June 2026

City of Swan

Henley Brook – Development Contribution Plan

Revision 1.1

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Document Control

Integran Approval						
Client	**City of Swan**					
Document Name	Development Contributions Plan – DCA 8 – Henley Brook					
Client Number	0803-4					
File Location	M:\0803-4 Swan - Henley Brook - DCP\Work\Word\Cost Review 2025BY\260603_DCA 8 - Henley Brook DCP Report - 2025 Cost Review - V1.1 - Final.docx					
Date	June 2026					
Project Manager	**Jason Natoli**					
			Author	***Signature***	***Reviewer***	***Signature***
Document Status		**2025 Cost Review – Rev 1.0 (Draft)**	*Simon Bentley*		*Jason Natoli*	
	✓	**2025 Cost Review – Rev 1.1 (Final)**	*Simon Bentley*		*Jason Natoli*	

City of Swan Approval

Under Delegation 29, the Council has delegated to the CEO the following:
1. Exercise all powers and discharge all duties under Local Planning Scheme No.17.

This includes the DCP annual cost review as contemplated by subclause 5A.2.13.2 in the Local Planning Scheme No. 17.

The CEO has in turn sub-delegated to Executive Director Planning and Development, Manager Statutory Planning, Coordinator Development Assessment and Appeals, Coordinator Statutory Project Planning, Coordinator Statutory Planning Reform, Coordinator Planning Process

			Name	**Signature**
Approver	✓	**Manager Statutory Planning**	*Philip Russell*	

Table of Contents

PART 1 – DCA 8 – HENLEY BROOK STATUTORY AMENDMENT

See DCA 8 in Schedule 13 of the City's Local Planning Scheme No.17

PART 2 – DCP REPORT

1.0 Preliminary

1.1 *Commencement*

The Henley Brook Development Contribution Plan (DCP) is given effect by the provisions of Section 5A.2 and Schedule 13 of Local Planning Scheme No.17

This Development Contribution Plan Report (DCP Report) provides additional analysis necessary to implement the DCP. This report was originally adopted by the City of Swan (CoS) on 12th April 2023 and is to be known as *"Development Contribution Plan Report for DCA 8* – Henley Brook*".* This report commenced upon incorporation of DCA 8 into Schedule 13 of LPS17, in accordance with Clause 5.A.2.6.1 (the Commencement Date).

This DCP Review has assessed all key inputs relating to DCP infrastructure and cost contribution areas, reflecting what has occurred since the initial adoption with respect to infrastructure delivered, cost contributions received, anticipated expenditure yet to be incurred and remaining development within the Development Contribution Area. This DCP Review has been adopted by the City on 30th June 2026 and replaces the former DCP Report.

1.2 *Period of Operation*

It is intended that the DCP retains its force and effect until the completion of the development of all *englobo* land holdings within the Development Contribution Area (DCA) to ensure that appropriate funds are recovered from the entire area to recover and share the cost of infrastructure provision.

The initial Period of Operation shall be 10 years from the Commencement Date at which time the remaining land holdings shall be reviewed and a new horizon set to ensure the efficacy of the DCP.

1.3 *Review of DCP Assumptions*

Notwithstanding the Period of Operation, the DCP shall be subject to review, at least annually, of cost estimates and assumptions which determine the Infrastructure Contribution rates. The annual review of Infrastructure Contribution Rates is stated in Section 4.0.

At the end of the Period of Operation, or earlier if determined necessary by Council, the scope of infrastructure and contribution catchments shall be reviewed. Both outstanding funding along with the likely revenue opportunities are analysed to determine an appropriate, equitable and transparent method to ensure adequate funds are generated by the DCP.

1.4 *Position Statement*

The Henley Brook DCP has been developed to facilitate orderly development in the Development Contribution Area, providing a mechanism to ensure provision of Infrastructure in an equitable manner.

The DCP has been prepared in accordance with Planning and Development Act 2005 ("Act") (and associated amendments), the State Planning Policy 3.6 '*Development Contributions for Infrastructure'* and the City of Swan Local Planning Scheme 17.

The statutory provisions of the DCP are contained within Schedule 13 of Local Planning Scheme 17. This report does not form part of the Scheme and is subject to review as outlined in Section 4.

The DCP is supported by the Henley Brook Local Structure Plan (approved by the WAPC on February 12, 2021), the Henley Brook Community Infrastructure Plan (version 1.5, February 2023) and amendment 200 (03/03/2023), inserting a new Development Contribution Area No. 8 (DCA8) in Schedule 13 of the City of Swan Local Planning Scheme No.17.

1.5 *Application*

This DCP applies to all development outlined in Clause 5A.2.15 of LPS17 requiring the consent or recommendation of Council, where such development is:

- located in the Development Contribution Area and contained within the bounds of the Henley Brook Local Structure Plan; and
- determined under this Development Contribution Plan to be serviced with infrastructure.

Such a determination will be made by Council during the development assessment process and specified as a specific condition of a relevant approval made under the Act.

2.0 Method of Cost Apportionment

Apportionment of infrastructure costs shall be based on the estimated Infrastructure Demand of the development. Infrastructure Demand (ID) is a unit defined for the DCP which allows equitable apportionment based on the specific development outcomes. For the Henley Brook DCP costs are apportioned using a 'Cost Contribution Area' which represents the area of a development site which is free of known encumbrances and allows for future development. The Cost Contribution Area (CCA) is defined as follows:

$$\begin{aligned}&Cost\ Contribution\ Area\ (CCA) =\\&Total\ DCA\ Area\ m^2 - (Existing\ Road\ Reserves\ m^2 + Future\ DCP\ Road\ Reserves\ m^2\\&\qquad + Key\ DCP\ Infrastructure\ Sites\ m^2 + Future\ Primary\ School\ Sites)\end{aligned}$$

The CCA has been derived prudently, accounting for development constraints documented in the Metropolitan Region Scheme, Local Planning Scheme 17 and applicable State Planning Policies. These constraints were identified in the Local Structure Plan. The assumed development demands are tabled in *Annexure 1.*

For the purpose of this DCP Report, **'Infrastructure Contribution Rate', 'Infrastructure Demand' and 'Infrastructure Cost'** will have the following meaning:

> **'Infrastructure Contribution Rate'** means the Infrastructure Cost per unit of Infrastructure Demand;
>
> **'Infrastructure Demand'** means the relative measure of use or 'demand' placed on the network of infrastructure to service varying land use outcomes; and
>
> **'Infrastructure Cost'** means the capital cost of the infrastructure, assessed as the current establishment cost of the asset, being provided to service the DCA.

The total Infrastructure Demand forms the basis of the cost apportionment in *Annexure 3* to derive Infrastructure Contribution Rates for each network of Infrastructure.

These demand assumptions shall be reviewed throughout the period of operation to ensure fairness and equity in cost contributions applied through the development process, particularly the area of development achieved and its relationship to demand.

3.0 Infrastructure

3.1 *Infrastructure items that will be funded*

The infrastructure networks and items to be provided under this Development Contribution Plan are for the provision of *Standard Infrastructure* and *Community Infrastructure* networks to service the development. This includes selected roads and intersections, as well as local public open space, sporting facilities and community centres.

The scope of Infrastructure is described below and defined in *Annexures 2 and 3*. Infrastructure Contribution Rates for each network are calculated by the Infrastructure Cost Schedules in *Annexure 3* and presented in *Part 3 - Cost Apportionment Schedule*.

See Amendment 200 document for details.

State Government grants or contributions referred to in this DCP are not guaranteed, however, all efforts are being made by the City of Swan to facilitate the monies being received.

3.2 *Proportion of Administrative and Infrastructure Costs funded by Cost Contributions*

Cost contributions are generally levied on a full cost recovery basis where the infrastructure costs are shared to all users identified for the infrastructure within the DCP. This is to ensure nexus between those beneficiaries who use the infrastructure and those who pay. Where other sources of funding have been identified to subsidise the cost of infrastructure, the funding source has been accounted for in the cost estimates. A specific column in the Infrastructure Cost Schedules in *Annexure 3* defines the extent of subsidy for each Infrastructure item.

3.3 *Cost of Infrastructure*

Costs for Infrastructure comprise of:

a) The Administrative Cost – the cost of preparing, maintaining and implementing the Development Contribution Plan as described more specifically in the definitions of "administrative costs" and "administrative items" in LPS17;

b) The Infrastructure Cost –
   i. all costs associated with the design and construction of the infrastructure including acquisition of land associated with the infrastructure; and
   ii. relevant contingencies to accommodate the accuracy of the planning and design that has been undertaken.

   as more specifically described in the definition of "Infrastructure Cost" in LPS17.

For clarity, the calculations undertaken for the DCP Cost Contributions do not include an explicit allowance for financing costs. A nominal inclusion for the 'time value of money' has been provided through the Net Present Value (NPV) analysis used to derive the Infrastructure Contribution Rate. This emulates the impact of delays between making an expenditure on the infrastructure network and then gathering revenues to reconcile these investments. In the case of the DCP the primary responsibility for financing will be that of the developer and their assessment of risk and return on investment made in Infrastructure contained within the DCP.

The NPV Equation used in the model is a Nominal Value Analysis (Escalate Capex at Escalation Rate, Charges at CPI).

The model inputs utilised to achieve the NPV analysis, and hence calculate the Infrastructure Contribution Rate are:

- Escalation Rates applied against the following infrastructure items:
  - For all Land – The 15-year Average CPI (Perth) - as at June 2025 – 2.58%;
  - For Local Transport works – the 15-year Average PPI (Road & Bridge Construction) - Western Australia - as at June 2025 – 2.53%
  - For Community Infrastructure and Public Open Space works – The 15-year Average PPI (Non Residential Building Construction) - Western Australia - as at June 2025 – 1.69%
  - For Administration Costs - The 15-year Average CPI (Perth) - as at June 2025 – 2.58%;
- Nominal WACC: Based on a 5-year average of the Australian Government 10-year bond rate (as at June 30 2025) plus 3.5% Risk Margin – 6.595%;
- Inflation Rate (CPI): Based on the 15-year Average CPI (Perth) - as at June 2025 – 2.58%; and
- Real WACC (adjusted for inflation): 3.917%.

These financial parameters have been applied in accordance the indexation measures outlined within the State Planning Policy 3.6 ‘*Infrastructure Contributions – April 2021”*.

3.3.1 Preparing, Maintaining and Implementing the DCP

In accordance with Council's Local Planning Policy the Administrative Cost shall be levied from all development within the DCA as Part of the Infrastructure Cost. The cost has been determined as a proportion of the total DCP Infrastructure Costs, as there is generally a correlation between the value of works to be managed through a DCP and the level of scrutiny and due process required to create, maintain and administer the day to day operation of the DCP.

These costs are contained within Infrastructure Cost Schedules in *Annexure 3*.

3.3.2 Design and Construction of Infrastructure

All costs associated with the design and construction of infrastructure shall be included as part of the Infrastructure Cost. The cost associated with acquisition of land will also be recovered (see 3.3.3).

Construction costs shall be estimated using the best available information to the City and shall include cost indexation and contingencies appropriate to the timing of provision and certainty of design.

The DCP Infrastructure Plans and Infrastructure Cost Schedules present the assumptions in regard to cost and scope which are used to determine the contribution rates.

