Cockburn Coast Robb Jetty and Emplacement Precincts Development Contribution Plan 14 (DCP 14) Report 2025/26

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Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

Cockburn Coast: Robb Jetty and Emplacement Precincts Development Contribution Plan Report

Note: This report does not form part of the planning scheme but provides the rationale and justification for the Development Contribution Plan (DCP), the calculation of costs, and the cost apportionment schedule specifying the costs for each owner.

Development Contribution Area

The Development Contribution Area (DCA) is shown on the Scheme Map as: 'DCA 14'.

Purpose

The purpose of the DCP Report is to:

a) enable the applying of infrastructure contributions for the development of new, and the upgrade of existing infrastructure which is required because 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 because of the subdivision and development of land in the DCA.
d) coordinate the timely provision of infrastructure.

The DCP provides for the sharing of costs associated with various infrastructure necessary to support subdivision and development within Development Area 33 (Cockburn Coast) and is subject of the following Cockburn Coast Structure Plans:

a) Cockburn Coast District Structure Plan 2009

b) Robb Jetty Local Structure Plan **Part 1**

c) Emplacement Local Structure Plan **Part 1**

Period of the plan

19 years commencing 17 March 2015 to 30 June 2034.

The plan may also be extended for further periods (with or without modification) by subsequent Scheme Amendments.

Operation of DCP

DCP 14 has been prepared in accordance with the provisions of the City of Cockburn Town Planning Scheme No. 3 (TPS 3) and State Planning Policy 3.6 - Infrastructure Contributions (SPP 3.6). It came into effect upon the gazettal of Amendment 94 to TPS 3 on 17 March 2015.

DCP 14 operates in accordance with TPS 3 and requires landowners to make a financial contribution towards the cost of common infrastructure works within Cockburn Coast Structure Plan Areas.

The requirement to contribute under DCP 14 would typically arise as a condition of subdivision approval, however it may occur through other arrangements as specified in clause 5.3.14 of TPS 3.

DCP 14 is operational in the same area as DCP 13, which relates to community infrastructure. Landowners will be required to satisfy their contribution obligations under both DCPs.

Application requirements

Where an application for subdivision, strata subdivision, development or an extension of land use is lodged which relates to land to which this plan applies, the local government shall take the provisions of the plan into account in making a recommendation on or determining that application.

Items included in the plan

The DCP provides for a portion of the cost of land and works associated with the delivery of key infrastructure identified in the Cockburn Coast Structure Plan Area, to be equitably distributed between developing landowners within the DCA.

The following infrastructure items are included in the DCP as set out in Table 10 of TPS 3:

Road and Service Infrastructure (including land):

Cockburn Road

Upgrade of Cockburn Road (Between Rollinson Road and McTaggart Cove) including the following:

- Land required for Cockburn Road widening (between Rollinson Road and McTaggart Cove)
- Construction of the signalised intersection, traffic management devices and drainage infrastructure associated with the proposed Robb Jetty Main Street
- Relocation of service infrastructure because of the intersection construction
- Provision of a pedestrian foot path and landscaping along Cockburn Road (between Rollinson Road and McTaggart Cove)

Main Street

Provision of a Main Street between Cockburn Road intersection and Robb Road as follows:

- Acquisition of 6m of land for the full length of the Main Street (over and above land requirement for a local road)
- Over and above construction requirements (granite paving or similar, landscaping, lighting, street furniture)
- Construction of an at-grade rail crossing including vehicle and pedestrian signalisation associated with the new Robb Road intersection
- Fencing (of a sufficient length to deter unsafe pedestrian crossing)

Bus Rapid Transit Route

Provision of a north-south spine road required to service the project area with Bus Rapid Transit (BRT) infrastructure.

Upgrade of a section of Rollinson Road and construction of north-south spine road for future BRT service:

- Acquisition of Lots 18 Garston Way and 0.5m of land the full length of the route (over and above land requirement for a local road)
- Over and above construction requirements including stations (raised platform stops), IT, roadway (priority lane or queue jumper), landscaping and street furniture

Rollinson Road Pedestrian Signals (Rail)

Upgrade of the Rollinson Road pedestrian crossing to provide safe east-west pedestrian access across the railway.

Provision of an upgraded pedestrian crossing comprising:

- Pedestrian signals
- Fencing (of a sufficient length to deter unsafe pedestrian crossing)
- Pavement

Public Realm and Environmental Improvements

Land for Public Open Space

Acquisition of land required for public open space (POS) within the Robb Jetty Precinct and Emplacement Precinct.

The Robb Jetty and Emplacement Precinct Local Structure Plans allocate at least 10% of the gross subdividable land area for POS.

The area to be acquired (excluding existing reserves) is as follows:

- 28,582m^2 of public open space within the Robb Jetty Precinct
- 18,936m^2 of public open space within the Emplacement Precinct

This area includes land for:

- active and passive recreation,
- dual purpose POS and drainage
- drainage

Contamination and remediation measures are not included in this DCP.

Public Open Space Improvements

Enhancement of Public Open Space to service the needs of existing and future residents within the Robb Jetty Precinct and Emplacement Precinct.

To construct Local Parks, Neighbourhood Parks, and a District Park in accordance with the Robb Jetty Precinct and Emplacement Precinct local structure plans within the project area as follows:

- Local Parks (LP1 to LP9)
- Neighbourhood Parks (NP1 to NP8)
- District Park (DP1)

Contamination and remediation measures are not included in this DCP.

Main Street "Local" Community Building

Provision of a local community building near the Robb Jetty Main Street to service the needs of the project area.

The new Community Building is to be located next to the public open space and commercial core of the Cockburn Coast. The building and outside areas will provide 2,000m^2 of community use over ground/upper floors on a 1,000m^2 site.

The abovementioned infrastructure represents typical subdivision works, however given the fragmentation of land in the precinct and the scale of some infrastructure it is not reasonable to expect one subdivider to fund the infrastructure.

The cost of infrastructure includes all the initial capital costs associated with the provision of the infrastructure item and excludes ongoing maintenance and operating costs of the infrastructure.

Maps detailing the proposed location of the infrastructure included within this DCP are included in Annex 1 – Maps.

Estimated costs

The DCP overall estimated cost of land and infrastructure works is **$60,066,734** (as of 16 October 2025).

A detailed summary of the cost breakdown for each infrastructure item is included in

and Annex 4 – Schedule of Costs.

Cost estimates have been based on the best information available to the city at the time from similar projects (where an Order of Probable Costs from a Quantity Surveyor or a recently tendered cost is available) or from a specific Quantity Surveyor's assessment or tender.

As provided for in the DCP, the cost of the infrastructure item will be reviewed at least annually. If during the year more detailed costings have been prepared, then these would be adopted in preference to broad based estimates. In all other instances the cost estimates will be adjusted to reflect current pricing and the cost indexed based on the Building Cost Index or other appropriate index as approved by an appropriately qualified independent person.

Method of calculating contribution

All landowners within DCP 14 shall contribute to land and infrastructure works required as part of the development of the Robb Jetty and Emplacement Precinct Development Contribution Areas (except for the Mixed Business Zone).

