install Treated timber Bollards (150 linm)	50	each	50.00	2,500.00
5.8	Supply and Install Steel Folding Bollard	8	No	900.00	7,200.00
5.9	Supply and Install Single Bike Racks	2	No	1,800.00	3,600.00
5.10	Supply and Install 240L Bins and surround on conc slab base	5	item	1,200.00	6,000.00
5.11	Anti Graffiti to walls and structures	2500	m2	4.50	11,250.00
5.12	Supply and Install Steel Community Structure	1	item	225,000.00	225,000.00
5.13	Supply and Install Steel Utility Performance Structure and electrics	1	item	38,000.00	38,000.00
6.0	**Planting**				
6.1	Trees @ 400 litre	25	No.	1,000.00	25,000.00
6.2	Trees @ 200 litre	265	No.	450.00	119,250.00
6.3	Trees @ 45 litre	50	No.	145.00	7,250.00
6.4	Supply and Installation of Shrubs, tubstock & littoral	18,470	m2	10.00	184,700.00
6.6	Swale Baseplanting	2,900	m2	2.40	6,960.00
7.0	**Mulch**				
7.1	Supply and install imported mulch to shrubs and tubes to 75mm	18,470	m2	3.60	66,492.00
8.0	**Turf**				
8.1	Supply and Install turf	19,110	m2	7.00	133,770.00
9.0	**Play & Exercise Equipment**				
9.1	Supply and Install Nature Playground	1	item	45,000.00	45,000.00
9.2	Supply and Install Play Equipment	1	item	350,000.00	350,000.00
10.0	**Lighting**				
10.1	Supply and Install Lighting to Open Space Corridor	1	item	150,000.00	150,000.00
11.0	**Provisional Sums**				**-**
	bioengineering erosion roll to channel low flow edge 3m@160	2,000	sqm	54.00	108,000.00
12.0	**Maintenance During Consolidation Period**		Item		**15,000.00**
13.0	**Contingency Sums**		Item		**200,000.00**

14.0	**Landscape Works Total**				**3,711,926.00**
	FEES				**371,192.60**
	GST applicable				**37,119.26**
	TOTAL				**4,120,237.86**

Exclusions:

Bulk Earthworks and filling (including bunds to POS perimetre)
Drainage Works (Pipe and Headwalls)
Carparks
Irrigation ducts
Bore and Pump
Power and water supplies
Periphery footpath (civil contract)
Hard Works included in Civil contract (pram ramps)

Note

POPC valid for 90 days. For budget purposes figures should be increased by approx. 4% per annum (based on CPI typical inflation figures)

CIW2A - Construction and Delivery of Road 1		COST	
1.0	**ROAD 1**		
1.1	Preliminaries and Siteworks	$	59,830
1.2	Roadworks incl. deviation in road alignments	$	157,260
1.3	Localised street drainage	$	31,680
1.4	Construction Contingency (30%)	$	74,631
1.5	Professional Fees including engineering, survey, project management (20%)	$	64,680
	Sub-Total Road 1	**$**	**389,000**

Notes	
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	20%

CIW2B - EXISTING ROAD UPGRADES		COST	
1.0	**COOLGARDIE AVENUE - GREAT EASTERN HIGHWAY TO SECOND STREET**		
1.1	Preliminaries and Siteworks	$	31,100
1.2	Roadworks including onstreet parking	$	337,230
1.3	Localised street drainage	$	150,150
1.4	Construction Contingency (30%)	$	-
1.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Coolgardie Avenue - First Street to Second Street	**$**	**519,000**
2.0	**COOLGARDIE AVENUE - EAST OF SECOND STREET incl Henderson Avenue**		
2.1	Preliminaries and Siteworks	$	19,900
2.2	Roadworks including onstreet parking	$	114,520
2.3	Localised street drainage	$	27,650
2.4	Construction Contingency (30%)	$	-
2.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Coolgardie Avenue - East of Second Street	**$**	**163,000**
3.0	**KANOWNA AVENUE - WEST OF FIRST STREET TO ROAD 1**		
3.1	Preliminaries and Siteworks	$	19,900
3.2	Roadworks incl. deviation in road alignments	$	131,220
3.3	Localised street drainage	$	53,640
3.4	Construction Contingency (30%)	$	-
3.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Kanowna Street - First Street to Road 1	**$**	**205,000**
4.0	**KANOWNA AVENUE - FIRST STREET TO SECOND STREET**		
4.1	Preliminaries and Siteworks	$	19,900
4.2	Roadworks incl. deviation in road alignments	$	167,580
4.3	Localised street drainage	$	53,800
4.4	Construction Contingency (30%)	$	-
4.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Kanowna Street - First Street to Second Street	**$**	**242,000**
5.0	**KANOWNA AVENUE - SECOND STREET TO PERTH AIRPORT**		
5.1	Preliminaries and Siteworks	$	14,300