3.3.3 Land Costs

Where land is a contribution item or required to accommodate Infrastructure, the land costs are identified in the Infrastructure Cost Schedules as either separate items or as part of the infrastructure items (e.g. additional land required for road widening purposes included within the total road upgrade cost).

To determine the cost contribution, land must be attributed a cost by the DCP. A valuation has been undertaken to determine a unit rate for land within the DCA and where entire parcels are required these have been specifically valued. This valuation shall be reviewed at least annually during review of the DCP. The cost of land within the DCP shall reflect the unit rate or, where the Council determines it is necessary, individual valuation of parcels.

Where land is ceded as a condition of subdivision, credit toward cost contributions shall be consistent with the valuation of the land used in the DCP.

Where land is not part of a development application and is required for Infrastructure, the land shall be acquired in accordance with the Land and Administration Act 1997 (LAA). Valuation of land under the DCP shall not limit the City in regard to its obligations under the LAA which specified its own process for the determination of the compensation value under the Act.

4.0 Review of Cost Contributions

Cost estimates for Infrastructure and assumptions of Infrastructure Demand to determine the Infrastructure Contribution Rates shall be reviewed as set out below to ensure the currency of the *Part 3 - Cost Apportionment Schedule*. Council shall review this DCP Report and its assumptions on an annual basis and adjust the Contribution Rates accordingly. Such a review will include the following actions:

- Where project costs have been determined or the infrastructure scope and estimates refined – changes to scope shall be reflected in the DCP Infrastructure Plans, revised costs shall be reflected in the Infrastructure Cost Schedules and the new contribution rates shall be determined.

- Where cost estimates include funds for ceding or acquisition of land then those estimates shall be reviewed at least annually.

- Where revised costs are not available, the Contribution Rates in *Part 3 – Cost Apportionment Schedule* and project cost estimates shall be indexed by a published indexation rate relevant to the escalation of costs for Infrastructure.

The assumptions used in *Annexure 1*, to calculate Infrastructure Demand shall be reviewed to ensure fairness and equity in cost contributions applied throughout the development process.

5.0 Calculation and Payment of Cost Contributions

5.1 *Method of calculating the Cost Contribution*

The cost contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined:

C = [ID x CR] x I

Where:

C = Cost Contribution

ID = Infrastructure Demand, calculated using the approach set out in *Annexure 1 – Development Contribution Area and Infrastructure Demand*

I = Indexation factor set out in the Cost Apportionment Schedule.

CR = Contribution Rate as set out in the *Cost Apportionment Schedule.*

The Indexation factor uses a base year which determines the timing of the infrastructure cost estimate. Indexation shall be calculated at the relevant quarterly reporting interval to take into account inflation and other matters relevant to the capital cost of infrastructure. The difference from the base year to the time of the payment can then be determined as a factor to apply to the base year Infrastructure Contribution Rate.

5.2 *Payment of the contributions*

The liability of an Owner to pay cost contributions is outlined in clause 5A.2.15 of Local Planning Scheme 17. Payment of cost contributions shall be in accordance with Clause 5A.2.16.1 of LPS17 unless otherwise outlined in an Infrastructure Agreement or conditions of a development approval as described in Section 5.3.

Payment by an Owner of the Cost Contribution, including a Cost Contribution based upon estimated Infrastructure Costs in a manner acceptable to the City, constitutes full and final discharge of the Owner's liability under the DCP. This discharge is limited to the area of land subject to development and the quantum of Infrastructure Demand (i.e. Cost Contribution Area) upon which calculations of Cost Contributions have been made. The City shall provide certification in writing to the Owner of such discharge, or partial discharge as the case may be, upon request of the Owner.

5.3 *Alternatives to paying Cost Contributions*

The Local Government may in accordance with Clause 5A.2.16.1(d) consider alternatives to paying cost contributions including carrying out the capital works for which the cost contribution was determined, or dedication of land in exchange for a reduction in cost contributions.

Where alternatives to paying contributions are agreed, the details shall be outlined in an Infrastructure Agreement or as conditions of a development approval.

5.4 *GST*

As at December 2010, the position of the Australian Taxation Office (ATO) is that payment of development contributions made under the Planning and Development Act 2005 is exempt from Goods & Services Tax (GST).

Items in this Development Plan have been calculated excluding GST.

If, for any reason the development contributions are not exempt from GST, the developer agrees to pay an amount equal to the GST that applies, and the City of Swan agrees to issue a tax invoice for that amount.

6.0 Infrastructure Agreements

At the discretion of the Local Government, an Infrastructure Agreement with the developer may be struck under the following situations and subject to the provisions as defined in Section 5.3 of this DCP Report:

- Infrastructure is being provided in lieu of a cost contribution;
- Alternative Infrastructure is provided to meet the desired standards of service;

- Infrastructure (unplanned) is provided and is not identified in the Development Contribution Plan but deemed to have met the need of Infrastructure that was planned in the DCP;
- Value of Infrastructure being provided is in excess of a Cost Contribution, resulting in a potential reimbursement via a refund agreement or the holding of Cost Contribution credits for future development determined between Council and the developer; or
- Cost Contribution is made at a different time to that stated in the contributions condition and/or is proposed to be paid in instalments.

An Infrastructure Agreement will be in writing and prepared by the Local Government at the developer's cost. (Refer to COS Pre-funding Agreement Template)

7.0 Register of Cost Contributions and Infrastructure Agreements

The Local Government will maintain a register of Cost Contributions and Infrastructure Agreements for public inspection. The register will contain the following:

- real property description of land to which the cost contribution or infrastructure agreement applies;
- development approval reference number;
- the amount of the cost contribution levied; and
- the amount of the cost contribution unpaid.

Annexure 1 – Development Contribution Area and Infrastructure Demand

[Annexure 1 depicts the Development Contribution Area – Henley Brook, and assumptions to determine the Infrastructure Demand]

DCA 8 – Henley Brook Infrastructure Demand Tables and Map

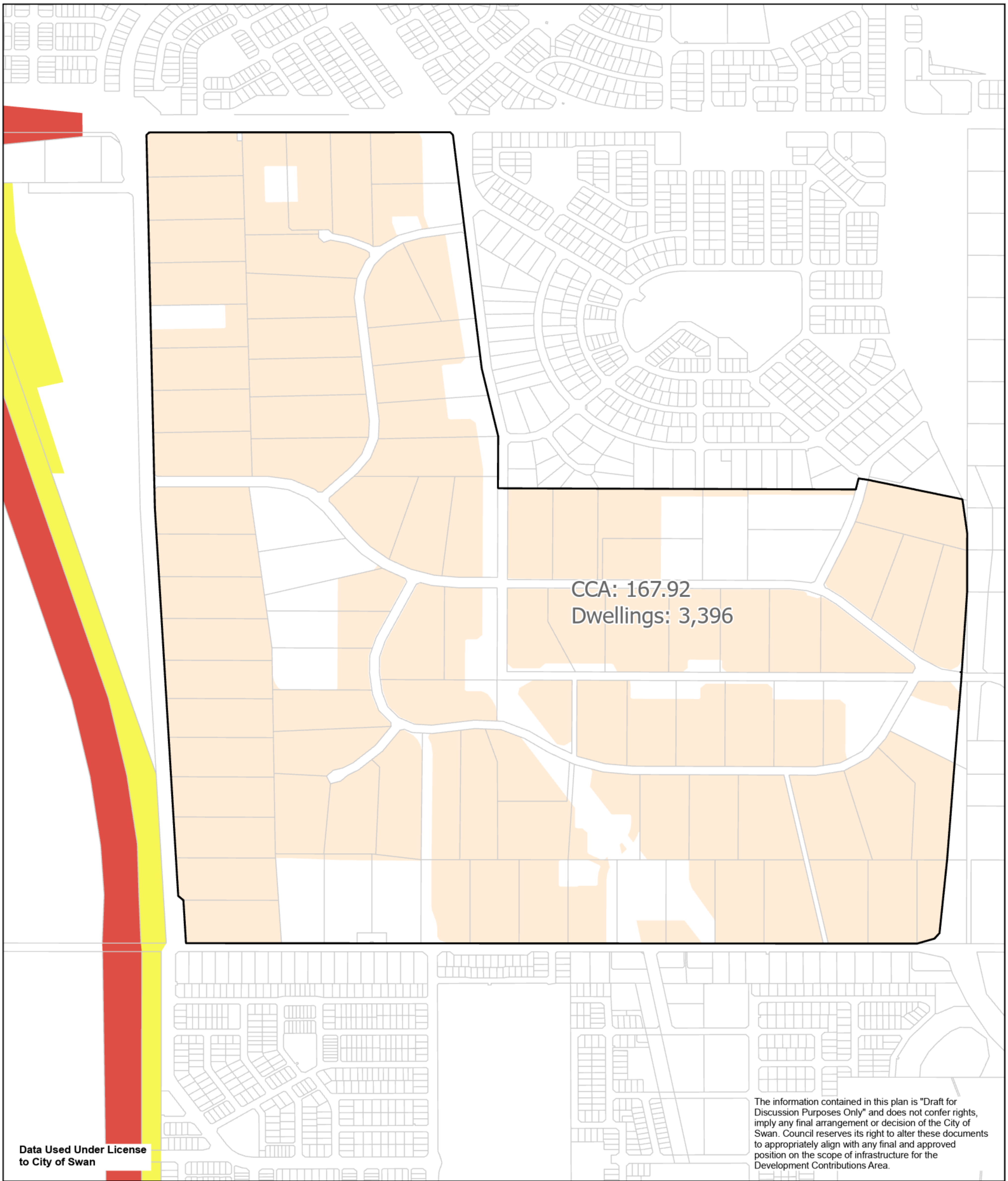
The DCP is supported by the Henley Brook Local Structure Plan (approved by the WAPC on February 12, 2021), the Henley Brook Community Infrastructure Plan (version 1.5, February 2023) and amendment 200 (03/03/2023), inserting a new Development Contribution Area No. 8 (DCA8) in Schedule 13 of the City of Swan Local Planning Scheme No.17.

Calculation of Gross Subdivisible Area (GSA)

Cost Contribution Area (CCA)	Total Hectares
Site Area	**231.66**
Less	
Nil	0
Sub-Total	***0***
Net site area	**231.66**
Deductions	
Existing Road Reserve	12.69
Crown Land / Reserve	0.59
Water Corporation Land	0.17
Primary School	11.22
Gas Pipeline Easement / Buffer	7.22
Future DCP Road Reserve	1.98
Local Centre	0.32
Total Deductions	***34.20***
Gross Subdivisible Area	**197.46**
Note: Gross subdivisible area includes house lots, access roads, and any land incidental to the subdivision. The gross subdivisible area does not include areas for schools, shopping centres, infrastructure (e.g. land required for sewer pump stations), dedicated drainage sites not having a recreational function and land set aside for arterial roads and other non-residential uses.	