The area which benefits from the infrastructure items can be seen in Scheme Map

The proportional contribution is to be determined in accordance with the provisions of clause 5.3 of TPS 3.

Cost Apportionment for the Mixed Business Zone

Owners of land within the Mixed Business zone are not required to contribute towards:

- the cost of land for public open space
- public open space construction
- or local community facilities

All owners are required to contribute towards the costs of upgrading all DCP roads, service infrastructure and DCP administration costs.

Cost contributions for the owners of land in the Mixed Business zone shall be based on the proportion that the land the subject of the contribution bears to the total area of land within the DCA for which the cost contributions have yet to be made unless otherwise specified.

Contributions shall be calculated on a per meter square basis in accordance with the Cost Apportionment Schedule.

Notwithstanding DCP 14, applications for continuance or extension of existing non-conforming uses will be exempt from development contributions towards this DCP.

Development Potential and Cost Apportionment Calculation for all other Zones and R-Codes

A landowner's contribution will be calculated based on the proportion of potential dwellings that can be constructed on the land the subject of the contribution bears to the total number of potential dwellings within the DCA.

The calculation incorporates the 'potential dwelling' methodology in the Development Contribution Plan and the 'contribution summary per landholding' methodology in the Cost Apportionment Schedule.

Zoned/R-Code	**Method for calculating the potential dwellings**
District Centre R-ACO (R160 equivalent)	1x equivalent dwellings per 62. 5m^2 of net land area
Mixed Use (R100 equivalent)	1x equivalent dwellings per 100m^2 of net land area
R40	1x dwellings per 220m^2 of net land area
R80	1x dwellings per 125m^2 of net land area
R100	1x dwellings per 100m^2 of net land area
R160	1x dwellings per 62.5m^2 of net land area

Notwithstanding Clause 5.3.13 of the TPS 3, applications for continuance or extension of existing non-conforming uses will be exempt from development contributions.

The Cockburn Coast: Robb Jetty Precinct and Emplacement Precincts development provisions under 'Development Area 33' of TPS 3 require all subdivision and development to achieve at least 85% of the potential number of dwellings achievable under the R-Code designated for the application area on the adopted Local Structure Plan.

Contributions shall be calculated on the potential number of dwellings constructed on site.

The adopted contribution rate for DCP 14 is **$16,417.09** per potential lot or dwelling, and has been determined as follows:

> *Contribution Rate ($/potential dwelling) = (Total DCP Cost – Contributions Received) / Remaining Potential Dwellings (85% yield)*

Calculation of an owner's contribution will be based on the potential developable land area divided by the density potential (as listed in Table 10 of TPS 3) as per designated R-Codes, as follows:

> *Owner's Cost Contribution = Potential developable Area of Subject Site / density potential x contribution rate*

<u>Calculation Examples:</u>

Lot 65 (13) Rollinson Road North Coogee

<table>
<tr><td colspan="4">Characteristics: Development of site identified by the LSP with Public Open Space and Varying Zonings and R-Codes</td></tr>
<tr><td colspan="4">Developable Area</td></tr>
<tr><td>Gross Area</td><td>17,308m^2</td><td colspan="2" rowspan="5">
</td></tr>
<tr><td>POS Provided*</td><td>4,093m^2</td></tr>
<tr><td>Local Roads</td><td>1,632m^2</td></tr>
<tr><td>DCP Roads</td><td>185m^2</td></tr>
<tr><td>Net Area</td><td>11,399m^2</td></tr>
<tr><td colspan="4">Minimum Development Potential @ 85%</td></tr>
<tr><td>Mixed Use: R100 @ 85%</td><td colspan="2">2,780m^2 / 100m^2 x 0.85</td><td>23.63</td></tr>
<tr><td>R100 @ 85%</td><td colspan="2">8,619m^2 /100m^2 x 0.85</td><td>73.26</td></tr>
<tr><td colspan="3">Total Yield</td><td>96.89</td></tr>
<tr><td colspan="4">Cost Contributions</td></tr>
<tr><td colspan="2">Contribution</td><td colspan="2">$1,590,651*</td></tr>
</table>

96.89 dwellings @ $16,417.09 per unit	
POS offset: 4,093m^2	$2,537,660*
DCP roads offset: 185m^2	$133,920*
Total contribution	**$1,080,929 In Credit****

**Example only – all cost estimates based on October 2025 cost estimates.*

***Contribution credits are managed in accordance with the provisions outlined in the State Planning Policy 3.6 infrastructure Contributions (SPP 3.6).*

Cl. 6.10.14 of SPP 3.6,sub-clause (a), (e) and (f) apply to your situation, and notes:

a) Where landowner has agreed, or been required to pre-fund an item of infrastructure, or to cede land early to allow early infrastructure delivery, this pre-funding is to be held as a credit against future contributions, due from that owner.

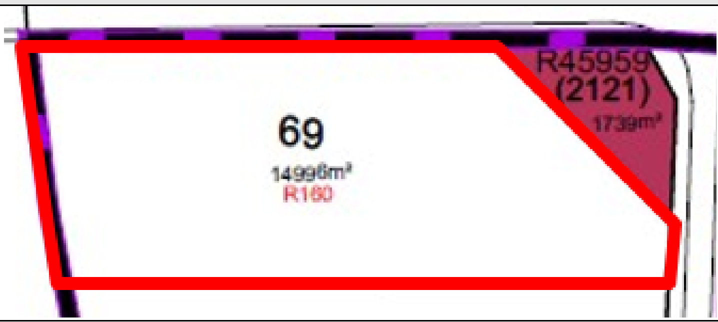
e) Where a developer, or landowner, has other land holdings in the development contribution area, the credit is held by the local government until it is required to be used by the developer to offset future contributions.

f) Where a developer, or landowner, has no further holdings in the DCA, the amount is held by the local government as a credit to the developer, or landowner, until payments into the DCP fund are received from subsequent developers to cover the credited amount. The credit is then reimbursed to the developer or landowner as soon as circumstances permit, in the order the credits were incurred

Lot 69 (43) Rollinson Road

Characteristics: Development of site identified by the LSP with no Public Open Space and R160 density coding

Developable Area

Gross Area	14,996m^2	
POS Provided*	0m^2	
Local Roads	0m^2	
DCP Roads	0m^2	

Net Area	$14{,}996m^2$		
Minimum Development Potential @ 85%			
Mixed Use: R160 @ 85%	$14{,}996m^2$ / $62.5m^2$ x 0.85		204
Total Yield			**204**
Cost Contributions			
Contribution 204 dwellings @ $16,417.09 per unit		$3,349,086*	
POS offset:		$0	
DCP roads offset:		$0	
Total contribution		**$3,349,086**	
**Example only – all cost estimates based on October 2025.*			

Land Acquisitions

The DCP 14 land requirements identified within the Cockburn Coast Structure Plan area is **$23,328,667,** as calculated in accordance with the valuation rates ($/m²) as set out in Table 6 Emplacement Crescent Land Valuations and Table 5 Robb Jetty Land Valuations in accordance with the following formula:

Land Acquisition Cost = Land Take Area x Valuation Rate ($/m²)

Road and Service Infrastructure:

The DCP 14 estimated cost for the key roads including landscaping identified within the Cockburn Coast Structure Plan Area is **$13,191,079.**

A summary of the cost breakdown for each infrastructure item is included in Table 2 Cost Summary Roads and Infrastructure and Annex 5 – Schedule of Costs.

