

# **DCA 2 – DAYTON**

## Dayton (DCA 2) - Changes the Development Contribution Plan

### Change to the Cost Contribution Rate

Values are presented in June 2017 dollars

Network	Prev. DCP Contribution per hectare	Jun 2017 DCP Contribution per hectare	Difference per hectare	Summary of Key Changes
Natural Gas	\$1,021 (\$58 / per dwelling)*	\$958 (\$55 / per dwelling)*	-\$63 (-\$4 / per dwelling)*	Changes in demand and timing, impacting the Net Present Value calculations, caused this contribution adjustment.
Transport	\$281,449 (\$15,991 / per dwelling)*	\$362,330 (\$20,944 / per dwelling)*	\$80,882 (\$4,675/ per dwelling)*	Increase in service relocation cost justified by investigation and increased intersection cost based on refined design offset by decrease in road unit rate.
Land for Public Open Space and Community Facilities	\$244,338 (\$13,883 / per dwelling)*	\$235,245 (\$13,598 / per dwelling)*	-\$9,093 (-\$526 / per dwelling)*	3 % increase in engloba rate offset by changes in demand and timing, impacting the Net Present Value calculations.
Local Community Infrastructure	\$130,740 (\$7,428 / per dwelling)*	\$125,138 (\$7,233 / per dwelling)*	-\$5,602 (-\$324 / per dwelling)*	A decrease 2 % across all POS and changes in demand and timing, impacting the Net Present Value calculations, caused this contribution adjustment.
Sub Regional Community Infrastructure	\$33,701 (\$1,914 / per dwelling)*	\$30,954 (\$1,789 / per dwelling)*	-\$2,747 (-\$159 / per dwelling)*	Change in timing of asset delivery and impact of NPV.
Admin.	\$6,772 (\$385/ per dwelling)*	\$4,811 (\$278/ per dwelling)*	-\$1,961 (-\$113 / per dwelling)*	Refinement and streamlining of cost review.
<b>Totals</b>	<b>\$698,021</b> (\$39,660 / per dwelling)*	<b>\$759,437</b> (\$43,802/ per dwelling)*	<b>\$61,416</b> (\$3,550/ per dwelling)*	

\* The Dayton (West Swan East) DCP Contribution Rates apportioned as per dwelling cost is 17.3 (rounded) units per hectare. It should be noted that these are irrelevant to the cost per hectare and are for information purposes only and therefore provided in brackets.

### Change to Demand Assumptions

	Previous DCP (CCA)	June 2017 DCP (CCA)	Difference	Approx. Demand for Sub-Regional Items	Justification for changes to the Cost Contribution Area (CCA)
Dayton (DCA 2)	181 ha	183 ha	2 ha		Due to road alignment

## Changes to Infrastructure Costs and Timing

Transport						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-IRF01	Roundabout Marshall Road and Arthur Street	1,455,113	1,395,968	-4%	No Change	Although this item has been substantially constructed, it is anticipated that future cost will be incurred to ensure it is delivered to ultimate standard. The decrease is attributed to service relocation cost.
E-IRF02	Roundabout Marshall Road and Lord Street	862,988	857,869	-1%	No Change	Immaterial decrease.
E-IRF03	Roundabout Arthur Street and Cranleigh Street	739,842	355,834	-52%	2018 (prev. 2017)	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 52% total cost decrease.
E-IRF04	Roundabout Lord Street and Cranleigh Street	1,369,124	2,662,797	94%	2020 (prev. 2019)	This increase can be attributed to; (1) 2% total increase due to alignment to actual cost of land acquired and forecasted acquisition at englobo rate, (2) 98% total increase attributed to independent quantity surveyors cost review and assessment of relocation cost based on "Dial Before You Dig" and (3) reduction in roundabout cost with an impact of 6% decrease in total cost.
E-IRF05	Roundabout Marshall Road and Future Link (North)	513,587	1,037,440	102%	2020 (prev. 2019)	This increase can be attributed to; (1) 38 % total increase due additional land requirement valued at increased englobo rate, (2) 54% total increase attributed to independent quantity surveyors cost review and assessment of relocation cost based on "Dial Before You Dig" and (3) increase in roundabout cost based on specific design by independent quantity surveyors with an impact of 12% increase in total cost.
E-IRF06	Roundabout Arthur Street and Victoria Road	520,177	496,517	-5%	2018 (prev. 2016)	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 3% total cost decrease.
E-ISE01	Signalised Henley Brook Avenue and Marshall Road Extension	655,203	1,798,594	175%	2020 (prev. 2019)	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 112% total cost increase. The balance 62% total cost increase is attributed to "Dial Before You Dig" assessment indicating service relocation cost.
E-ITF01	Priority T Arthur Street and St Leonards Boulevard	503,812	1,257,583	150%	No Change	Based on independent quantity surveyors cost review and assessment of current market rates for this specific intersection resulting in this increase.