5.2	Roadworks incl. deviation in road alignments	$	48,150
5.3	Localised street drainage	$	19,310
5.4	Construction Contingency (30%)	$	-
5.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Kanowna Street - First Street to Second Street	**$**	**82,000**
6.0	**BOULDER AVENUE - GREAT EASTERN HIGHWAY TO FIRST STREET**		
6.1	Preliminaries and Siteworks	$	14,300
6.2	Roadworks	$	57,690
6.3	Localised street drainage	$	25,580
6.4	Construction Contingency (30%)	$	-
6.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Boulder Avenue - Great Eastern Highway to First Street	**$**	**98,000**
7.0	**BOULDER AVENUE - FIRST STREET TO SECOND STREET**		
7.1	Preliminaries and Siteworks	$	21,420
7.2	Roadworks	$	176,620
7.3	Localised street drainage	$	78,180
7.4	Construction Contingency (30%)	$	82,870
7.5	Professional Fees including engineering, survey, project management (20%)	$	71,820
	Sub-Total Boulder Avenue - First Street to Second Street	**$**	**431,000**
8.0	**FIRST STREET**		
8.1	Preliminaries and Siteworks	$	26,500
8.2	Roadworks incl. deviation in road alignments and onstreet parking	$	191,470
8.3	Localised street drainage	$	45,480
8.4	Construction Contingency (30%)	$	-
8.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total First Street	**$**	**264,000**
9.0	**SECOND STREET - COOLGARDIE AVENUE TO BULONG AVENUE**		
9.1	Preliminaries and Siteworks	$	23,460
9.2	Roadworks incl. deviation in road alignments	$	60,690
9.3	Localised street drainage	$	9,060
9.4	Construction Contingency (30%)	$	27,970
9.5	Professional Fees including engineering, survey, project management (20%)	$	24,240

	Sub-Total Second Street	**$**	**146,000**
10.0	**SECOND STREET - CENTRAL AVENUE TO KANOWNA AVENUE**		
10.1	Preliminaries and Siteworks	$	43,900
10.2	Roadworks incl. deviation in road alignments	$	189,370
10.3	Localised street drainage	$	40,730
10.4	Construction Contingency (30%)	$	-
10.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Second Street	**$**	**274,000**
11.0	**BULONG AVENUE - GREAT EASTERN HIGHWAY TO FIRST STREET**		
11.1	Preliminaries and Siteworks	$	38,970
11.2	Roadworks incl. deviation in road alignments and onstreet parking	$	160,050
11.3	Localised street drainage	$	72,410
11.4	Construction Contingency (30%)	$	-
11.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Bulong Avenue - Great Eastern Highway to First Street	**$**	**272,000**
12.0	**BULONG AVENUE - FIRST STREET TO SECOND STREET**		
12.1	Preliminaries and Siteworks	$	41,250
12.2	Roadworks incl. deviation in road alignments and onstreet parking	$	195,010
12.3	Localised street drainage	$	85,980
12.4	Construction Contingency (30%)	$	-
12.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Bulong Avenue - First Street to Second Street	**$**	**323,000**
13.0	**CENTRAL AVENUE - GREAT EASTERN HIGHWAY TO FIRST STREET**		
13.1	Preliminaries and Siteworks	$	43,800
13.2	Roadworks including boulevard treatment and deviating alignments	$	237,390
13.3	Localised street drainage	$	41,600
13.4	Construction Contingency (30%)	$	96,840
13.5	Professional Fees including engineering, survey, project management (20%)	$	83,930
	Sub-Total Central Avenue	**$**	**504,000**
14.0	**CENTRAL AVENUE - FIRST STREET TO SECOND STREET**		
14.1	Preliminaries and Siteworks	$	57,310
14.2	Roadworks including boulevard treatment and deviating alignments	$	427,940
14.3	Localised street drainage	$	99,160