POS Construction

The total estimated cost of landscaping is **$9,820,492,** a summary of the cost breakdown is included in Table 3 Cost Summary Public Realm and Environmental Improvements and Annex 5 – Schedule of Costs.

Main Street "Local" Community Building

The total estimated cost attributable to the Robb Jetty and Emplacement Precincts for the provision of the local community building near the Robb Jetty Main Street is **$13,597,489,** a cost summary of the cost breakdown is included in Table 4 Cost Summary Local Community Building and Annex 5 – Schedule of Costs.

Priority and timing of delivery

The DCA14 infrastructure is a significant capital works project, the current priority and timing for which is determined by the following:

a) City of Cockburn Strategic Community Plan Strategic Community Plan 2025-2035
Previously the City's Plan for the District

b) City of Cockburn Long Term Financial Plan 2024-2025 to 2033-2034 provides a ten year view of the financial position of the City

c) City of Cockburn Regional Major Roadworks Map

The infrastructure items included in the plan needs to be demand driven and if development within the Rob Jetty and Emplacement Precincts is yet to proceed to a sufficient extent, the City will need to consider what the optimal timing of the infrastructure should be.

The details of the priority/timing which is based on the above can be seen in Annex 3 – Capital Expenditure Plan (CEP).

Note: these dates and timeframes are subject to change

Payment of contributions

Payment of contributions are in accordance with the provisions of clause 5.3.14 of TPS 3:

5.3.14.1 The owner, with the agreement of the local government, is to pay the owner's cost contribution by

i. cheque or cash
ii. transferring to the local government or a public authority land in satisfaction of the cost contribution
iii. the provision of physical infrastructure
iv. some other method acceptable to the local government; or
v. Any combination of these methods.

5.3.14.2 The owner, with the agreement of the local government, may pay the owner's cost contribution in a lump sum, by instalment or in such other manner acceptable to the local government.

5.3.14.3 Payment by an owner of the cost contribution, including a cost contribution based upon estimated costs in a manner acceptable to the local government constitutes full and final discharge of the owner's liability under the development contribution plan and the local government shall provide certification in writing to the owner of such discharge if requested by the owner.

Review

The plan will be reviewed five years from the date of gazettal of the local planning scheme or amendment to the local planning scheme to incorporate the plan, or earlier should the local government consider it appropriate, having regard to the rate of development in the area and the degree of development potential still existing.

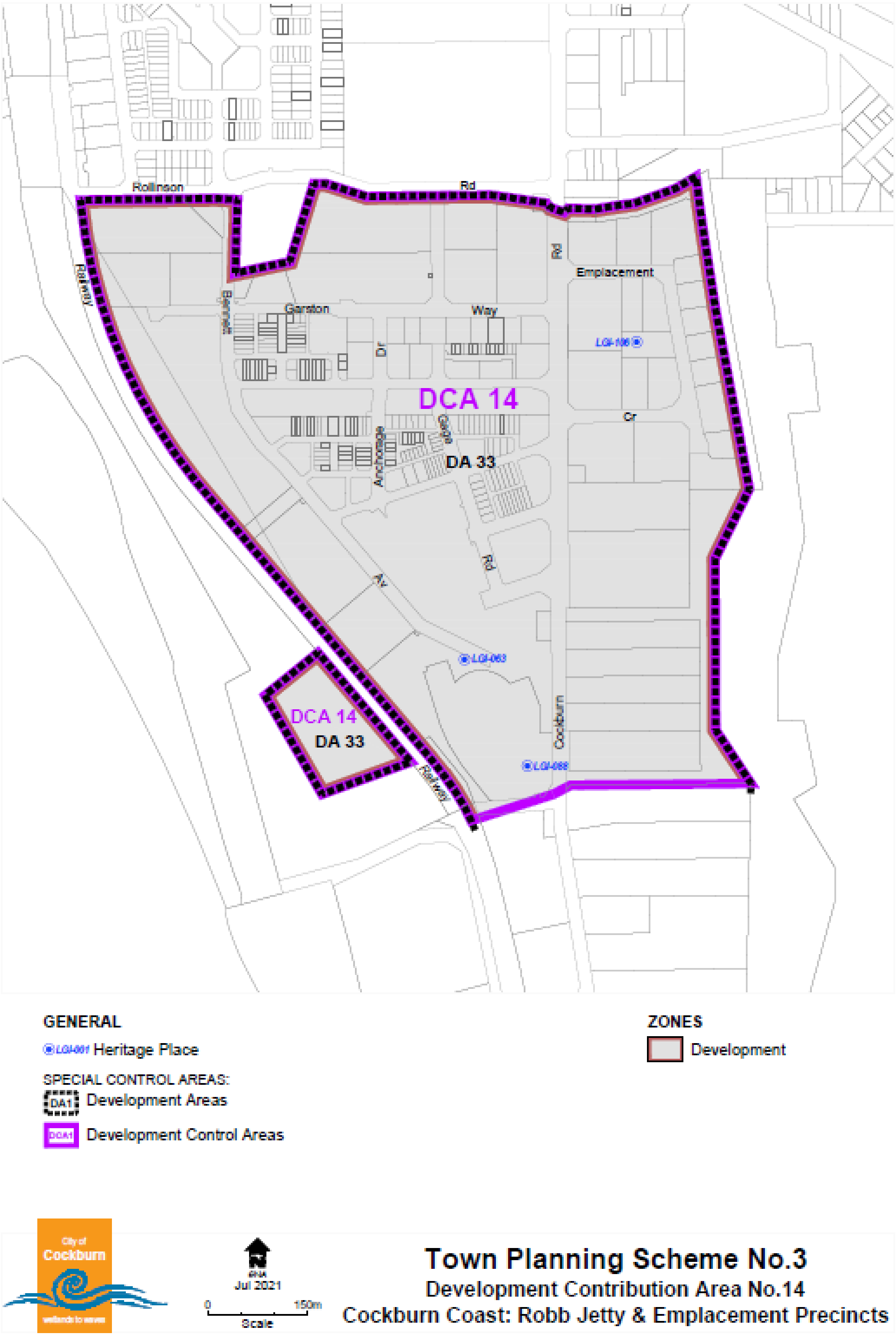
The estimated infrastructure costs as shown in the Cost Apportionment Schedule (CAS) will be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by the qualified person undertaking the certification of costs.