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-ITF02	Priority T Marshall Road and Future Link (South)	513,587	950,498	85%	No change	This increase can be attributed to; (1) 61 % total increase due additional land requirement valued at increased englobo rate, (2) 23% total increase attributed to independent quantity surveyors cost review and assessment of relocation cost based on 'Dial Before You Dig" and (3) increase in roundabout cost based on specific design by independent quantity surveyors with an impact of 1% increase in total cost.
E-ITF03	Priority T (Dual Carriageway) Lord Street and Harrow Street	835,387	1,730,365	107%	No change	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 43% total cost increase. The balance 64% total cost increase is attributed to "Dial Before You Dig" assessment indicating service relocation cost.
E-ITF04	Priority T (Dual Carriageway) Henley Brook Avenue and Victoria Road	847,570	1,035,999	22%	2020 (prev. 2019)	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 10% total cost increase. The balance 12% total cost increase is attributed to "Dial Before You Dig" assessment indicating service relocation cost.
E-ITF05	Signalised Henley Brook Avenue and Harrow Street	1,255,564	1,867,926	49%	No change	Based on independent quantity surveyors cost review and assessment of current market rates for this specific Intersection indicating a 38% total cost increase. The balance 11% total cost increase is attributed to "Dial Before You Dig" assessment indicating service relocation cost.
E-TRF01	Arthur Street	783,958	1,684,609	115%	2021 (prev. 2018)	This increase can be attributed to; (1) 2% total decrease due to reduction in road construction rate based on independent quantity surveyors cost review and assessment of current market rates and (2) total increase of 117% due to "Dial Before You Dig" assessment indicating increased service relocation cost.
E-TRF02	Arthur Street	394,904	356,593	-10%	2020 (prev. 2018)	This decrease can be attributed to; (1) 2% total decrease due to reduction in road construction rate based on independent quantity surveyors cost review and assessment of current market rates and (2) total decrease of 8% due to "Dial Before You Dig" assessment firming up service relocation cost.
E-TRF03	Arthur Street	1,966,027	3,187,934	62%	2019 (prev. 2017)	This increase can be attributed to; (1) 10% total decrease due to reduction in road construction rate based on independent quantity surveyors cost review and assessment of current market rates and (2) total increase of 72% due to "Dial Before You Dig" assessment indicating increased service relocation cost.
E-TRF04	Marshall Road	379,859	375,018	-1%	2018 (prev. 2020)	Immaterial adjustment

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-TRF05a	Marshall Road	863,768	1,675,418	94%	2023 (prev. 2020)	This increase can be attributed to; (1) 2% total decrease due to reduction in road construction rate based on independent quantity surveyors cost review and assessment of current market rates and (2) total increase of 96% due to "Dial Before You Dig" assessment indicating increased service relocation cost.
E-TRF05b	Marshall Road	1,167,305	1,659,036	42%	2023 (prev. 2020)	This increase can be attributed to; (1) 2% total decrease due to reduction in road construction rate based on independent quantity surveyors cost review and assessment of current market rates and (2) total increase of 44% due to "Dial Before You Dig" assessment indicating increased service relocation cost.
E-TRF08	Lord Street	4,086,516	6,590,054	61%	2020 (prev. 2019)	3% of this increase can be attributed to an alignment to actual land and forecasted acquisition at higher englobo rate, additional 60% is due to "Dial Before You Dig" assessment indicating increased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates and the balance reduction of 2% is related to reduced road rate assessed by an independent quantity surveyor.
E-TRF18	Cranleigh Street	686,701	521,549	-24%	No change	28% is due to "Dial Before You Dig" assessment indicating decreased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates and the balancing increase of 4% is related to road cost.
E-TRF19	Cranleigh Street	343,446	273,770	-20%	No change	18% is due to "Dial Before You Dig" assessment indicating decreased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates and the balancing 2% is related to road cost.
E-TRF20	Lord Street	2,056,581	2,572,722	25%	2020 (prev. 2018)	This increase is attributed to "Dial Before You Dig" assessment indicating decreased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF21	Lord Street	451,128	440,009	-2%	No change	Immaterial adjustment due to reduced road rate based on independent quantity surveyors cost review.
E-TRF22	Henley Brook Avenue	1,576,550	1,584,817	1%	2023 (prev. 2022)	Attributed to a total increase of 2% linked to land acquisition cost which is offset by a 1% decrease caused by reduced road construction rate based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF23	Henley Brook Avenue	163,373	164,230	1%	No Change	As above
E-TRF24	Henley Brook Avenue	819,239	789,996	-4%	2023 (prev. 2022)	Decrease is attributed to cost reduction in road rate based on independent quantity surveyors cost review.