14.4	Construction Contingency (30%)	$	-
14.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Central Avenue	**$**	**585,000**
15.0	**VICTORIA STREET**		
15.1	Preliminaries and Siteworks	$	31,120
15.2	Roadworks incl. footpaths and onstreet parking	$	74,140
15.3	Localised street drainage	$	39,880
15.4	Construction Contingency (30%)	$	-
15.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Victoria Street	**$**	**146,000**
16.0	**THE COURT**		
16.1	Preliminaries and Siteworks	$	31,120
16.2	Roadworks incl. footpaths and onstreet parking	$	68,310
16.3	Localised street drainage	$	29,910
16.4	Construction Contingency (30%)	$	38,810
16.5	Professional Fees including engineering, survey, project management (20%)	$	33,630
	Sub-Total The Court	**$**	**202,000**
17.0	**INTERSECTION TREATMENTS**		
17.1	Second Street - Signalised Intersection at Central Avenue Intersection	$	200,000
17.2	Second Street - Raised Platform at Kanowna Avenue Intersection	$	35,000
17.3	Construction Contingency (30%)	$	-
17.4	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Intersection Treatments	**$**	**235,000**
18.0	**STANTON ROAD - KANOWNA AVENUE TO TONKIN HIGHWAY BRIDGE**		
18.1	Preliminaries and Siteworks	$	23,950
18.2	Roadworks incl. deviation in road alignments	$	87,370
18.3	Localised street drainage	$	19,940
18.4	Construction Contingency (30%)	$	-
18.5	Professional Fees including engineering, survey, project management (20%)	$	-
	Sub-Total Stanton Road	**$**	**132,000**
	Total Construction Cost	**$**	**4,823,000**

Notes	Percentage
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	20%

QUALIFICATIONS AND ASSUMPTIONS

GENERAL

G1 Opinion of Probable Cost (OPC) does not include GST.

G2 The OPC is based on the Layout and Yield on the Development Area 6 Yield Analysis Plan prepared by TBB road network inputs dated August

G3 The OPC is based on the average market rates for the Perth Metro Area. Cost is based on all Roadworks for a given road to be completed in a

G4 The OPC is based on very preliminary advice from relevant approving Authorities and may be subject to change once formal submissions are

G5 No allowance has been made for any developer contribution scheme, inflation, acquisition, holding costs, rates and taxes, legal, marketing,

G6 Allowance has been made for Main Roads to install Linemarking and Signs.

G7 Whilst every care has been taken in preparing the OPC, government regulations, labour and equipment availability, market and site conditions

G8 Based on the current project definition and the Australian Cost Engineering Society/AACE International's five estimate class levels, we believe

SITE

S1 OPC based on TABEC concept layout only with no design undertaken. The design layout and road configuration may therefore vary pending

S2 OPC is based on the development of Road 2 being constructed by the PTA.

S3 No allowance has been made for Acid Sulphate Soils (ASS) or Dewatering.

S4 No allowance has been made for the treatment of contaminated ground should this be encountered.

S5 No allowance for Earthworks, Hard Rock or Ground Improvement. It is assumed all roads will be built on the existing surface and that existing

S6 No allowance for upgrading existing intersections with Great Eastern Highway.

S7 Roadworks based on City of Belmont standards with generally a black asphalt finish. No allowance for brick paved intersection thresholds.

S8 No allowance for upgrades to kerbs or paths on existing roads.

S9 Allowances for stormwater drainage to be contained within each street, subject to detailed design.

S10 No allowance to relocate any existing infrastructure during demolition of Brearley Avenue or during construction and upgrade of roads.