Calculation of Cost Contribution Area (CCA)

Cost Contribution Area (CCA)	Total Hectares
Gross Subdivisible Area (GSA)	**197.46**
Less	
Unrestricted POS in Private Ownership	**21.03**
Total	***21.03***
Additions	
Local Centre	0.32
Total Additions	***0.32***
Cost Contribution Area (CCA)	**176.76**
Contingency Reduction for DCP (based on level of LSP certainty)	5%
Total CCA Contingency	***8.84***
Cost Contribution Area (CCA) - Applied	**167.92**



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INFRASTRUCTURE DEMANDS

LAND USE TYPE

Developable Area (Cost Contribution Area)

GENERAL

Property Boundaries
Henley Brook - DCA 8 Boundary
Primary Regional Road (MRS)
Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE INFRASTRUCTURE DEMAND MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 01

Drawing: HB_DCP_City_of_Swan
Rev: 4.0
Date: 15/03/2023
Projection: GDA94 - Zone 50

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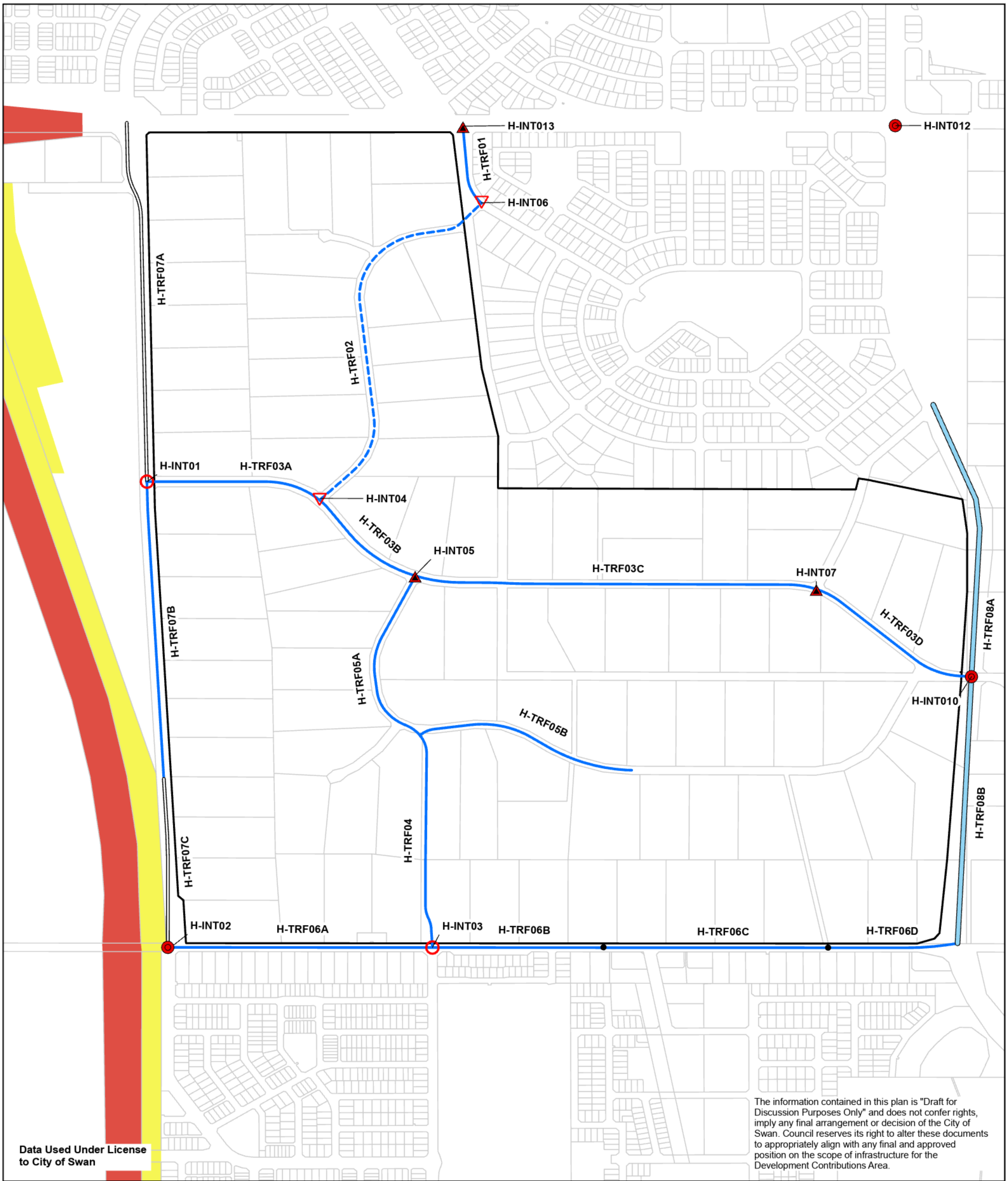
Sheet Index

Annexure 2 – Infrastructure Plans

[Annexure 2 depicts the Infrastructure networks.]



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TRANSPORT INFRASTRUCTURE

INTERSECTIONS

- Roundabout (Dual 4-Way)
- Roundabout (4-Way)
- Roundabout (T-Junction)
- Stop/Give Way (T-Junction)
- Node

ROADS

- Integrator A - Type 1
- Integrator B
- Neighbourhood Connector A
- Neighbourhood Connector B

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE TRANSPORT INFRASTRUCTURE - WORKS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 02

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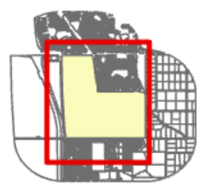
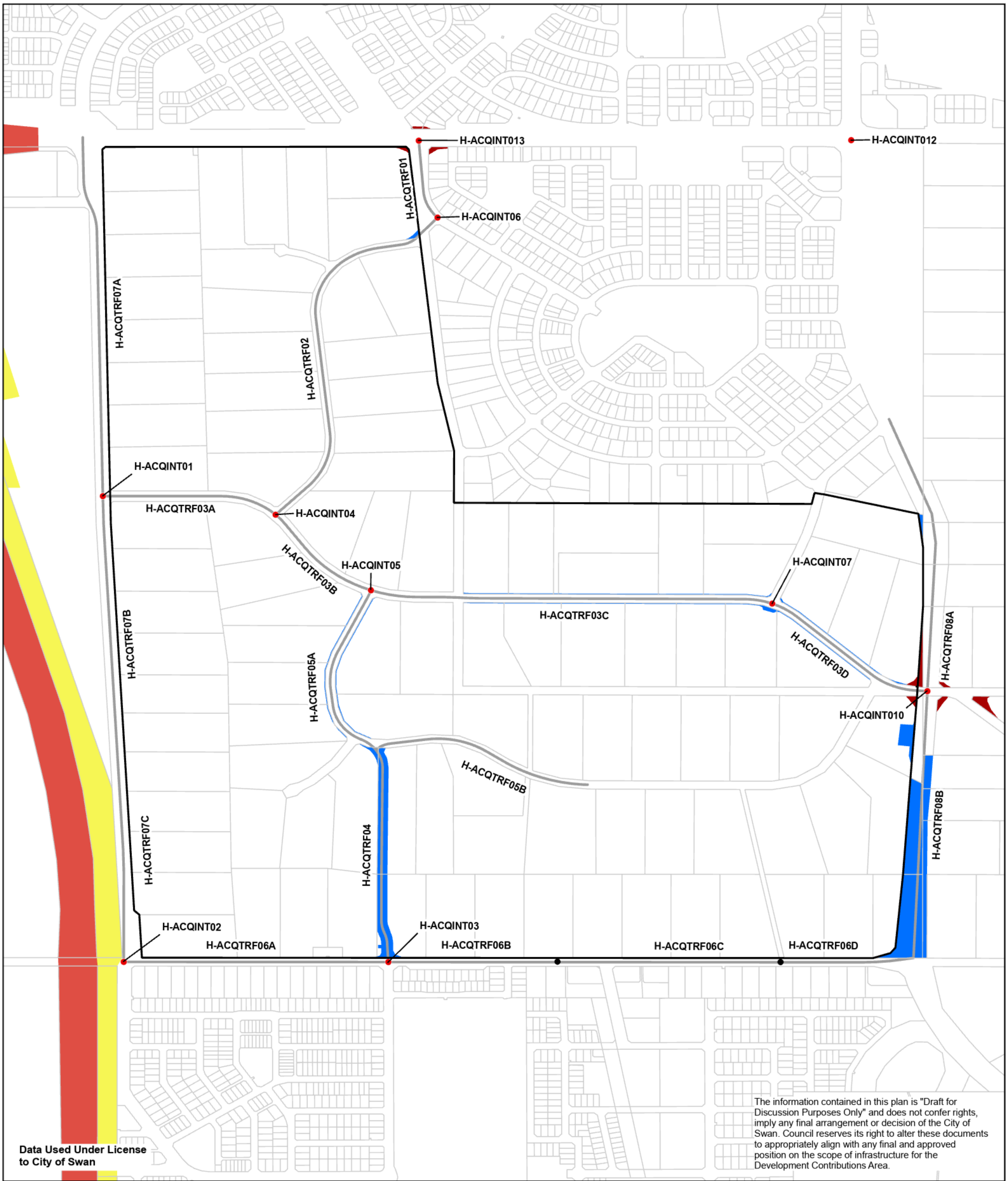
Sheet Index





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TRANSPORT INFRASTRUCTURE

- Intersection
- Node
- Road
- Land for Intersections
- Land for Roads

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE TRANSPORT INFRASTRUCTURE - LAND ACQUISITIONS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 03

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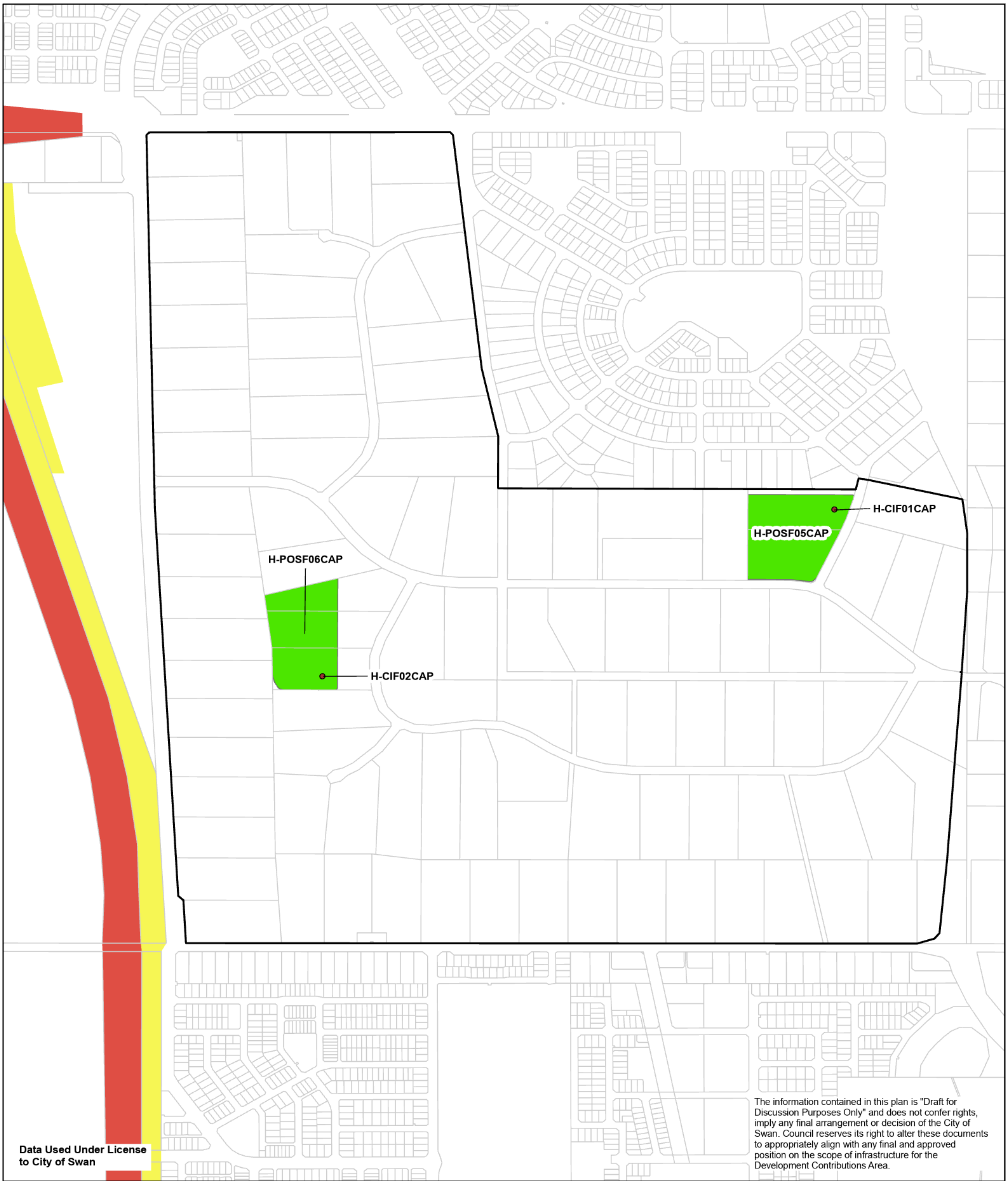
Sheet Index