Annexes

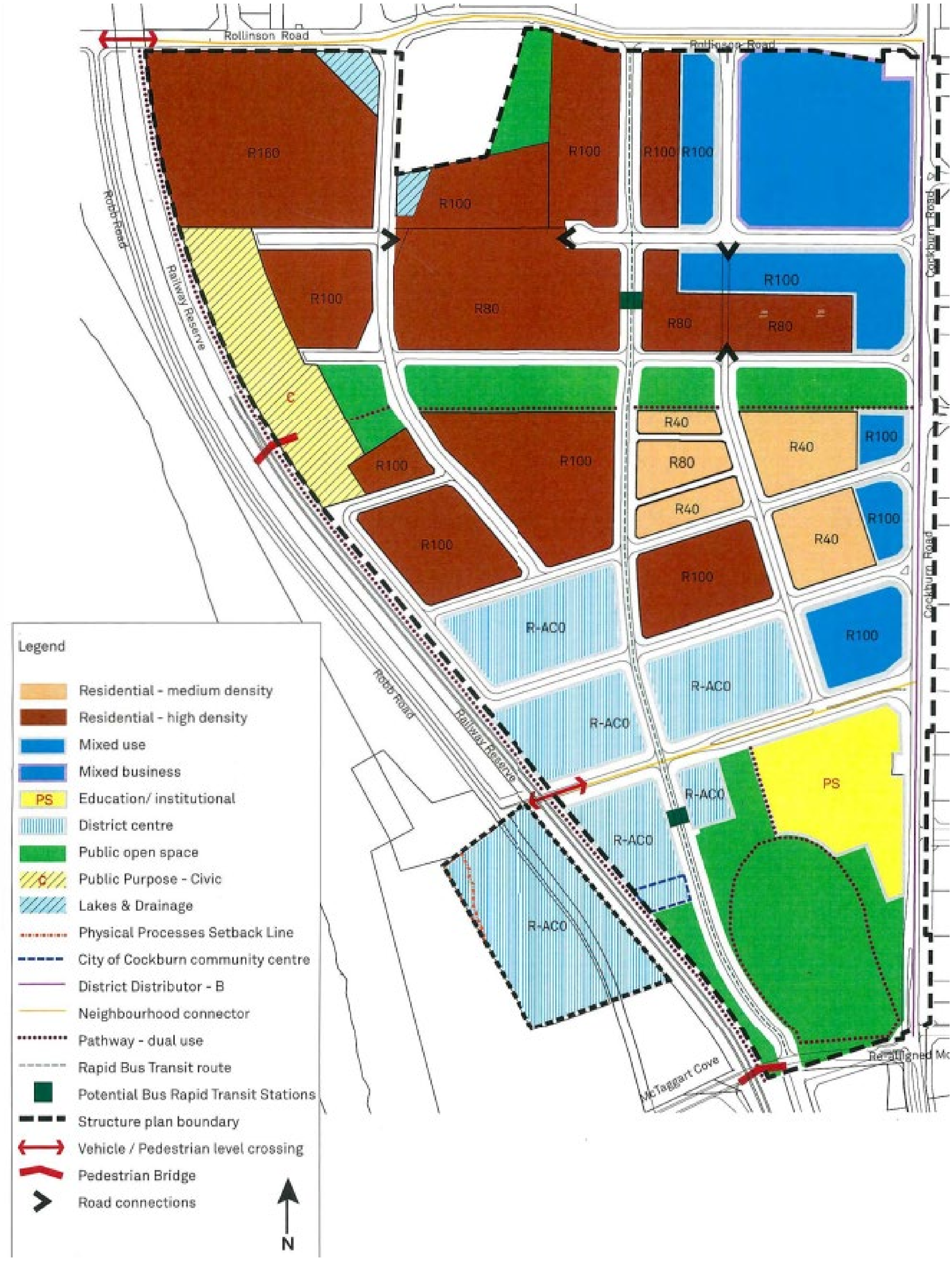
1. Maps
2. Infrastructure Sheets
3. Cost Apportionment Schedule (CAS)
4. Capital Expenditure Plan (CEP)
5. Schedule of Costs