S11 No allowance has been made for landscaping treatments or any associated works (i.e. verge treatments, soil improvement, street trees, etc), including works within the public open space or main drain areas (i.e. paths, retaining and soft and hard landscaping etc)

CIW3A - Electricity Infrastructure Upgrades		COST	
1.0	**Power and Lighting**		
1.1	Underground Conversion of Existing HV and LV Network	$	5,500,000
1.2	Construction Contingency (30%)	$	1,650,000
1.3	Professional Fees (Included)	$	-
	Sub-Total Electricity Infrastructure	**$**	**7,150,000**

Notes	Percentage
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	NA - included in item

Item	Cost Item	Cost Estimate
Preparation Costs - Activity Centre Plan and Development Contribution Arrangements		
Activity Centre Plan	Project Inception	$ 23,436.50
	Technical Appendices	$ 148,599.00
	Engineering Design - Southern Main Drain	$ 27,892.00
	Preparation of Draft Report	$ 86,905.97
	Advertising and Approval	$ 32,461.50
Infrastructure Funding Strategy	Planning Strategy Report	$ 14,155.00
	Research and Analysis	$ 36,945.00
Development Contribution Plan	DCP Report	$ 34,684.50
	DCP Advertising and Approval	$ 13,461.50
GST Applicable		$ 41,854.10
Sub-Total		**$ 460,395.07**

Item	Cost Item	Cost Estimate
Administration Costs to City of Belmont		
Administration Costs (Officer Time)	0.3% of overall costs	**$ 580,627.14**
Sub-Total		**$ 580,627.14**

Notes

CIW3B - Water Supply Infrastructure		COST	
1.0	**Water Supply Infrastructure**		
1.1	Preliminaries and Site Establishment	$	218,509
1.2	Siteworks and Earthworks	$	-
1.4	Roadworks and Paths	$	110,550
1.5	Water Reticulation	$	335,992
1.6	Construction Contingency (30%)	$	199,515
1.7	Professional Fees (20%)	$	172,913
	Sub-Total Water Supply Infrastructure	**$**	**1,038,000**

Notes	Percentage
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	20%

CIW3C - Sewer Reticulation Infrastructure		COST	
1.0	**Sewer Reticulation Infrastructure (DN225)**		
1.1	Preliminaries and Site Establishment	$	49,259
1.2	Siteworks and Earthworks	$	-
1.4	Roadworks and Paths	$	38,112
1.5	Sewerage Reticulation	$	51,825
1.6	Construction Contingency (30%)	$	41,759
1.7	Professional Fees (20%)	$	36,191
	Sub-Total Water Supply Infrastructure	**$**	**218,000**
2.0	**Sewer Reticulation Infrastructure (DN300)**		
2.1	Preliminaries and Site Establishment	$	240,246
2.2	Siteworks and Earthworks	$	-
2.3	Roadworks and Paths	$	316,371
2.4	Sewerage Reticulation	$	626,353
2.5	Water Corporation Refund	-$	450,000
2.6	Construction Contingency (30%)	$	219,891
2.7	Professional Fees (20%)	$	190,572
	Sub-Total Water Supply Infrastructure	**$**	**1,144,000**
Total Cost Estimate		**$**	**1,362,000**