COMMUNITY INFRASTRUCTURE

- Neighbourhood Park
- Community Centre / Sporting Pavillion

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE COMMUNITY INFRASTRUCTURE – EMBELLISHMENTS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 04

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Sheet Index

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PUBLIC OPEN SPACE INFRASTRUCTURE

- Local Park
- Neighbourhood Park

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE PUBLIC OPEN SPACE – EMBELLISHMENTS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 05

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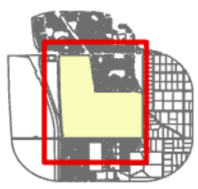
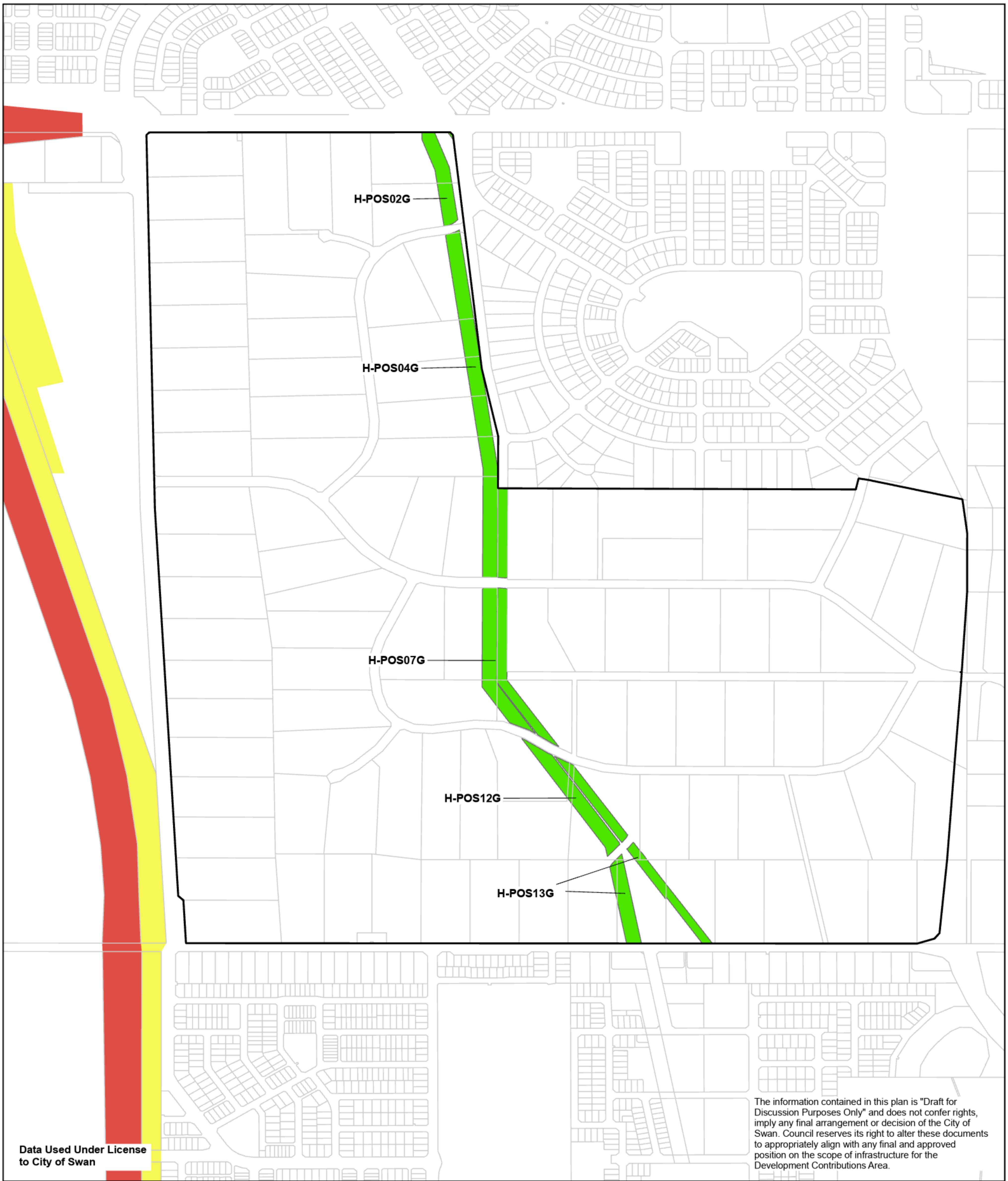
Sheet Index





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RESTRICTED GAS PIPELINE PUBLIC OPEN SPACE

- Neighbourhood Park

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE RESTRICTED GAS PIPELINE PUBLIC OPEN SPACE - EMBELLISHMENTS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 06

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Sheet Index

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PUBLIC OPEN SPACE & RESTRICTED GAS PIPELINE PUBLIC OPEN SPACE

- Restricted POS (Private Land)
- Restricted POS (Public Land)
- Unrestricted POS (Private Land)
- Unrestricted POS (Public Land)

GENERAL

- Property Boundaries
- Henley Brook - DCA 8 Boundary
- Primary Regional Road (MRS)
- Public Purposes

city of swan

HENLEY BROOK

DEVELOPMENT CONTRIBUTION PLAN

FUTURE PUBLIC OPEN SPACE & RESTRICTED GAS PIPELINE PUBLIC OPEN SPACE - LAND ACQUISITIONS MAP

0 0.2 0.4
km
Approx Scale @ A3 1:9,000

Map 07

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Sheet Index

Annexure 3 – Infrastructure Cost Schedules

[Annexure 3 details each item of the planned future Infrastructure network and the estimated cost and timing of its provision.]

City of Swan - DCA 8 - Henley Brook

Local Transport Infrastructure Network

General Inputs

General Financial Inputs			Comments
Closing Year	CYEAR	2024/2025	Closing value at 30/06/2025
Base Year	BYEAR	2025/2026	Opening value at 1/07/2025
Modeled End Year	MODELYR	2030	Model End Year
Unit of Measure/Demand	UOM	CCA	Cost Contribution Area (Ha)
Escalation Index (Local Transport Works)	EIW	2.53%	15-year Average PPI (Road & Bridge Construction) - Western Australia - as at June 2025
Escalation Index (Land)	EIL	2.58%	15-year Average CPI (Perth) - as at June 2025
Weighted Average Cost of Capital (nominal)	WACC	6.59%	Nominal WACC (Applied to Future Expenses)
Inflation Rate (CPI)	IR	2.58%	15-year Average CPI (Perth) - as at June 2025
Real Weighted Average Cost of Capital	RWACC	3.917%	Real WACC (Applied to Demands/Revenues)

Contingencies			Comments
Engineering / Construction Contingencies	CONT	10%	To be applied to all assets
Construction On-costs	PMDC	37.5%	Already included within the Works Unit rates below
		Consisting of:	
		10.0%	Traffic Management
		20.0%	Project Overheads (Indirect Construction Costs)
		7.5%	Project Owner's Cost (Planning and Design Costs)

Scheduled Rate Cost	Code	$CRC 2025	Comments/Source
Land Valuation Rates (where no site specific valuation applies)			
Henley Brook (unemcumbered)	HB	$ 160.00	Per Sqm - Based on land valuations from "DCA (8) – Henley Brook Developer Land Contribution Valuation. Land Required for DCA Cost Review Purposes" (McGees Property) - June 2025. Expressed in June 2025 Dollars.
Henley Brook (affected by high pressure gas pipelines)	HB Gas	$ 80.00	
Road Costs			
Site Specific - Roads	Refer Cost Schedule	Refer Cost Schedule	Roads were quantified based on 15% design prepared by a contractor. Construction estimates were based on the 15% design and provided by Quantity Surveyor, Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.
Service Relocation Costs (Roads & Intersections)			
Site Specific Service Relocations - Roads and Intersections	Refer Cost Schedule	Refer Cost Schedule	Roads and Intersections were quantified based on 15% design prepared by a contractor. Construction estimates were based on the 15% design and provided by Quantity Surveyor, Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.
Intersection Costs			
Site Specific - Intersections	Refer Cost Schedule	Refer Cost Schedule	Intersections were quantified based on 15% design prepared by a contractor. Construction estimates were based on the 15% design and provided by Quantity Surveyor, Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.