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-TRF25	Henley Brook Avenue	1,037,419	1,042,859	1%	2021 (prev. 2019)	Attributed to a total increase of 2% linked to land acquisition cost which is offset by a 1% decrease caused by reduced road construction rate based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF26	Henley Brook Avenue	344,601	332,300	-4%	2021 (prev. 2019)	Decrease is attributed to cost reduction in road rate based on independent quantity surveyors cost review.
E-TRF27	Henley Brook Avenue	718,842	722,611	1%	2021 (prev. 2019)	Attributed to a total increase of 3% linked to land acquisition cost which is offset by a 1% decrease caused by reduced road construction rate based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF28	Henley Brook Avenue	253,574	244,523	-4%	2021 (prev. 2019)	Decrease is attributed to road cost based on an independent quantity surveyors cost review indicating cost reduction in road rates.
E-TRF29	Henley Brook Avenue	530,963	533,747	1%	2021 (prev. 2019)	Attributed to a total increase of 3% linked to land acquisition cost which is offset by a 1% decrease caused by reduced road construction rate based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF31	Henley Brook Avenue	1,963,574	1,893,484	-4%	2023 (prev. 2022)	Decrease is attributed to road cost based on an independent quantity surveyors cost review indicating cost reduction in road rates.
E-TRF32	Marshall Rd Extension	2,651,453	4,927,606	86%	2021 (prev. 2018)	This increase is due to "Dial Before You Dig" assessment indicating increased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF33	Henley Brook Avenue	412,871	398,133	-4%	2021 (prev. 2019)	Decrease is attributed to road cost based on an independent quantity surveyors cost review indicating cost reduction in road rates.
E-TRF34	Henley Brook Avenue	19,506	18,809	-4%	2021 (prev. 2019)	As above
E-TRF35	Henley Brook Avenue	321,844	310,356	-4%	2021 (prev. 2019)	As above
E-TRF36	Arthur Street	2,793,068	3,791,068	36%	2020 (prev. 2019)	This increase can be attributed to "Dial Before You Dig" assessment indicating increased service relocation cost based on independent quantity surveyors cost review and assessment of current market rates.
E-TRF37	Arthur Street	1,087,738	981,247	-10%	2023 (prev. 2022)	Decrease of 4% is attributed to road cost based on independent quantity surveyors cost review indicating cost reduction in road rate and the balance of 6% is due to "Dial Before You Dig" assessment indicating decreased service relocation cost.

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-TRF38	Marshall Rd Extension	2,901,317	3,406,734	17%	2021 (prev. 2019)	1% of this increase can be attributed to an alignment to actual land acquisition cost, 18% to "Dial Before You Dig" assessment indicating increased service relocation cost and the balance of 2% decrease is linked to reduced road rate based on independent quantity surveyors cost review.
E-TRF39	Marshall Rd Extension	1,992,569	2,354,562	18%	2021 (prev. 2019)	2% of this increase can be attributed to an alignment to actual land acquisition cost, 18% to "Dial Before You Dig" assessment indicating increased service relocation cost and the balance of 2% decrease is linked to reduced road rate based on independent quantity surveyors cost review.
E-TRF44	Lord Street	798,242	767,664	-4%	2019 (prev. 2018)	Decrease is attributed to road cost based on an independent quantity surveyors cost review indicating cost reduction in road rates.
S-TRF01	Lord Street	543,375	992,340	83%	2020 (prev. 2019)	85% of this increase can be attributed to "Dial Before You Dig" assessment indicating increased service relocation cost and the balance of 2% decrease is linked to reduced road rate based on independent quantity surveyors cost review.
E-TPF0100	Pathway	94,211	91,200	-3%	No change	Based on independent quantity surveyors cost review indicating cost decrease in pathway rates.
E-TPF098	Pathway	13,916	13,471	-3%	No change	As above
<b>Required Land Acquisition – Other Regional Road</b>						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-ACQ01 to E-ACQ06	Henley Brook Ave	2,553,492	2,722,500	7%	2020 (prev. 2018)	Site specific valuation done by an independent valuer indicated increased in acquisition cost.
E-ACQ08, E-ACQ010 to E-ACQ012	Henley Brook Ave	947,210	949,300	0%	2020 (prev. 2017)	As above.
<b>Land for Public Open Space and Community Facilities</b>						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
S-CIF1d	District Park	3,402,096	3,402,097	0%	2018 (prev. 2017)	Immaterial
E-POSF02	Local Park Passive	1,426,556	1,472,185	3%	2021 (prev. 2020)	This increase is due to a 4% increase in englobo rate offset by actual cost of land acquired.