Annex 1 – Maps

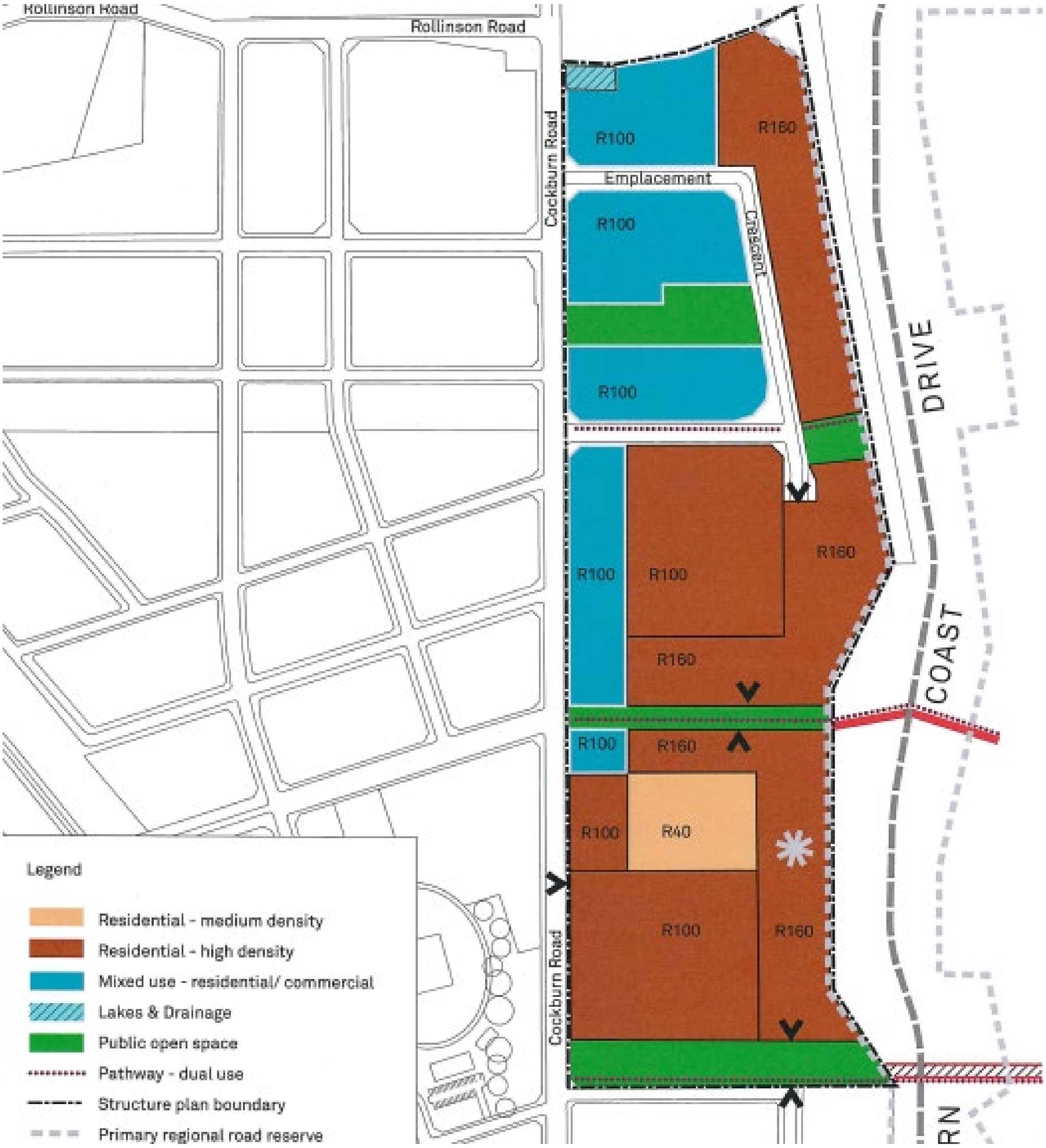
Scheme Map



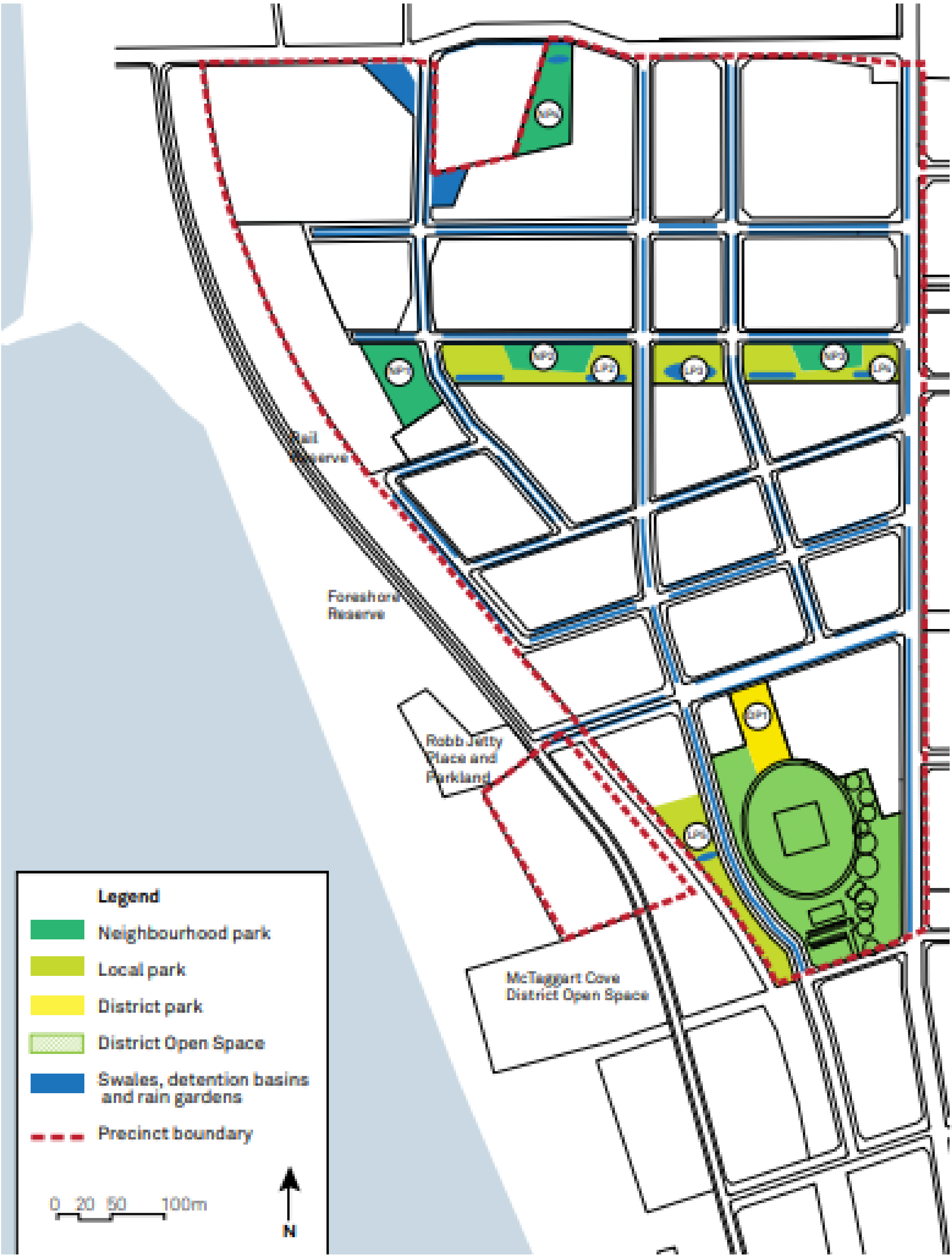
Rob Jetty Structure Plan map depicting the location of POS and Community Centre



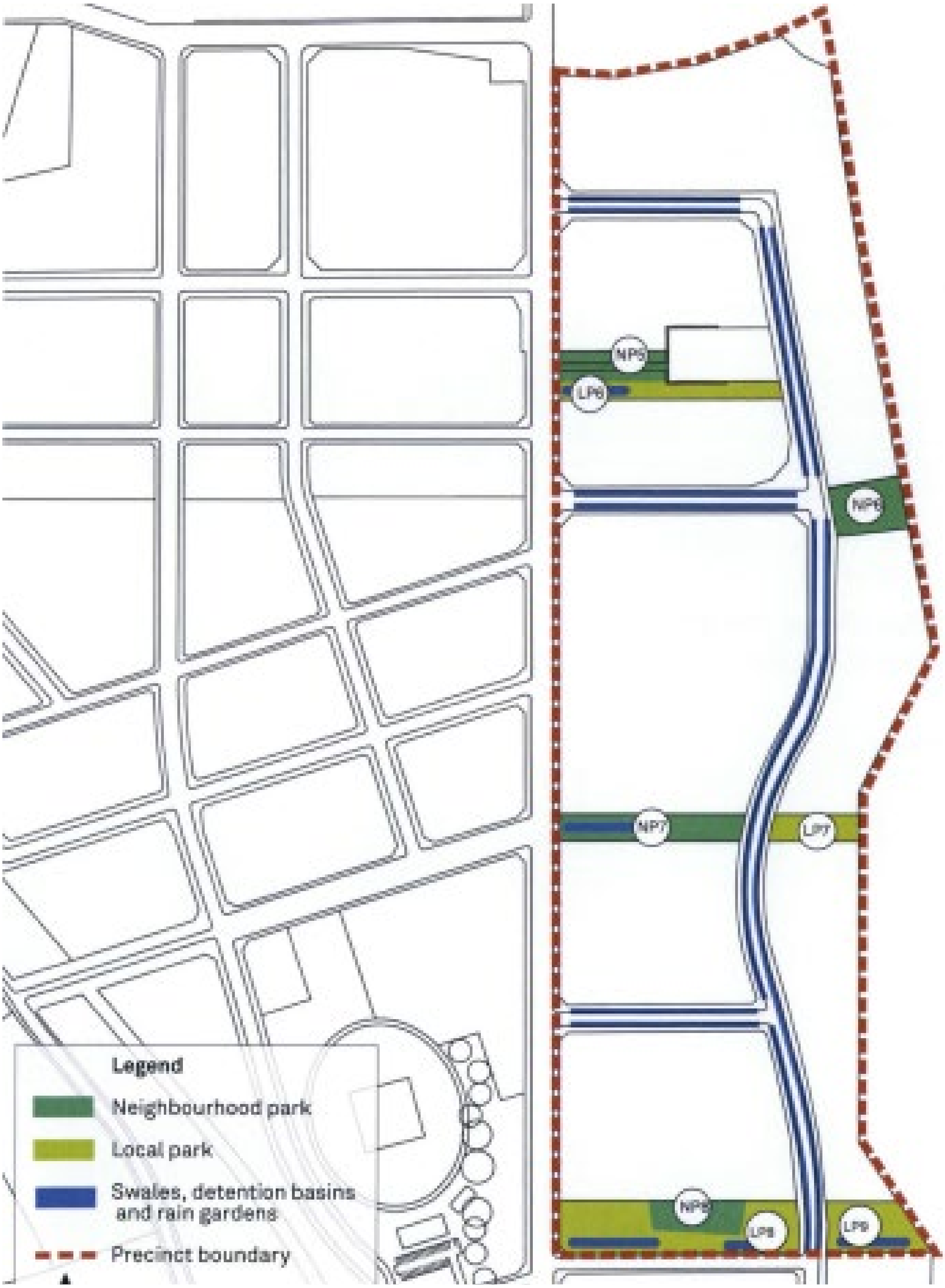
Emplacement Structure Plan map depicting the POS location