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City of Swan - DCA 8 - Henley Brook

Local Transport Infrastructure Network

Local Transport Infrastructure Cost Schedule

Asset Cost Allocation

Local Road Intersections

ASSET ID	INTERSECTION DESCRIPTION	INTERSECTION TYPE	ESTIMATED YEAR OF CONSTRUCTION	CONTRIBUTIONS BY THE CITY	FUTURE ESTIMATED SERVICE RELOCATION COSTS	FUTURE ESTIMATED LAND ACQUISITION COST	FUTURE ESTIMATED INTERSECTION WORKS COST	ASSET CONTINGENCY COST	TOTAL EXISTING ASSET COST	TOTAL FUTURE ESTIMATED COST	HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)	APPORTIONED ASSET COST (City of Swan)
H-INT01	Starflower Road & Henley Street	Roundabout (Single 4-Way)	2026	$ -	$ 4,316	Refer below	$ 199,646	$ 20,396	$ -	$ 224,359	100.0%	$ 224,359	$ -
H-INT02	Starflower Road, Fairmount Boulevard & Park Street	Roundabout (Dual 4-Way)	2026	$ -	$ 106,133	Refer below	$ 1,356,574	$ 146,271	$ -	$ 1,608,978	100.0%	$ 1,608,978	$ -
H-INT03	Park Street, Partridge Street & Partridge Street Extension	Roundabout (Single 4-Way)	Constructed	$ -	$ -	Refer below	$ -	$ -	$ 210,851	$ -	100.0%	$ 210,851	$ -
H-INT04	Henley Street & Andrea Drive	Stop/Give Way (T-Junction)	2028	$ -	$ 44,830	Refer below	$ 294,900	$ 33,973	$ -	$ 373,702	100.0%	$ 373,702	$ -
H-INT05	Henley Street & Brooklands Drive	Roundabout (T-Junction)	2028	$ -	$ 30,061	Refer below	$ 654,284	$ 68,435	$ -	$ 752,780	100.0%	$ 752,780	$ -
H-INT06	Andrea Drive & Losino Boulevard	Stop/Give Way (T-Junction)	2027	$ -	$ 138,456	Refer below	$ 271,981	$ 41,044	$ -	$ 451,481	100.0%	$ 451,481	$ -
H-INT07	Henley Street & Asturian Drive	Roundabout (T-Junction)	2027	$ -	$ 26,994	Refer below	$ 691,358	$ 71,835	$ -	$ 790,187	100.0%	$ 790,187	$ -
H-INT010	Henley Brook Avenue & Henley Street	Roundabout (Dual 4-Way)	2027	$ -	$ 175,466	Refer below	$ 1,436,911	$ 161,238	$ -	$ 1,773,614	100.0%	$ 1,773,614	$ -
H-INT012	Gnangara Road & Henley Brook Avenue	Roundabout (Dual 4-Way)	Constructed	$ -	$ -	Refer below	$ -	$ -	$ 5,565,672	$ -	10.2%	$ 568,812	$ 4,996,861
H-INT013	Gnangara Road & Losino Boulevard	Roundabout (T-Junction)	2030	$ -	$ 3,793,700	Refer below	$ 1,436,526	$ 523,023	$ -	$ 5,753,248	52.5%	$ 3,020,455	$ 2,732,793

Local Roads

ASSET ID	ROAD DESCRIPTION	ROAD HIERARCHY	FUTURE ROAD LENGTH (m)	EXISTING ROAD LENGTH (m)	ESTIMATED YEAR OF CONSTRUCTION	CONTRIBUTIONS BY THE CITY	FUTURE ESTIMATED SERVICE RELOCATION COSTS	FUTURE ESTIMATED LAND ACQUISITION COST	FUTURE ESTIMATED ROADWORKS COST	ASSET CONTINGENCY COST	TOTAL EXISTING ASSET COST	TOTAL FUTURE ESTIMATED COST	HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)	APPORTIONED ASSET COST (City of Swan)
H-TRF01	Losino Boulevard - Gnangara Road to Andrea Drive	Neighbourhood Connector A	122		2030	$ -	$ 138,456	Refer below	$ 303,126	$ 44,158	$ -	$ 485,740	100.0%	$ 485,740	$ -
H-TRF02	Andrea Drive - Losino Boulevard to Henley Street	Neighbourhood Connector B	859		2028	$ -	$ 662,151	Refer below	$ 3,735,773	$ 439,792	$ 1,018,845	$ 4,837,717	100.0%	$ 5,856,562	$ -
H-TRF03A	Henley Street - Starflower Road to Andrea Drive	Neighbourhood Connector A	323		2026	$ -	$ 276,592	Refer below	$ 1,559,674	$ 183,627	$ -	$ 2,019,893	100.0%	$ 2,019,893	$ -
H-TRF03B	Henley Street - Andrea Drive to Partridge Street	Neighbourhood Connector A	220		2026	$ -	$ 222,351	Refer below	$ 960,535	$ 118,289	$ -	$ 1,301,174	100.0%	$ 1,301,174	$ -
H-TRF03C	Henley Street - Partridge Street to Asturian Drive	Neighbourhood Connector A	730		2027	$ -	$ 813,156	Refer below	$ 3,177,578	$ 399,073	$ -	$ 4,389,808	100.0%	$ 4,389,808	$ -
H-TRF03D	Henley Street - Asturian Drive to Henley Brook Avenue	Neighbourhood Connector A	320		2027	$ -	$ 639,994	Refer below	$ 1,472,542	$ 211,254	$ -	$ 2,323,790	100.0%	$ 2,323,790	$ -
H-TRF04	Partridge Street Extension - Brooklands Drive to Park Street	Neighbourhood Connector A	474		2026	$ -	$ -	Refer below	$ 2,235,189	$ 223,519	$ 1,109,904	$ 2,458,708	100.0%	$ 3,568,612	$ -
H-TRF05A	Brooklands Drive - Henley Street to Local Road 1 (North-South)	Neighbourhood Connector A	392		2030	$ -	$ 89,208	Refer below	$ 2,095,116	$ 218,432	$ -	$ 2,402,757	100.0%	$ 2,402,757	$ -
H-TRF05B	Brooklands Drive - Henley Street to Local Road 1 (East-West)	Neighbourhood Connector A	483		2027	$ -	$ 851,810	Refer below	$ 2,901,286	$ 375,310	$ 532,612	$ 4,128,406	100.0%	$ 4,661,018	$ -
H-TRF06A	Park Street - Starflower Road to Partridge Street Extension	Neighbourhood Connector A	473		Constructed	$ -	$ -	Refer below	$ -	$ -	$ 1,662,279	$ -	100.0%	$ 1,662,279	$ -
H-TRF06B	Park Street - Partridge Street Extension to Local Access Road 1	Neighbourhood Connector A	315		2027	$ -	$ 450,833	Refer below	$ 768,192	$ 121,902	$ 926,217	$ 1,340,927	100.0%	$ 2,267,143	$ -
H-TRF06C	Park Street - Local Access Road 1 to Local Access Road 2	Neighbourhood Connector A	456		2029	$ -	$ 673,723	Refer below	$ 1,525,452	$ 219,917	$ 297,781	$ 2,419,092	100.0%	$ 2,716,873	$ -
H-TRF06D	Park Street - Local Access Road 2 to Henley Brook Avenue	Neighbourhood Connector A	188		2030	$ -	$ 475,169	Refer below	$ 639,297	$ 111,447	$ -	$ 1,225,912	100.0%	$ 1,225,912	$ -
H-TRF07A	Starflower Road - Henley Street to Gnangara Road	Integrator B	790		2028	$ -	$ 663,542	Refer below	$ 3,208,296	$ 387,184	$ -	$ 4,259,022	100.0%	$ 4,259,022	$ -
H-TRF07B	Starflower Road - Diane Place to Henley Street	Neighbourhood Connector A	678		2028	$ -	$ 497,938	Refer below	$ 2,909,374	$ 340,731	$ -	$ 3,748,043	100.0%	$ 3,748,043	$ -
H-TRF07C	Starflower Road - Park Street to Diane Place	Integrator B	359		2027	$ -	$ -	Refer below	$ 2,017,977	$ 201,798	$ -	$ 2,219,774	100.0%	$ 2,219,774	$ -
H-TRF08A	Henley Brook Avenue - Asturian Drive to Henley Road	Integrator A - Type 1	595		2027	$ -	$ -	Refer below	$ 4,339,670	$ 433,967	$ 2,264,076	$ 4,773,637	100.0%	$ 7,037,713	$ -
H-TRF08B	Henley Brook Avenue - Henley Road to Park Street	Integrator A - Type 1	570		2027	$ -	$ 130,455	Refer below	$ 4,776,212	$ 490,667	$ 3,672	$ 5,397,334	100.0%	$ 5,401,006	$ -

ASSET ID	ROAD DESCRIPTION	DESCRIPTION	LAND DISTRICT		REQUIRED LAND RESUMPTION (sqm)	EXISTING LAND RESUMPTION (SQM)	ESTIMATED YEAR OF ACQUISITION	CONTRIBUTIONS BY THE CITY		FUTURE ESTIMATED LAND ACQUISITION COST			TOTAL EXISTING ASSET COST	TOTAL FUTURE ESTIMATED COST	HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)	APPORTIONED ASSET COST (City of Swan)
Required Land Acquisition - Local Road Intersections																	
H-ACQINT01	Starflower Road & Henley Street	Roundabout (Single 4-Way)	Henley Brook		0	0	2026	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT02	Starflower Road, Fairmount Boulevard & Park Street	Roundabout (Dual 4-Way)	Henley Brook		614	221	2026	$ -		$ 62,880			$ 28,200	$ 62,880	100.0%	$ 91,080	$ -
H-ACQINT03	Park Street, Partridge Street & Partridge Street Extension	Roundabout (Single 4-Way)	Henley Brook		0	0	Acquired	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT04	Henley Street & Andrea Drive	Stop/Give Way (T-Junction)	Henley Brook		0	0	2026	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT05	Henley Street & Brooklands Drive	Roundabout (T-Junction)	Henley Brook		0	0	2026	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT06	Andrea Drive & Losino Boulevard	Stop/Give Way (T-Junction)	Henley Brook		0	0	2027	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT07	Henley Street & Asturian Drive	Roundabout (T-Junction)	Henley Brook		0	0	2026	$ -		$ -			$ -	$ -	100.0%	$ -	$ -
H-ACQINT010	Henley Brook Avenue & Henley Street	Roundabout (Dual 4-Way)	Henley Brook		3070	3,070	Acquired	$ -		$ -			$ 1,267,092	$ -	100.0%	$ 1,267,092	$ -
H-ACQINT012	Gnangara Road & Henley Brook Avenue	Roundabout (Dual 4-Way)	Henley Brook		0	0	Acquired	$ -		$ -			$ -	$ -	10.2%	$ -	$ -
H-ACQINT013	Gnangara Road & Losino Boulevard	Roundabout (T-Junction)	Henley Brook		1139	924	2026	$ -		$ 30,177			$ 430,354	$ 30,177	52.5%	$ 241,779	$ 218,752
Required Land Acquisition - Local Roads																	
H-ACQTRF01	Losino Boulevard - Gnangara Road to Andrea Drive	Neighbourhood Connector A	Henley Brook		0	0	2027	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF02	Andrea Drive - Losino Boulevard to Henley Street	Neighbourhood Connector B	Henley Brook		248	29	2028	$ -		$ 39,680			$ 3,700	$ 39,680	100.0%	$ 43,380	$ -
H-ACQTRF03A	Henley Street - Starflower Road to Andrea Drive	Neighbourhood Connector A	Henley Brook		0	27	2026	$ -		$ -			$ 3,011	$ -	100.0%	$ 3,011	$ -
H-ACQTRF03B	Henley Street - Andrea Drive to Partridge Street	Neighbourhood Connector A	Henley Brook		0	0	Acquired	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF03C	Henley Street - Partridge Street to Asturian Drive	Neighbourhood Connector A	Henley Brook		3,083	450	2027	$ -		$ 421,280			$ 54,876	$ 421,280	100.0%	$ 476,156	$ -
H-ACQTRF03D	Henley Street - Asturian Drive to Henley Brook Avenue	Neighbourhood Connector A	Henley Brook		0	0	2026	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF04	Partridge Street Extension - Brooklands Drive to Park Street	Neighbourhood Connector A	Henley Brook		11,704	11,275	2026	$ -		$ 68,640			$ 1,323,069	$ 68,640	100.0%	$ 1,391,709	$ -
H-ACQTRF05A	Brooklands Drive - Henley Street to Local Road 1 (North-South)	Neighbourhood Connector A	Henley Brook		1,688	0	2029	$ -		$ 270,080			$ -	$ 270,080	100.0%	$ 270,080	$ -
H-ACQTRF05B	Brooklands Drive - Henley Street to Local Road 1 (East-West)	Neighbourhood Connector A	Henley Brook		0	0	2027	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF06A	Park Street - Starflower Road to Partridge Street Extension	Neighbourhood Connector A	Henley Brook		0	0	Acquired	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF06B	Park Street - Partridge Street Extension to Local Access Road 1	Neighbourhood Connector A	Henley Brook		460	460	Acquired	$ -		$ -			$ 59,978	$ -	100.0%	$ 59,978	$ -
H-ACQTRF06C	Park Street - Local Access Road 1 to Local Access Road 2	Neighbourhood Connector A	Henley Brook		435	0	2027	$ -		$ 69,600			$ -	$ 69,600	100.0%	$ 69,600	$ -
H-ACQTRF06D	Park Street - Local Access Road 2 to Henley Brook Avenue	Neighbourhood Connector A	Henley Brook		182	0	2030	$ -		$ 29,120			$ -	$ 29,120	100.0%	$ 29,120	$ -
H-ACQTRF07A	Starflower Road - Henley Street to Gnangara Road	Integrator B	Henley Brook		0	0	2028	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF07B	Starflower Road - Diane Place to Henley Street	Neighbourhood Connector A	Henley Brook		0	0	2028	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF07C	Starflower Road - Park Street to Diane Place	Integrator B	Henley Brook		0	0	Acquired	$ -		$ -			$ -	$ -	0.0%	$ -	$ -
H-ACQTRF08A	Henley Brook Avenue - Asturian Drive to Henley Road	Integrator A - Type 1	Henley Brook		390	390	Acquired	$ -		$ -			$ 241,061	$ -	100.0%	$ 241,061	$ -
H-ACQTRF08B	Henley Brook Avenue - Henley Road to Park Street	Integrator A - Type 1	Henley Brook		26,134	17,304	2026	$ -		$ 2,541,063			$ 4,253,005	$ 2,541,063	100.0%	$ 6,794,069	$ -
TOTAL								**$ -**	**$ 10,905,335**	**$ 3,532,521**	**$ 44,967,469**	**$ 5,587,280**	**$ 21,256,256**	**$ 64,992,604**		**$ 78,300,454**	**$ 7,948,406**