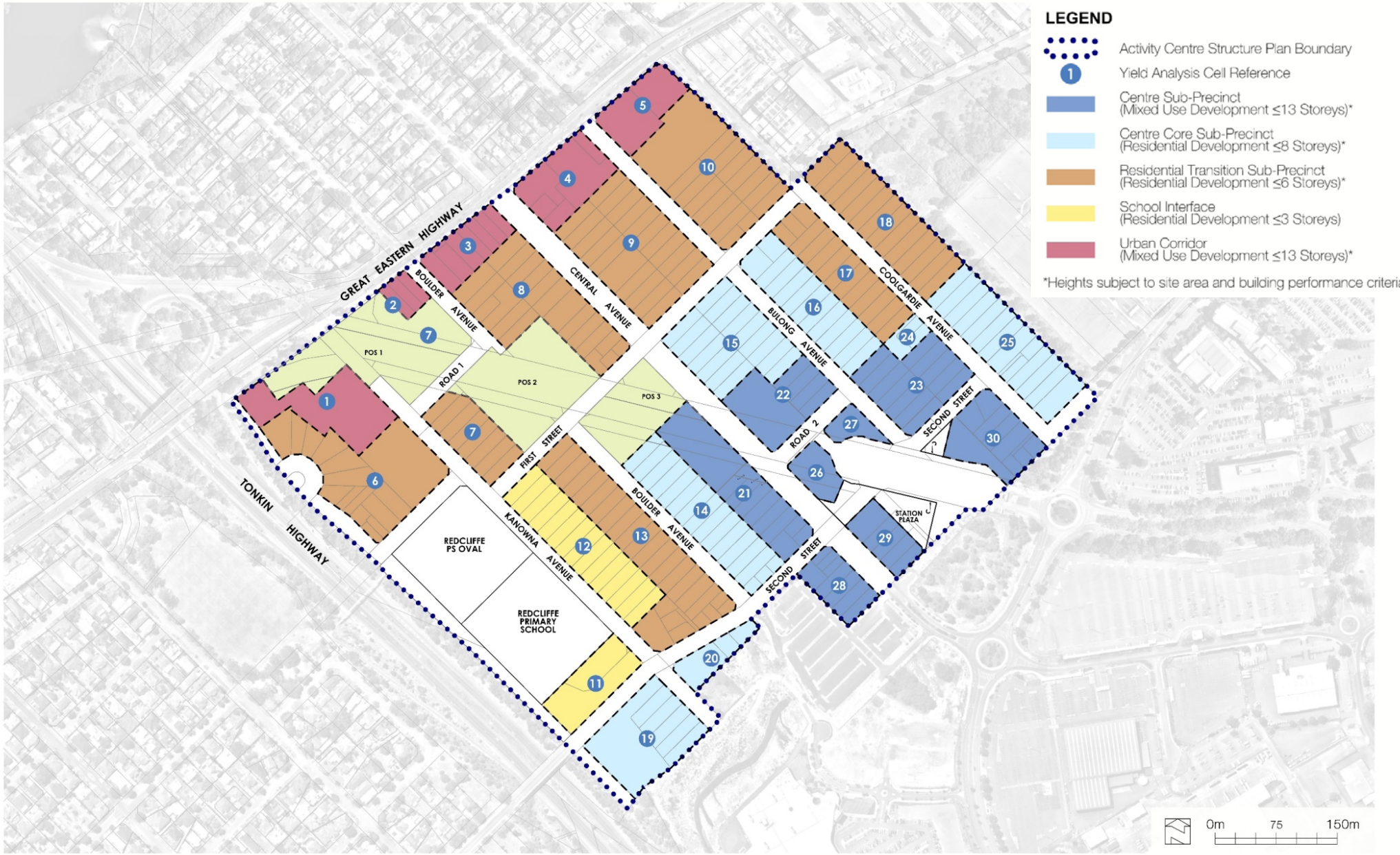
Notes	Percentage
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	20%

CIW3D - Gas Reticulation		COST	
1.0	**Gas Reticulation Infrastructure**		
1.1	Internal Reticulation Upgrades	$	362,440
1.2	Construction Contingency (30%)	$	108,732
1.3	Professional Fees (20%)	$	-
	Sub-Total Gas Reticulation Infrastructure	**$**	**472,000**

Notes	Percentage
Construction Contingency (applied to all construction items)	30%
Professional Fees (applied to all construction with contingency	NA - Included in item

APPENDIX D

Precinct Yield Analysis


LEGEND
Activity Centre Structure Plan Boundary
Yield Analysis Cell Reference
Centre Sub-Precinct
(Mixed Use Development ≤13 Storeys)*
Centre Core Sub-Precinct
(Residential Development ≤8 Storeys)*
Residential Transition Sub-Precinct
(Residential Development ≤6 Storeys)*
School Interface
(Residential Development ≤3 Storeys)
Urban Corridor
(Mixed Use Development ≤13 Storeys)*
*Heights subject to site area and building performance criteria
GREAT EASTERN HIGHWAY
TONKIN HIGHWAY
BOULDER AVENUE
CENTRAL AVENUE
COOLGARDIE AVENUE
BULONG AVENUE
KANOWNA AVENUE
FIRST STREET
SECOND STREET
ROAD 1
ROAD 2
POS 1
POS 2
POS 3
REDCLIFFE PS OVAL
REDCLIFFE PRIMARY SCHOOL
STATION PLAZA
0m
75
150m