Map depicting the location of park types within Robb Jetty Precinct



Map depicting the location of park types within Emplacement Precinct



Map depicting Main Street location

Aerial map depicting the BRT location

Annex 2 – Infrastructure sheets

Road and Services Infrastructure

Cockburn Road

Proposal	Upgrade to Cockburn Road and nominated intersections required to accommodate additional traffic movement generated by the project area.
Scope	Upgrade of Cockburn Road (Between Rollinson Road and McTaggart Cove) including the following: • 3,850m^2 of land required for Road widening (between Rollinson Road and McTaggart Cove) • Construction of the signalised intersection, traffic management devices and drainage infrastructure associated with the proposed Robb Jetty Main Street • Relocation of service infrastructure because of the intersection construction • Provision of a pedestrian foot path and landscaping along Cockburn Road (between Rollinson Road and McTaggart Cove)
Need and Nexus	Cockburn Road is critical to transport planning for the Cockburn Coast Project as it is the primary north-south road through the project area. It connects Coogee to the south and Fremantle to the north and functions as a primary north- south route for freight and regional traffic. Given its regional function Main Roads have a management order over the Cockburn Road carriageway (excluding verges). The Cockburn Coast development will accommodate over 4-5,000 new dwellings (along with a mixture of commercial uses) over a 20-year timeframe (by 2031) thus creating additional traffic on Cockburn Road. Together with increasing existing regional traffic, the Integrated Transport Plan for the Cockburn Coast project recommends that Cockburn Road be expanded to four lanes for its entire length within the project area over the long term. However, should Cockburn Coast Drive be constructed, the ITP identifies that Cockburn Road will only need to be two lanes. Access to the project area relies on Cockburn Road and on this basis, the upgrade of Cockburn Road is fundamental for the future of the

	project area but also in a regional context given the significance of the road. The scope of upgrades required for Cockburn Road has been dependent on the planning for Cockburn Coast Drive. Originally, regional traffic was intended to be accommodated by the proposed Cockburn Coast Drive (to the east of the project area). This scenario would have resulted in Main Roads undertaking 'base' upgrades to Cockburn Road and project owners funding remaining upgrades to Cockburn Road. In this scenario Cockburn Road would be classified as a local connector road. Following recent advice from Main Roads confirming that Cockburn Coast Drive would not be progressed Cockburn Road will continue to play a regional role in the road network and require upgrading to four lanes. Whilst project owners, future occupants and visitors to the Cockburn Coast Project area will utilise Cockburn Road, it will primarily be a regional road in State Government control. Main Roads will therefore retain responsibility for Cockburn Road and future carriageway upgrades in accordance with the management order. Having regard to the current regional role of Cockburn Road and Main Roads recent advice to not progress Cockburn Coast Drive, the State Government has a primary role to play in funding the upgrade of Cockburn Road. As such, the project will be responsible only for the land required for widening, new signalised intersections (required to access the project area) and landscaping within verges along Cockburn Road. Contributions will be collected from all landowners and proposed uses within the project area. To reflect the timing of development (particularly the Power Station Precinct), project upgrade responsibilities will be split into two DCP schemes administered by the City of Cockburn: Robb Jetty and Emplacement Precincts (this DCP14) Power Station Precinct (future DCP) The DCP for the Power Station Precinct will involve a similar scope of work (as above) for the section of Cockburn Road between the

	McTaggart Cove intersection and Spearwood Avenue intersection.

Main Street

Proposal	Establishment of a high-quality Main Street for the project area and provision of east-west access through the project area to the foreshore.
Scope	Provision of a Main Street between the Cockburn Road intersection and Robb Road as follows: • Acquisition of 6m of land for the full length of the Main Street (over and above land requirement for a local road) • Over and above construction requirements (granite paving or similar, landscaping, lighting, street furniture) • Construction of an at-grade rail crossing including vehicle and pedestrian signalisation associated with the new Robb Road intersection • Fencing (of a sufficient length to deter unsafe pedestrian crossing)
Need and Nexus	The Robb Jetty Main Street is an important road access and core place making component of the project area. It connects Cockburn Road (the primary north south access to the project) to the foreshore via a new at grade rail crossing. It will play a key role in providing vehicle and pedestrian access to the foreshore for both the Robb Jetty and Emplacement Precincts. The Main Street will also provide an essential mix of uses including commercial use (local goods and services) and employment opportunities for the local population. Given the scale of proposals within the Cockburn Coast and regional appeal of the location it is necessary to provide a high-quality public realm and urban design outcome. Achieving a high-quality setting and Main Street is very important for the attractiveness and viability of this location for commercial and employment generating uses. The Main Street plays a key role in achieving the sustainable planning and vibrant community outcome envisaged for the Robb Jetty and Emplacement Precincts and is necessary to support the dense residential population proposed and encourage visitors to the area.

	The specification of the Main Street enhancements is required to be of sufficient quality to meet future residential population and visitor expectations. The DCP therefore includes the additional land required to establish a high-quality Main Street which is attractive and safe for visitors as well as functional from a commercial point of view. This includes the requirement for full verge pavements, appropriate street lighting, pedestrian crossing treatments, bike stands, planting and landscaping that distinguishes the Main Street from typical local access roads in the project area. Fencing associated with the rail crossing will be of a sufficient length to deter unsafe pedestrian crossing. Adjoining landowners will fund the equivalent cost of a typical local road.

Bus Rapid Transit Route

Proposal	Provision of a north-south spine road required to service the project area with Bus Rapid Transit (BRT) infrastructure.
Scope	Upgrade of a section of Rollinson Road and construction of north-south spine road for future BRT service: • Acquisition of Lots 18 Garston Way and 0.5m of land the full length of the route (over and above land requirement for a local road) • Over and above construction requirements including stations (raised platform stops), IT, roadway (priority lane or queue jumper), landscaping and street furniture.
Need and Nexus	The BRT route is required to support and service the project area. Cockburn Coast is part of a Transit Oriented Development (TOD) because of the introduction of the Bus Rapid Transit (BRT). Only one bus service (service 825) currently runs north-south along the extent of the Cockburn Coast study area between Fremantle

	Station and Rockingham Station. The frequency of this service is limited with a maximum of two services operating in the peak hours. On this basis, a fundamental consideration in ensuring the success of the project is effective public transport. The BRT will help encourage public transport use within Cockburn Coast and will reduce the reliance on private car travel, additional the BRT can provide a similar service quality to rail (speed, reliability, and comfort). The local, district and regional services that currently operate in the study area will remain and will benefit from being able to use the dedicated facilities on the BRT route. As it provides certainty through investment in infrastructure while still being cost effective, the BRT is the favoured approach to servicing the Cockburn Coast and surrounding communities. Access to frequent public transit is necessary to support the density of population and scale of commercial uses envisaged for the Cockburn Coast Project. As all landowners benefit from the ability to develop to a high density which generates the need for public transport infrastructure, it is justified the project landowners fund the additional land requirement needed to provide the BRT route (above a typical local access road reserve) and associated supporting infrastructure such as bus shelters and additional pavement and landscaping requirements. Adjoining landowners will fund the equivalent cost of a typical local road.