Notes:

Costs in this schedule are expressed in Base Year Dollars (June 2025)

Estimated year of construction is provided as a guide to infrastructure delivery and to determine a quantum of capital works expenditure expected during that year. This is for the purpose of emulating the required revenue requirement over time. Such timings DO NOT imply an obligation on the City or other entity to construct, provide works or land at the stated time.

Note that prior consultation with the gas pipeline owners and operators throughout the planning process that led to the Gazetted DCP has not indicated a requirement for the upgrade of the gas pipeline and therefore no associated cost are included.
Cost to protect the APA gas pipeline has been included for the proposed Gnangara Road and Losino Boulevard roundabout on the basis that is represents new construction work.
Where existing roads cross the APA gas pipeline no future costs associated with protection of the APA gas pipeline were included on the basis that the roads have already been constructed.

City of Swan
Community Infrastructure (Construction) Network
General Inputs

General Financial Inputs			Comments
Closing Year	CYEAR	2024/2025	Closing value at 30/06/2025
Base Year	BYEAR	2025/2026	Opening value at 1/07/2025
Modeled End Year	MODELYR	2030	Model End Year
Unit of Measure/Demand	UOM	CCA	Cost Contribution Area (Ha)
Escalation Index (Comm Infra / POS Works)	EIW	1.69%	15-year Average PPI (Non Residential Building Construction) - Western Australia - as at June 2025
Escalation Index (Land)	EIL	2.58%	15-year Average CPI (Perth) - as at June 2025
Weighted Average Cost of Capital (nominal)	WACC	6.59%	Nominal WACC (Applied to Future Expenses)
Inflation Rate (CPI)	IR	2.58%	15-year Average CPI (Perth) - as at June 2025
Real Weighted Average Cost of Capital	RWACC	3.92%	Real WACC (Applied to Demands/Revenues)

Contingencies			Comments
Engineering / Construction Contingencies	CONT	10%	To be applied to all assets

Scheduled Rate Cost	Code	$CRC 2025	Comments/Source
Land Valuation Rates (where no site specific valuation applies)			
Henley Brook (unemcumbered)	HB	$ 160.00	Per Sqm - Based on land valuations from "DCA (8) – Henley Brook Developer Land Contribution Valuation. Land Required for DCA Cost Review Purposes" (McGees Property) - June 2025. Expressed in June 2025 Dollars.
Henley Brook (affected by high pressure gas pipelines)	HB Gas	$ 80.00	
Community Infrastructure Costs			
Local Park - Passive	LOSP	Refer Cost Schedule	Costs based on Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.
Local Park - Passive (Small)	LOSPS		
Neighbourhood Park - Active	NOSA		
Neighbourhood Park - Passive	NOSP		
Neighbourhood Park - Passive (Small)	NOSPS		

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City of Swan - DCA 8 - Henley Brook

Community Infrastructure (Construction) Network

Infrastructure Cost Schedule

ASSET ID	ASSET TYPE	LAND DISTRICT	PROPERTY DESCRIPTION	ESTIMATED YEAR OF ACQUISITION / CONSTRUCTION	DoE AND OTHER CONTRIBUTIONS	FUTURE ESTIMATED EMBELLISHMENT COSTS	FUTURE ESTIMATED BUILDING(S)/ PAVILION(S) COST		ASSET CONTINGENCY COST	TOTAL EXISTING ASSET COST	TOTAL FUTURE ESTIMATED COST	Asset Cost Allocation HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)	APPORTIONED ASSET COST (City of Swan / DoE)
Local Community Infrastructure														
H-POSF05CAP	Neighbourhood Park - Active	Henley Brook	Lot 132 to 133 on D72172 (part)	2030	$ -	$ 835,246	$ -		$ 83,525	$ -	$ 918,771	100.0%	$ 918,771	$ -
H-POSF06CAP	Neighbourhood Park - Active	Henley Brook	Lot 110 to 111 on P15965 (part); Lot 112 on P15576 (part)	2030	$ -	$ 861,394	$ -		$ 86,139	$ -	$ 947,533	100.0%	$ 947,533	$ -
H-CIF01CAP	Community Centre / Sporting Pavillion	Henley Brook	Lot 132 to 133 on D72172 (part)	2030	$ -	$ -	$ 6,763,708		$ 676,371	$ -	$ 7,440,079	100.0%	$ 7,440,079	$ -
H-CIF02CAP	Community Centre / Sporting Pavillion	Henley Brook	Lot 110 on P15965 (part): Lot 111 to 112 on P15576 (part)	2030	$ -	$ -	$ 5,684,885		$ 568,489	$ -	$ 6,253,374	100.0%	$ 6,253,374	$ -
TOTAL					**$ -**	**$ 1,696,640**	**$ 12,448,593**		**$ 1,414,523**	**$ -**	**$ 15,559,757**		**$ 15,559,757**	**$ -**

Notes:

Contributions from the Department of Education towards the funding of H-POSF05CAP, H-POSF06CAP and H-POSF10CAP have not been identified as no co-funding agreement is currently in place.

Costs in this schedule are expressed in Base Year Dollars (June 2025)

Estimated year of construction is provided as a guide to infrastructure delivery and to determine a quantum of capital works expenditure expected during that year. This is for the purpose of emulating the required revenue requirement over time. Such timings DO NOT imply an obligation on the City or other entity to construct, provide works or land at the stated time.

City of Swan - DCA 8 - Henley Brook

Public Open Space (Land and Construction) Network

General Inputs

General Financial Inputs			Comments
Closing Year	CYEAR	2024/2025	Closing value at 30/06/2025
Base Year	BYEAR	2025/2026	Opening value at 1/07/2025
Modeled End Year	MODELYR	2030	Model End Year
Unit of Measure/Demand	UOM	CCA	Cost Contribution Area (Ha)
Escalation Index (Comm Infra / POS Works)	EIW	1.69%	15-year Average PPI (Non Residential Building Construction) - Western Australia - as at June 2025
Escalation Index (Land)	EIL	2.58%	15-year Average CPI (Perth) - as at June 2025
Weighted Average Cost of Capital (nominal)	WACC	6.59%	Nominal WACC (Applied to Future Expenses)
Inflation Rate (CPI)	IR	2.58%	15-year Average CPI (Perth) - as at June 2025
Real Weighted Average Cost of Capital	RWACC	3.92%	Real WACC (Applied to Demands/Revenues)

Contingencies			Comments
Engineering / Construction Contingencies	CONT	10%	To be applied to all assets

Scheduled Rate Cost	Code	$CRC 2025	Comments/Source
Land Valuation Rates (where no site specific valuation applies)			
Henley Brook (unemcumbered)	HB	$ 160.00	Per Sqm - Based on land valuations from "DCA (8) – Henley Brook Developer Land Contribution Valuation. Land Required for DCA Cost Review Purposes" (McGees Property) - June 2025. Expressed in June 2025 Dollars.
Henley Brook (affected by high pressure gas pipelines)	HB Gas	$ 80.00	
POS Embellishment Costs			
Local Park - Passive	LOSP	Refer Cost Schedule	Costs based on Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.
Local Park - Passive (Small)	LOSPS		
Neighbourhood Park - Active	NOSA		
Neighbourhood Park - Passive	NOSP		
Neighbourhood Park - Passive (Small)	NOSPS		

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City of Swan - DCA 8 - Henley Brook