Precinct	Moderate Growth Scenario	High Growth Scenario
Centre		
Residential - Single/Grouped	-	-
Residential - Apartments (Units)	775	926
Commercial - Floorspace (m2)	10,658	21,315
Centre Transition		
Residential - Single/Grouped	247	127
Residential - Apartments	461	932
Residential Transition		
Residential - Single/Grouped	475	325
Residential - Apartments	391	1,034
School Interface		
Residential - Single/Grouped	79	79
Residential - Apartments	32	78
Urban Corridor		
Residential - Single/Grouped	-	-
Residential - Apartments	334	522
Commercial - Floorspace	15,669	25,070
Total Single/Grouped Dwellings	**801**	**531**
Total Apartments (units)	**1,993**	**3,493**
Total Dwellings	**2,794**	**4,023**
Total Commercial Floorspace (m2)	**26,327**	**46,385**

BASE INFORMATION					BASE SCENARIO											
Spatial Plan					Single / Grouped Dwellings (Townhouses, villas, etc)				Multiple Dwellings (Apartments)					Combined Residential	Commercial	
Cell Reference	Proposed Zone	Precinct	Total Development Area (m2)	Proposed Residential Coding	Proportion Single/Grouped Dwellings (% cell area)	Net Land Area for Grouped Dwellings (m2)	Estimated Average Lot Size Achieved (m2)	Estimated Ultimate Dwelling Yield (number of dwellings)	Proportion Multiple Dwellings	Net Land Area for Multiple Dwellings	Estimated Average Plot Ratio Achieved	Estimated Total Plot Ratio Area Developed (m2)	Estimated Ultimate Dwelling Yield (assume average 75m^2)		Plot Ratio Proportion	Floorspace (m^2)
1	Mixed Use	Urban Corridor	9,577	RAC0	0%				100%	9,577	0.80	7,662	102	102	0.5	4,789
2	Mixed Use	Urban Corridor	1,854	RAC0	0%				100%	1,854	0.80	1,483	20	20	0.5	927
3	Mixed Use	Urban Corridor	5,500	RAC0	0%				100%	5,500	0.80	4,400	59	59	0.5	2,750
4	Mixed Use	Urban Corridor	8,029	RAC0	0%				100%	8,029	0.80	6,423	86	86	0.5	4,015
5	Mixed Use	Urban Corridor	6,378	RAC0	0%				100%	6,378	0.80	5,102	68	68	0.5	3,189
6	Residential	Residential Transition	17,334	R100	70%	12,134	180	67	30%	5,200	0.80	4,160	55	123		-
7	Residential	Residential Transition	6,906	R100	70%	4,834	180	27	30%	2,072	0.80	1,657	22	49		-
8	Residential	Residential Transition	16,399	R100	70%	11,479	180	64	30%	4,920	0.80	3,936	52	116		-
9	Residential	Residential Transition	18,646	R100	70%	13,052	180	73	30%	5,594	0.80	4,475	60	132		-
10	Residential	Residential Transition	19,053	R100	70%	13,337	180	74	30%	5,716	0.80	4,573	61	135		-
11	Residential	School Interface	6,424	R60	80%	5,139	200	26	20%	1,285	0.60	771	10	36		-
12	Residential	School Interface	13,275	R60	80%	10,620	200	53	20%	2,655	0.60	1,593	21	74		-
13	Residential	Residential Transition	18,814	R100	70%	13,170	180	73	30%	5,644	0.80	4,515	60	133		-
14	Residential	Centre Transition	13,276	RAC3	50%	6,638	140	47	50%	6,638	1.00	6,638	89	136		-
15	Residential	Centre Transition	13,476	RAC3	50%	6,738	140	48	50%	6,738	1.00	6,738	90	138		-
16	Residential	Centre Transition	11,488	RAC3	50%	5,744	140	41	50%	5,744	1.00	5,744	77	118		-
17	Residential	Residential Transition	10,500	R100	70%	7,350	180	41	30%	3,150	0.80	2,520	34	74		-
18	Residential	Residential Transition	14,520	R100	70%	10,164	180	56	30%	4,356	0.80	3,485	46	103		-
19	Residential	Centre Transition	11,705	RAC3	50%	5,853	140	42	50%	5,853	1.00	5,853	78	120		-
20	Residential	Centre Transition	3,356	RAC3	50%	1,678	140	12	50%	1,678	1.00	1,678	22	34		-
21	Mixed Use	Centre Precinct	12,124	RAC0	0%	-			100%	12,124	1.00	12,124	162	162	0.2	2,425
22	Mixed Use	Centre Precinct	8,550	RAC0	0%	-			100%	8,550	1.00	8,550	114	114	0.2	1,710
23	Mixed Use	Centre Precinct	10,240	RAC0	0%	-			100%	10,240	1.25	12,800	171	171	0.2	2,048
24	Residential	Centre Transition	1,619	RAC3	50%	810	140	6	50%	810	1.00	810	11	17		-
25	Residential	Centre Transition	14,240	RAC3	50%	7,120	140	51	50%	7,120	1.00	7,120	95	146		-
26	Mixed Use	Centre Precinct	2,935	RAC0	0%	-	0		100%	2,935	1.00	2,935	39	39	0.2	587
27	Mixed Use	Centre Precinct	1,994	RAC0	0%	-	0		100%	1,994	1.00	1,994	27	27	0.2	399
28	Mixed Use	Centre Precinct	4,837	RAC0	0%	-	0		100%	4,837	1.25	6,046	81	81	0.2	967
29	Mixed Use	Centre Precinct	4,391	RAC0	0%	-	0		100%	4,391	1.25	5,489	73	73	0.2	878
30	Mixed Use	Centre Precinct	8,217	RAC0	0%	-			100%	8,217	1.00	8,217	110	110	0.2	1,643
			295,657	-		135,860		801		159,797		149,490	1,993	2,794		26,327