Rollinson Road Pedestrian Signals (Rail)

Proposal	Upgrade of the Rollinson Road pedestrian crossing to provide safe east-west pedestrian access across the railway.
Scope	Provision of an upgraded pedestrian crossing comprising:

	• Pedestrian signals • Fencing (of a sufficient length to deter unsafe pedestrian crossing) • Pavement •
Need and Nexus	Rollinson Road is one of two existing rail crossings to the foreshore. Given increasing freight movements and future intensification of the area with residential development it is necessary to upgrade of the pedestrian crossing to provide safe access to the foreshore. This upgrade will benefit all landowners and meet the future residential populations (and visitors) expectations.

Public Realm and Environmental Improvements

Land for Public Open Space

Proposal	Acquisition of land required for public open space (POS) within the Robb Jetty Precinct and Emplacement Precinct.
Scope	The Robb Jetty and Emplacement Precinct Local Structure Plans allocate at least 10% of the gross subdividable land area for POS. The area to be acquired (excluding existing reserves) is as follows: • 28,582m^2 of public open space within the Robb Jetty Precinct • 18,936m^2 of public open space within the Emplacement Precinct This area includes land for: • active and passive recreation, • dual purpose POS and drainage • drainage Contamination and remediation measures are not included in this DCP.
Need and Nexus	Pursuant to Clause 20A of the *Town Planning and Development Act 1928* (as amended) a minimum of 10% of gross subdividable land is required to be given up free of cost by the subdivider for Public

	Open Space (POS). Where a structure plan indicates the location of POS, sites without POS identified are required to make cash payment in lieu of providing land for open space. In these circumstances cash-in-lieu funds are collected by the local authority and placed in a standalone bank account and expended on either acquiring land in the locality for POS or making improvements to POS. The DCP includes all land requirements for public open space (minimum 10% required) to ensure equitable apportionment of costs associated with meeting statutory requirements. Including these costs in the DCP will not only avoid duplication of administration costs for the City of Cockburn, however, increase the effectiveness and transparency of the DCP as a consolidated coordination mechanism for the equitable cost sharing of traditional project related costs. Together with the capital expenditure plan accompanying the DCP, the detailed costings and scope for landscape costs provide increased transparency for landowners (than the traditional cash in lieu arrangement) as the intent and timing for public open space enhancements are set out very clearly.

Public Open Space Improvements

Proposal	Enhancement of Public Open Space to service the needs of existing and future residents within the Robb Jetty Precinct and Emplacement Precinct.
Scope	To construct Local Parks, Neighbourhood Parks, and a District Park in accordance with the Robb Jetty Precinct and Emplacement Precinct local structure plans within the project area as follows: **Local Parks (LP1 to LP9)** Local Parks should be provided for local children's play and as resting places, designed as small intimate spaces, where appropriate, to allow pedestrian connectivity, and create a sense of place.

	Local parks are less intensively developed park areas for the local community to enjoy. They are predominantly lawn and planted areas with pockets of paved areas for seating nodes and winding pathways. Planted garden beds are predominantly endemic species to attract native wildlife. Adequate shade should be provided through structures and trees to provide comfortable resting spaces for people to enjoy. The proposal includes: • Minor earthworks and drainage • Irrigated planting • Irrigated turf • Paved areas (stone and concrete areas) • Footpaths (in-situ concrete, stabilized gravel) • Custom and proprietary play equipment • Furniture (benches, shelters, bins, bike racks, water fountains, BBQ's, exercise equipment) • Lighting and electrical • Interim Maintenance (to facilitate handover to Council) **Neighbourhood Parks (NP1 to NP8)** The Robb Jetty and Emplacement precincts have eight proposed neighbourhood parks which have been strategically located so that all residents are within close walking distance to a neighbourhood park. The neighbourhood park is to act as a "backyard" for families to enjoy and to promote interaction with the local community. Neighbourhood parks are designed to promote an active lifestyle with play equipment for youth and children, sporting facilities, general open kick around areas and BBQ facilities. Plentiful shade and seating should be provided to create comfortable enjoyable places for people to rest. Neighbourhood parks should be designed to allow passive surveillance through CEPTED principles to provide a safe space for people to enjoy day and night. Neighbourhood parks should be predominantly lawn and garden bed areas to provide a tranquil place of refuge with pockets of paved

	areas at seating nodes. Neighbourhood Parks are to include the following works: • Minor earthworks and drainage • Irrigated planting • Irrigated turf • Paved areas (stone and concrete pavers) • Footpaths (in-situ concrete, stabilized gravel) • Furniture (benches, shelters, bins, bike racks, water fountains, BBQ's, exercise equipment) • Lighting and electrical • Interim Maintenance (to facilitate handover to Council) **District Park (DP1)** There is one District Park in the project area, nominally named 'Heritage Plaza'. The Heritage Plaza is a high-quality urban space with the focus on the heritage Robb Chimney element. A potential interactive water feature can provide playfulness whist reflecting the Chimney, emphasising its scale. Resting opportunities with shade and seating will make this space a tranquil escape from the proposed vibrant development. This space interfaces with Main Street to the north and the Community infrastructure associated with the sports oval to the south (refer to Community infrastructure DCP 13). The District Park will incorporate the following works: **District Park 1** • Minor earthworks and drainage • Irrigated planting • Paved areas (stone and concrete pavers) • Footpaths (in-situ concrete, stabilised gravel) • Custom and proprietary play equipment • Furniture (benches, shelters, bins, bike racks, water fountains, barbeques) • Water features • Lighting and electrical

	• Interim Maintenance (to facilitate handover to Council) **Consultancy Fees** Consultant input is required to design, plan, and deliver the public open spaces. Consultant costs include: • Design Consultancy (e.g., Landscape Architecture etc.) • Project Management • Contamination and remediation measures are not included in this DCP

Main Street "Local" Community Building

Proposal	Provision of a local community building near the Robb Jetty Main Street to service the needs of the project area.
Scope	To construct a new Community Building adjacent to the public open space and commercial core of the Cockburn Coast. The building and outside areas will provide 2,000m^2 of community use over ground/upper floors on a 1,000m^2 site.
Need and Nexus	The Cockburn Coast District Structure Plan envisages that circa 10,000 future residents will reside in approximately 5,000 dwellings within the project area. Liveable Neighbourhoods outlines that site for community purposes such as community centres, meeting halls, branch libraries and kindergartens are increasingly important for community development. The document recommends that community purpose sites should generally be provided based on one for each group of three neighbourhoods (1500-1800 dwellings) located wither adjoining public open space or in centres. There is expected to be a significant increase in population and demand for community facilities in the locality. Further, other local community centres will not be able to support the Cockburn Coast population. Based on Liveable Neighbourhood recommendations, the resultant community will therefore require the development of a Community Building to satisfy local community needs of the area. The building

has been designed to accommodate the needs of a 10,000-person community. For comparative purposes, the size of the community building required would be double the size and capacity of the local community facility located in Port Coogee which has been designed to serve a smaller population.