Public Open Space (Land and Construction) Network

Infrastructure Cost Schedule

ASSET ID	ASSET TYPE	LAND DISTRICT	PROPERTY DESCRIPTION	TOTAL UNRESTRICTED POS AREA (sqm)	EXISTING UNRESTRICTED POS AREA (sqm)	FUTURE UNRESTRICTED POS AREA - PUBLIC OWNERSHIP (sqm)	FUTURE UNRESTRICTED POS AREA - PRIVATE OWNERSHIP (sqm)	ESTIMATED YEAR OF ACQUISITION / CONSTRUCTION	FUTURE ESTIMATED LAND ACQUISITION COST	DoE AND OTHER CONTRIBUTIONS	FUTURE ESTIMATED EMBELLISHMENT COSTS	ASSET CONTINGENCY COST (WORKS ONLY)	Asset Cost Allocation: TOTAL EXISTING ASSET COST	Asset Cost Allocation: TOTAL FUTURE ESTIMATED COST	Asset Cost Allocation: HENLEY BROOK LSP	Asset Cost Allocation: APPORTIONED ASSET COST (DCA 8)	Asset Cost Allocation: APPORTIONED ASSET COST (City of Swan / DoE)
Embellishment of Public Open Space																	
H-POS01	Local Park - Passive	Henley Brook	Lot 149 to 150 on P16376 (part)	5,759	Refer Below			2027	Refer Below	$ -	$ 2,537,646	$ 253,765	$ -	$ 2,791,411	100.0%	$ 2,791,411	$ -
H-POS02	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 152 to 153 on P16376 (part)	9,325	Refer Below			2030	Refer Below	$ -	$ 3,165,743	$ 316,574	$ -	$ 3,482,317	100.0%	$ 3,482,317	$ -
H-POS03	Local Park - Passive	Henley Brook	Lot 144 on D73295 (part)	8,681	Refer Below			2028	Refer Below	$ -	$ 2,677,872	$ 267,787	$ -	$ 2,945,659	100.0%	$ 2,945,659	$ -
H-POS04	Neighbourhood Park - Passive	Henley Brook	Lot 127 to 128 on P15965 (part); Lot 160 to 163 on P16376 (part); Lot 165 on P16376 (part)	10,373	Refer Below			2030	Refer Below	$ -	$ 2,856,472	$ 285,647	$ -	$ 3,142,119	100.0%	$ 3,142,119	$ -
H-POS05	Neighbourhood Park - Active	Henley Brook	Lot 132 to 133 on D72172 (part)	36,961	Refer Below			2030	Refer Below	$ -	$ 6,945,655	$ 694,566	$ -	$ 7,640,221	100.0%	$ 7,640,221	$ -
H-POS06	Neighbourhood Park - Active	Henley Brook	Lot 110 to 111 on P15965 (part); Lot 112 on P15576 (part)	34,018	Refer Below			2030	Refer Below	$ -	$ 6,553,978	$ 655,398	$ -	$ 7,209,376	100.0%	$ 7,209,376	$ -
H-POS07	Neighbourhood Park - Passive	Henley Brook	Lot 105 to 108 on P15965 (part); Lot 93 on P14639 (part); Lot 94 on P14768 (part)	14,964	Refer Below			2027	Refer Below	$ -	$ 2,805,883	$ 280,588	$ -	$ 3,086,471	100.0%	$ 3,086,471	$ -
H-POS08	Neighbourhood Park - Passive	Henley Brook	Lot 100 on P14639 (part); Lot 104 on P15965 (part); Lot 96 to 98 on P14639 (part); Lot 99 on D66736 (part)	41,226	Refer Below			2027	Refer Below	$ -	$ 4,575,853	$ 457,585	$ -	$ 5,033,438	100.0%	$ 5,033,438	$ -
H-POS09	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 77 on P14639 (part)	13,381	Refer Below			2030	Refer Below	$ -	$ 4,502,570	$ 450,257	$ -	$ 4,952,827	100.0%	$ 4,952,827	$ -
H-POS10	Neighbourhood Park - Passive	Henley Brook	Lot 51 on D63676 (part)	18,820	Refer Below			2026	Refer Below	$ -	$ 4,173,796	$ 417,380	$ -	$ 4,591,176	100.0%	$ 4,591,176	$ -
H-POS11	Local Park - Passive (Small)	Henley Brook	Lot 8004 Quartz Way HENLEY BROOK WA 6055	4,182	Refer Below			Constructed	Refer Below	$ -	$ -	$ -	$ 1,415,346	$ -	100.0%	$ 1,415,346	$ -
H-POS12	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 10 to 11 on D98333 (part); Lot 84 on P14768 (part)	7,620	Refer Below			2026	Refer Below	$ -	$ 1,959,649	$ 195,965	$ 1,338,046	$ 2,155,614	100.0%	$ 3,493,660	$ -
H-POS13	Neighbourhood Park - Passive	Henley Brook	Lot 58 on P14768 (part): Lot 59 on D65662 (part): Lot 83 on P14639 (part)	22,833	Refer Below			2028	Refer Below	$ -	$ 4,480,391	$ 448,039	$ 790,501	$ 4,928,431	100.0%	$ 5,718,932	$ -
Land for Public Open Space																	
H-ACQPOS01	Local Park - Passive	Henley Brook	Lot 149 to 150 on P16376 (part)	5,759	0	0	5,759	2026	$ 921,440	$ -	$ -	$ -	$ -	$ 921,440	100.0%	$ 921,440	$ -
H-ACQPOS02	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 152 to 153 on P16376 (part)	9,325	4,395	0	4,930	2030	$ 788,800	$ -	$ -	$ -	$ 560,833	$ 788,800	100.0%	$ 1,349,633	$ -
H-ACQPOS03	Local Park - Passive	Henley Brook	Lot 144 on D73295 (part)	8,681	0	0	8,681	2028	$ 1,388,960	$ -	$ -	$ -	$ -	$ 1,388,960	100.0%	$ 1,388,960	$ -
H-ACQPOS04	Neighbourhood Park - Passive	Henley Brook	Lot 127 to 128 on P15965 (part); Lot 160 to 163 on P16376 (part); Lot 165 on P16376 (part)	10,373	0	66	10,307	2028	$ 1,649,120	$ -	$ -	$ -	$ -	$ 1,649,120	100.0%	$ 1,649,120	$ -
H-ACQPOS05	Neighbourhood Park - Active	Henley Brook	Lot 132 to 133 on D72172 (part)	36,961	0	0	36,961	2030	$ 5,913,760	$ -	$ -	$ -	$ -	$ 5,913,760	100.0%	$ 5,913,760	$ -
H-ACQPOS06	Neighbourhood Park - Active	Henley Brook	Lot 110 to 111 on P15965 (part); Lot 112 on P15576 (part)	34,018	0	0	34,018	2030	$ 5,442,880	$ -	$ -	$ -	$ -	$ 5,442,880	100.0%	$ 5,442,880	$ -
H-ACQPOS07	Neighbourhood Park - Passive	Henley Brook	Lot 105 to 108 on P15965 (part); Lot 93 on P14639 (part); Lot 94 on P14768 (part)	14,964	0	4,936	10,028	2027	$ 1,604,480	$ -	$ -	$ -	$ -	$ 1,604,480	100.0%	$ 1,604,480	$ -
H-ACQPOS08	Neighbourhood Park - Passive	Henley Brook	Lot 100 on P14639 (part); Lot 104 on P15965 (part); Lot 96 to 98 on P14639 (part); Lot 99 on D66736 (part)	41,226	0	10,353	30,873	2027	$ 4,939,680	$ -	$ -	$ -	$ -	$ 4,939,680	100.0%	$ 4,939,680	$ -
H-ACQPOS09	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 77 on P14639 (part)	13,381	13,381	0	0	Acquired	$ -	$ -	$ -	$ -	$ 1,878,789	$ -	100.0%	$ 1,878,789	$ -
H-ACQPOS10	Neighbourhood Park - Passive	Henley Brook	Lot 51 on D63676 (part)	18,820	0	0	18,820	2026	$ 3,011,200	$ -	$ -	$ -	$ -	$ 3,011,200	100.0%	$ 3,011,200	$ -
H-ACQPOS11	Local Park - Passive (Small)	Henley Brook	Lot 8004 Quartz Way HENLEY BROOK WA 6055	4,182	4,182	0	0	Acquired	$ -	$ -	$ -	$ -	$ 533,623	$ -	100.0%	$ 533,623	$ -
H-ACQPOS12	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 10 to 11 on D98333 (part); Lot 84 on P14768 (part)	7,620	4,705	0	2,915	2026	$ 466,400	$ -	$ -	$ -	$ 600,358	$ 466,400	100.0%	$ 1,066,758	$ -
H-ACQPOS13	Neighbourhood Park - Passive	Henley Brook	Lot 58 on P14768 (part): Lot 59 on D65662 (part): Lot 83 on P14639 (part)	22,833	648	0	22,185	2029	$ 3,549,600	$ -	$ -	$ -	$ 82,685	$ 3,549,600	100.0%	$ 3,632,285	$ -
TOTAL									**$ 29,676,320**	**$ -**	**$ 47,235,509**	**$ 4,723,551**	**$ 7,200,181**	**$ 81,635,380**		**$ 88,835,561**	**$ -**

Notes:

Contributions from the Department of Education towards the funding of H-POS05, H-POS06 and H-POS10 have not been identified as no co-funding agreement is currently in place.

Costs in this schedule are expressed in Base Year Dollars (June 2025)

Refer to the Restricted Gas Pipeline Public Open Space Schedules for other Land Acquisitions required to deliver the total POS Area. Total Area requiring embellishment under this network is the sum of the Unrestricted POS area (public and private ownership) identified above.

Estimated year of construction is provided as a guide to infrastructure delivery and to determine a quantum of capital works expenditure expected during that year. This is for the purpose of emulating the required revenue requirement over time. Such timings DO NOT imply an obligation on the City or other entity to construct, provide works or land at the stated time.

City of Swan - DCA 8 - Henley Brook

Restricted Gas Pipeline Public Open Space (Land and Construction) Network

General Inputs

General Financial Inputs			Comments
Closing Year	CYEAR	2024/2025	Closing value at 30/06/2025
Base Year	BYEAR	2025/2026	Opening value at 1/07/2025
Modeled End Year	MODELYR	2030	Model End Year
Unit of Measure/Demand	UOM	CCA	Cost Contribution Area (Ha)
Escalation Index (Comm Infra / POS Works)	EIW	1.69%	15-year Average PPI (Non Residential Building Construction) - Western Australia - as at June 2025
Escalation Index (Land)	EIL	2.58%	15-year Average CPI (Perth) - as at June 2025
Weighted Average Cost of Capital (nominal)	WACC	6.59%	Nominal WACC (Applied to Future Expenses)
Inflation Rate (CPI)	IR	2.58%	15-year Average CPI (Perth) - as at June 2025
Real Weighted Average Cost of Capital	RWACC	3.92%	Real WACC (Applied to Demands/Revenues)

Contingencies			Comments
Engineering / Construction Contingencies	CONT	10%	To be applied to all assets

Scheduled Rate Cost	Code	$CRC 2025	Comments/Source
Land Valuation Rates (where no site specific valuation applies)			
Henley Brook (unemcumbered)	HB	$ 160.00	Per Sqm - Based on land valuations from "DCA (8) – Henley Brook Developer Land Contribution Valuation. Land Required for DCA Cost Review Purposes" (McGees Property) - June 2025. Expressed in June 2025 Dollars.
Henley Brook (affected by high pressure gas pipelines)	HB Gas	$ 80.00	
POS Embellishment Costs			
Local Park - Passive	LOSP	Refer Cost Schedule	Costs based on Rawlinsons (W.A) Henley Brook Draft Development Contribution Development Scheme - Cost Estimates Report 1.02 (October 2025). Expressed in June 2025 Dollars.
Local Park - Passive (Small)	LOSPS		
Neighbourhood Park - Active	NOSA		
Neighbourhood Park - Passive	NOSP		
Neighbourhood Park - Passive (Small)	NOSPS		

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Restricted Gas Pipeline Public Open Space (Land and Construction) Network