Proposed Coding	Single/Grouped Dwelling Proportion	Multiple Dwelling Proportion
Centre	0%	100%
Centre Transition	50%	50%
Residential Transition	70%	30%
School Interface	80%	20%
Urban Corridor	0%	100%

Plot Ratio Summary	Grouped Dwelling Site Area	Multiple Dwelling Floorspace	Commercial Floorspace	Total Plot Ratio
Centre	-	58,155	10,658	68,812
Centre Transition	34,580	34,580	-	69,160
Residential Transition	85,520	29,321	-	114,842
School Interface	15,759	2,364	-	18,123
Urban Corridor	-	25,070	15,669	40,739
Total	**135,860**	**149,490**	**26,327**	**311,676**

BASE INFORMATION					BASE SCENARIO											
Spatial Plan					Single / Grouped Dwellings (Townhouses, villas, etc)				Multiple Dwellings (Apartments)					Combined Residential	Commercial	
Cell Reference	Proposed Zone	Precinct	Total Development Area (m2)	Proposed Residential Coding	Proportion Single/Grouped Dwellings (% cell area)	Net Land Area for Grouped Dwellings (m2)	Estimated Average Lot Size Achieved (m2)	Estimated Ultimate Dwelling Yield (number of dwellings)	Proportion Multiple Dwellings	Net Land Area for Multiple Dwellings	Estimated Average Plot Ratio Achieved	Estimated Total Plot Ratio Area Developed (m2)	Estimated Ultimate Dwelling Yield (assume average 75m^2)		Plot Ratio Proportion	Floorspace (m^2)
1	Mixed Use	Urban Corridor	9,577	RAC0	0%	-	-	-	100%	9,577	1.25	11,971	160	160	0.8	7,662
2	Mixed Use	Urban Corridor	1,854	RAC0	0%	-	-	-	100%	1,854	1.25	2,318	31	31	0.8	1,483
3	Mixed Use	Urban Corridor	5,500	RAC0	0%	-	-	-	100%	5,500	1.25	6,875	92	92	0.8	4,400
4	Mixed Use	Urban Corridor	8,029	RAC0	0%	-	-	-	100%	8,029	1.25	10,036	134	134	0.8	6,423
5	Mixed Use	Urban Corridor	6,378	RAC0	0%	-			100%	6,378	1.25	7,973	106	106	0.8	5,102
6	Residential	Residential Transition	17,334	R100	40%	6,934	140	50	60%	10,400	1.25	13,001	173	223		-
8	Residential	Residential Transition	6,906	R100	40%	2,762	140	20	60%	4,144	1.25	5,180	69	89		-
7	Residential	Residential Transition	16,399	R100	40%	6,560	140	47	60%	9,839	1.25	12,299	164	211		-
9	Residential	Residential Transition	18,646	R100	40%	7,458	140	53	60%	11,188	1.00	11,188	149	202		-