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-POSF04	Local Park Passive	1,875,652	1,897,905	1%	2019 (prev. 2017)	As above.
E-POSF05	Local Park Passive	1,945,022	2,007,235	3%	No change	As above.
E-POSF07	Local Park Passive	5,541,983	5,579,983	1%	2019 (prev. 2017)	As above.
E-POSF09	Local Park Passive	1,305,206	1,309,027	0%	No change	Immaterial
E-POSF10	Local Park Passive	4,413,148	4,554,305	3%	2022 (prev. 2021)	This increase is due to a 4% increase in englobo rate offset by actual cost of land acquired.
E-POSF11	Local Park Passive	662,766	683,965	3%	No change	As above.
E-POSF12	Neighbourhood Park - Active (3ha)	3,723,305	3,723,305	0%	2018 (prev. 2016)	Immaterial
E-POSF13	Local Park Passive	1,091,409	1,111,075	2%	2024 (prev. 2018)	This increase is due to a 4% increase in englobo rate offset by actual cost of land acquired.
E-POSF14	Local Park Passive	972,300	1,003,400	3%	2021 (prev. 2018)	As above.
E-POSF15	Local Park Passive	1,096,789	1,131,870	3%	2024 (prev. 2023)	As above.
Local Community Infrastructure						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-CIF1	Local Community Centre	3,276,511	3,279,174	0%	2018 (prev. 2017)	Immaterial.
E-POSF02	Local Park Passive	667,026	648,666	-3%	2023 (prev. 2022)	Decrease is based on independent consultant assessment of current market rates for similar facilities.
E-POSF04	Local Park Passive	1,258,030	1,224,315	-3%	2020 (prev. 2018)	As above.
E-POSF05	Local Park Passive	1,270,186	1,237,632	-3%	2021 (prev. 2020)	As above.
E-POSF06	Local Park Passive	332,514	323,137	-3%	2018 (prev. 2017)	As above.
E-POSF07	Local Park Passive	3,961,198	3,851,928	-3%	2021 (prev. 2018)	As above.
E-POSF09	Local Park Passive	827,395	825,097	0%	2019 (prev. 2018)	As above.

Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
E-POSF10	Local Park Passive	2,654,623	2,587,482	-3%	2024 (prev. 2022)	As above.
E-POSF11	Local Park Passive	311,776	302,720	-3%	2024 (prev. 2023)	As above.
E-POSF12	Neighbourhood Park - Active (3ha)	4,205,736	4,205,736	0%	No change	Immaterial.
E-POSF13	Local Park Passive	685,602	671,399	-2%	2025 (prev. 2018)	Decrease is based on independent consultant assessment of current market rates for similar facilities.
E-POSF14	Local Park Passive	435,066	422,682	-3%	2022 (prev. 2019)	As above.
E-POSF15	Local Park Passive	501,267	487,027	-3%	2025 (prev. 2023)	As above.
E-POSF16	Local Park Passive	331,221	321,868	-3%	2019 (prev. 2017)	As above.
<b>Sub Regional Community Infrastructure</b>						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference	Est. year of construction	Justification for Changes
S-CIF1	District Park Active	4,781,576	4,981,004	4%	2023 (prev. 2018)	Based on an independent consultant assessment of cost in Sep 15 indexed to June 2017, land contamination remediation works and refinements of the Cost Contribution Area that effects apportionment of shared district costs.
S-CIF2a	District Community Centre	835,566	821,736	-2%	2025 (prev. 2024)	Based on an independent consultant assessment of current market rates for similar facilities and refinements of the Cost Contribution Area that effects apportionment of shared district costs.
S-CIF2b	District Community Centre - Land only	102,515	104,398	2%	No change	Adjustment is based on valuation report and refinements of the Cost Contribution Area that effects apportionment of shared district costs.
<b>Administration</b>						
Code	Description	Previous DCP (\$)	Jun. 2017 DCP (\$)	Difference		Justification for Changes
	Administration charges	1,182,003	1,167,906	-1%		Refinement and streamlining of cost review.