Infrastructure Cost Schedule													Asset Cost Allocation				
ASSET ID	ASSET TYPE	LAND DISTRICT	PROPERTY DESCRIPTION	TOTAL RESTRICTED POS AREA (sqm)	EXISTING RESTRICTED POS AREA (sqm)	RESTRICTED POS AREA - PUBLIC OWNERSHIP (sqm)	FUTURE RESTRICTED POS AREA - PRIVATE OWNERSHIP (sqm)	ESTIMATED YEAR OF ACQUISITION / CONSTRUCTION	FUTURE ESTIMATED LAND ACQUISITION COST	DoE AND OTHER CONTRIBUTIONS	FUTURE EMBELLISHMENT COSTS	ASSET CONTINGENCY COST (WORKS ONLY)	TOTAL EXISTING ASSET COST	TOTAL FUTURE ESTIMATED COST	HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)	APPORTIONED ASSET COST (City of Swan / DoE)
Embellishment of Restricted Public Open Space																	
H-POS02G	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 152 to 153 on P16376 (part)	6,800	Refer Below			2030	Refer Below	$ -	$ 736,861	$ 73,686	$ -	$ 810,547	100.0%	$ 810,547	$ -
H-POS04G	Neighbourhood Park - Passive	Henley Brook	Lot 127 to 128 on P15965 (part); Lot 160 to 163 on P16376 (part); Lot 165 on P16376 (part)	29,202	Refer Below			2030	Refer Below	$ -	$ 3,322,798	$ 332,280	$ -	$ 3,655,077	100.0%	$ 3,655,077	$ -
H-POS07G	Neighbourhood Park - Passive	Henley Brook	Lot 105 to 108 on P15965 (part); Lot 93 on P14639 (part); Lot 94 on P14768 (part)	18,558	Refer Below			2027	Refer Below	$ -	$ 2,022,846	$ 202,285	$ -	$ 2,225,131	100.0%	$ 2,225,131	$ -
H-POS12G	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 10 to 11 on D98333 (part); Lot 84 on P14768 (part)	14,154	Refer Below			2028	Refer Below	$ -	$ 1,480,843	$ 148,084	$ -	$ 1,628,927	100.0%	$ 1,628,927	$ -
H-POS13G	Neighbourhood Park - Passive	Henley Brook	Lot 58 on P14768 (part): Lot 59 on D65662 (part): Lot 83 on P14639 (part)	11,350	Refer Below			2027	Refer Below	$ -	$ 1,215,137	$ 121,514	$ 31,372	$ 1,336,650	100.0%	$ 1,368,022	$ -
Land for Restricted Public Open Space																	
H-ACQPOS02G	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 152 to 153 on P16376 (part)	6,800	3,033	0	3,767	2030	$ 301,360	$ -	$ -	$ -	$ 193,490	$ 301,360	100.0%	$ 494,850	$ -
H-ACQPOS04G	Neighbourhood Park - Passive	Henley Brook	Lot 127 to 128 on P15965 (part); Lot 160 to 163 on P16376 (part); Lot 165 on P16376 (part)	29,202	0	4,355	24,847	2028	$ 1,987,760	$ -	$ -	$ -	$ -	$ 1,987,760	100.0%	$ 1,987,760	$ -
H-ACQPOS07G	Neighbourhood Park - Passive	Henley Brook	Lot 105 to 108 on P15965 (part); Lot 93 on P14639 (part); Lot 94 on P14768 (part)	18,558	0	4,413	14,145	2027	$ 1,131,600	$ -	$ -	$ -	$ -	$ 1,131,600	100.0%	$ 1,131,600	$ -
H-ACQPOS12G	Neighbourhood Park - Passive (Small)	Henley Brook	Lot 10 to 11 on D98333 (part); Lot 84 on P14768 (part)	14,154	9,826	0	4,328	2027	$ 346,240	$ -	$ -	$ -	$ 626,899	$ 346,240	100.0%	$ 973,139	$ -
H-ACQPOS13G	Neighbourhood Park - Passive	Henley Brook	Lot 58 on P14768 (part): Lot 59 on D65662 (part): Lot 83 on P14639 (part)	11,350	727	0	10,623	2029	$ 849,840	$ -	$ -	$ -	$ 46,383	$ 849,840	100.0%	$ 896,223	$ -
TOTAL									**$ 4,616,800**	**$ -**	**$ 8,778,485**	**$ 877,848**	**$ 898,144**	**$ 14,273,133**		**$ 15,171,277**	**$ -**

Notes:

Costs in this schedule are expressed in Base Year Dollars (June 2025)

Refer to the Public Open Space Schedules for other Land Acquisitions required to deliver the total POS Area. Total Area requiring embellishment under this network is the sum of the Restricted POS area (public and private ownership) identified above.

Estimated year of construction is provided as a guide to infrastructure delivery and to determine a quantum of capital works expenditure expected during that year. This is for the purpose of emulating the required revenue requirement over time. Such timings DO NOT imply an obligation on the City or other entity to construct, provide works or land at the stated time.

Note that prior consultation with the gas pipeline owners and operators throughout the planning process that led to the Gazetted DCP has not indicated a requirement for the upgrade of the gas pipeline along the Restricted Gas Pipeline Public Open Space and therefore no associated cost are included.

City of Swan
Administration Network
General Inputs

General Financial Inputs			Comments
Closing Year	CYEAR	2024/2025	Closing value at 30/06/2025
Base Year	BYEAR	2025/2026	Opening value at 1/07/2025
Modeled End Year	MODELYR	2030	Model End Year
Unit of Measure/Demand	UOM	CCA	Cost Contribution Area (Ha)
Escalation Index (Admin Costs)	EIC	2.58%	15-year Average CPI (Perth) - as at June 2025
Weighted Average Cost of Capital (nominal)	WACC	6.59%	Nominal WACC (Applied to Future Expenses)
Inflation Rate (CPI)	IR	2.58%	15-year Average CPI (Perth) - as at June 2025
Real Weighted Average Cost of Capital	RWACC	3.92%	Real WACC (Applied to Demands/Revenues)

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City of Swan - DCA 8 - Henley Brook

Administration Network

Infrastructure Cost Schedule										Asset Cost Allocation			
ASSET ID	DESCRIPTION	DCA	YEAR	CO-ORDINATION & MANAGEMENT	CONSULTANCY	VALUATION	LEGAL COSTS	OFFICE EXPENSES	TOTAL EXISTING COST (No Indexation)	TOTAL EXISTING COST	TOTAL FUTURE ESTIMATED COST	HENLEY BROOK LSP	APPORTIONED ASSET COST (DCA 8)
Administration Items													
DCA8-ADM01	Administration Charge (2020/21)	DCA8	2021	$ -	$ 82,840	$ -	$ -	$ -	$ 68,470	$ 82,840	$ -	100.0%	$ 82,840
DCA8-ADM02	Administration Charge (2021/22)	DCA8	2022	$ 114,361	$ 68,153	$ -	$ 3,640	$ 78,823	$ 235,149	$ 264,976	$ -	100.0%	$ 264,976
DCA8-ADM03	Administration Charge (2022/23)	DCA8	2023	$ 80,684	$ 17,187	$ -	$ 4,590	$ 58,776	$ 150,026	$ 161,237	$ -	100.0%	$ 161,237
DCA8-ADM04	Administration Charge (2023/24)	DCA8	2024	$ 163,448	$ 1,950	$ 4,449	$ 6,246	$ 202,149	$ 368,145	$ 378,242	$ -	100.0%	$ 378,242
DCA8-ADM05	Administration Charge (2024/25)	DCA8	2025	$ 312,355	$ 9,274	$ 12,638	$ 9,444	$ 166,137	$ 509,848	$ 509,848	$ -	100.0%	$ 509,848
DCA8-ADM06	Administration Charge (2025/26)	DCA8	2026	$ 167,697	$ 7,992	$ 10,892	$ 7,513	$ 89,196	$ -	$ -	$ 283,290	100.0%	$ 283,290
DCA8-ADM07	Administration Charge (2026/27)	DCA8	2027	$ 167,697	$ 7,992	$ 10,892	$ 7,513	$ 89,196	$ -	$ -	$ 283,290	100.0%	$ 283,290
DCA8-ADM08	Administration Charge (2027/28)	DCA8	2028	$ 167,697	$ 7,992	$ 10,892	$ 7,513	$ 89,196	$ -	$ -	$ 283,290	100.0%	$ 283,290
DCA8-ADM09	Administration Charge (2028/29)	DCA8	2029	$ 167,697	$ 7,992	$ 10,892	$ 7,513	$ 89,196	$ -	$ -	$ 283,290	100.0%	$ 283,290
DCA8-ADM10	Administration Charge (2029/30)	DCA8	2030	$ 167,697	$ 7,992	$ 10,892	$ 7,513	$ 89,196	$ -	$ -	$ 283,290	100.0%	$ 283,290
TOTAL				**$ 1,509,333**	**$ 219,364**	**$ 71,547**	**$ 61,485**	**$ 951,865**	**$ 1,331,638**	**$ 1,397,143**	**$ 1,416,450**		**$ 2,813,593**

Notes:

Costs in this schedule are expressed in Base Year Dollars (June 2025)

PART 3 – COST APPORTIONMENT SCHEDULE

1.0 Schedule of Cost Contribution Rates

Cost Contribution rates outlined below are set at June 2025 values, and indexation of these rates shall be undertaken annually using the relevant quarterly reporting intervals of the ABS Consumer Price Index from that date (Refer to Section 2.0).

Infrastructure Network	DCA 8 – June 2025 Contribution Rate ($/CCA ha)
Transport Infrastructure Network	$451,685
Community Infrastructure (Construction) Network	$76,498
Public Open Space (Land and Construction) Network	$481,216
Restricted Gas Pipeline Public Open Space (Land and Construction) Network	$82,119
Subtotal	**$1,091,517**
Administration Network	$16,554
Total	**$1,108,072**

2.0 Indexation

Indexation Rate	Source
I = % Change in Index since June 2025	Australian Bureau of Statistics (ABS) Consumer Price Index - Catalogue 6401 Table 1 (Perth All Groups)

3.0 Total Apportioned DCP Infrastructure Costs

Infrastructure Network	Total Apportioned DCP Infrastructure Costs ($)
Local Transport Infrastructure Network	$78,300,454
Community Infrastructure (Construction) Network	$15,559,757
Public Open Space (Land and Construction) Network	$88,835,561
Restricted Gas Pipeline Public Open Space (Land and Construction) Network	$15,171,277
Administration Network	$2,813,593
Total	**$200,680,642**

In determination of the Cost Contributions, a discounted cash flow methodology has been used. The costs in the table above reflect the current day (June 2025) value of the infrastructure without net present value calculations applied.

4.0 Compliance with Policy Measures within State Planning Policy 3.6 (Maximum Costs Levied)

This development Contribution Plan complies with the requirements of Section 6.6(b) with respect to the maximum levy able that shall apply to Community Infrastructure under the DCP. Based on the total maximum dwellings identified for the Local Structure Plan of (being 3,396 dwellings as per Annexure 1) and the Total Apportioned DCP Infrastructure Costs for Community Infrastructure within Section 3.0 above, the total Infrastructure Contributions are $4,582 per dwelling (presented in June 2025 dollars).

For the purpose of administering the Cost Contributions for the Community Infrastructure Network, these have been converted to cost per CCA (ha) to align with the other Infrastructure Networks.