10	Residential	Residential Transition	19,053	R100	40%	7,621	140	54	60%	11,432	1.00	11,432	152	207		-
11	Residential	School Interface	6,424	R60	60%	3,854	160	24	40%	2,570	0.70	1,799	24	48		-
12	Residential	School Interface	14,520	R60	60%	8,712	160	54	40%	5,808	0.70	4,066	54	109		-
13	Residential	Residential Transition	13,275	R100	40%	5,310	140	38	60%	7,965	1.00	7,965	106	144		-
14	Residential	Centre Transition	18,814	RAC3	20%	3,763	120	31	80%	15,051	1.00	15,051	201	232		-
15	Residential	Centre Transition	13,276	RAC3	20%	2,655	120	22	80%	10,621	1.25	13,276	177	199		-
16	Residential	Centre Transition	13,476	RAC3	20%	2,695	120	22	80%	10,781	1.25	13,476	180	202		-
17	Residential	Residential Transition	11,488	R100	40%	4,595	140	33	60%	6,893	1.25	8,616	115	148		-
18	Residential	Residential Transition	10,500	R100	40%	4,200	140	30	60%	6,300	1.25	7,875	105	135		-
19	Residential	Centre Transition	11,705	RAC3	20%	2,341	120	20	80%	9,364	1.25	11,705	156	176		-
20	Residential	Centre Transition	3,356	RAC3	20%	671	120	6	80%	2,685	1.25	3,356	45	50		-
21	Mixed Use	Centre Precinct	12,124	RAC0	0%	-			100%	12,124	1.00	12,124	162	162	0.4	4,850
22	Mixed Use	Centre Precinct	8,550	RAC0	0%	-			100%	8,550	1.25	10,688	143	143	0.4	3,420
23	Mixed Use	Centre Precinct	10,240	RAC0	0%	-			100%	10,240	1.25	12,800	171	171	0.4	4,096
24	Residential	Centre Transition	1,619	RAC3	20%	324	120	3	80%	1,295	1.25	1,619	22	24		-
25	Residential	Centre Transition	14,240	RAC3	20%	2,848	120	24	80%	11,392	1.00	11,392	152	176		-
26	Mixed Use	Centre Precinct	2,935	RAC0	0%	-			100%	2,935	1.00	2,935	39	39	0.4	1,174
27	Mixed Use	Centre Precinct	1,994	RAC0	0%	-			100%	1,994	1.00	1,994	27	27	0.4	798
28	Mixed Use	Centre Precinct	4,837	RAC0	0%	-			100%	4,837	1.80	8,707	116	116	0.4	1,935
29	Mixed Use	Centre Precinct	4,391	RAC0	0%	-		-	100%	4,391	1.80	7,904	105	105	0.4	1,756
30	Mixed Use	Centre Precinct	8,217	RAC0	0%	-			100%	8,217	1.50	12,326	164	164	0.4	3,287
			295,657	-		73,304		531		222,353		261,943	3,493	4,023		46,385

Proposed Coding	Single/Grouped Dwelling Proportion	Multiple Dwelling Proportion
Centre	0%	100%
Centre Transition	20%	80%
Residential Transition	40%	60%
School Interface	60%	40%
Urban Corridor	0%	100%

0.131884092