Given that the local community building will also serve future residents of the Power Station

Precinct, the cost of the facility will be apportioned to reflect the planned number of dwellings within each precinct.

The following identifies the number of dwellings envisaged by the District Structure Plan (Part 2) and subsequent apportionment of the community building cost between the two DCP areas.

Local Structure Plan	No Dwellings	%
Rob Jetty	2,439	47.97%
Emplacement	1,538	29.62%
Sub Total	**3,977**	**76.58%**
Power Station	1,216	23,42%
Total	**5,193***	**100.00%**

Source: 85% Scheme approach of DCP

*Indicative total referred to in the Master Plan DCP2.

Annex 3 – Cost Apportionment Schedule (CAS)

Table 1 Cost Apportionment Methodology

DCA14 Robb Jetty and Emplacement Precinct - Cost Apportionment Schedule (CAS)

Schedule 1: Cost Apportionment Methodology

All landowners within DCA 14 shall make a contribution to land and infrastructure works required as part of the development of the Robb Jetty and Emplacement Precinct Development Contribution Area (with the exception of the Mixed Business Zone).

Cost Apportionment for DCP Road Infrastructure and Administration Costs

Landowners in the Mixed Business Zone will be responsible for a proportion of the cost of upgrading identified DCP roads, other infrastructure upgrades and administration costs only. The contribution payable will be based on a rate per m2, calculated based on the proportion of Net Developable Area within the Mixed Business Zone to the Total Net Developable Area within DCA 14 (Cockburn Coast Project) as set out in the Cost Apportionment Schedule.

All other Zones and R-Codes will fund remaining costs in accordance with development potential calculation methodology for All Other Zones/R-Codes.

Zone / R-Code	Net Developable Area	Proportion of Net Developable Area		Cost Apportionment (per m2 for the Mixed Business Zone)
All Other Zones/R-Codes				
District Centre (R160 equivalent)	389,376	94.35%		In accordance with Development Potential Calculation Methodology for All Other Zones / R-Codes
Mixed Use (R100 equivalent)				
R40				
R80				
R100				
R160				
Mixed Business				
Lot 4 Darkan Way	6,126	1.48%	5.65%	Rate per m2 of net developable land area
Lot 303 Darkan Way	6,205	1.50%		
Lot 8 Garston Way	10,972	2.66%		
Total	23,303			
Total	412,679	100%		

Cost Apportionment for Public Realm and Environmental Improvement Costs

All Public Realm and Environment Improvement Costs will be funded by All Other Zones and R-Codes (excluding the Mixed Business Zone) in accordance with the "Development Potential Calculation Methodology for All Other Zones/R-Codes".

Development Potential Calculation Methodology for All Other Zones and R-Codes

With the exception of Lot 4 and 303 Darkan Avenue and Lot 8 Garston Way (Mixed Business Zone), cost contributions shall be calculated based on the minimum* potential number of dwellings that can be constructed on each lot or lots. The potential number of dwellings (or equivalent) per Zone or R-Code is calculated as follows:

Zone/R-Code	Method for Calculating No. of Dwellings	*Minimum Development Requirements under Table 10 of TPS No. 3
District Centre (R160 equivalent)	1 x equivalent dwellings per 62.5m² of land area	*Contributions will be based on the minimum No. of Potenial Dwellings (85%) as determined by Table 10 of TPS No. 3
Mixed Use (R100 equivalent)	1 x equivalent dwellings per 100m² of land area	
R40	1 x dwellings per 220m² of land area	
R80	1 x dwellings per 125m² of land area	
R100	1 x dwellings per 100m² of land area	
R160	1 x dwellings per 62.5m² of land area	

Table 2 Cost Summary Roads and Infrastructure

Schedule 6: Road and Service Infrastructure Cost Apportionment						
Cockburn Coast DCP Spreadsheet						
Road /Access Infrastructure for Inclusion in the DCP		**Prelimnary Costs**			**DCP**	
Item	**Description**	**Quantity**	**Unit**	**Rate**	**Cost**	**Actual Cost**
Cockburn Road	Construction of Main Street Intersection	100%	item	100%	$1,077,609	$1,077,609
	Landscape enhancement per sqm (Rollinson to MacTaggart)	8,363	m^2	$290	$2,425,270	$153,806
	Main Street signalised intersection	100%	m^2	100%	$785,500	
				Sub-total	**$4,288,379**	**$1,231,415**
BRT Spine	Bus Stops (additional pavement, EO kerbing, shelter, bus signage / stand)	1	item	100%	$44,375	
	Landscape enhancement (EO to benchmark - 3m width)	13,456	m^2	$178	$2,024,572	$538,393
				Sub-total	**$2,068,947**	**$538,393**
Main Street (Non-Shared Surface)	100 metres actual cost November 2016	100	m		$23,601	$23,601
	Remaining construction of Main Street 538m^2	114	m		$508,000	
	Total Construction Cost	**214**	**m**		**$531,601**	
	Landscape enhancement (assumed width 11m)	2,255	m^2	$736	$491,648	$159,486
				Sub-total	**$1,023,249**	**$183,088**
Main Street (Shared Surface)	Total Construction Cost	102	m		$173,907	
	Rail Crossings Allowance				$1,458,337	
	Landscape enhancement (assumed width 17.5m)	1,785	m^2	$736	$1,313,760	
				Sub-total	**$2,946,004**	
Rollinson Road Pedestrian Crossing	Rail Crossings Allowance (including signals)				$359,500	
				Sub-total	**$359,500**	
Contingency				**Sub-total**	**$2,505,000**	
				TOTAL	**$13,191,079**	**$1,952,895**

Table 3 Cost Summary Public Realm and Environmental Improvements

Schedule 10: Public Realm & Environmental Improvements		
POS Construction / Landscape Costs	**Total**	**Actuals**
Local Parks (LP2-LP9)	$ 5,832,803.00	$ 3,208,916.00
Neighbourhood Parks (NP1-NP8)	$ 2,957,346.47	$ 404,962.47
Robb Jetty District Parks (DP1)	$ 728,858.00	$ -
Sub-Total	$ 9,519,007.47	$ 3,613,878.47
Consultancy Fees		
Landscape Architecture Consultancy (6%)	$ 207,510.00	$ 207,510.00
Project Management Consultancy Fee (1.5%)	$ 93,975.00	$ 93,975.00
Sub-Total	$ 301,485.00	$ 301,485.00
Total	$ 9,820,492.47	$ 3,915,363.47

Table 4 Cost Summary Local Community Building

Schedule 7: Local Community Building		
The local community building will be funded from two DCP schemes applicable to the Cockburn Coast: 76.584% from DCP 1: Robb Jetty and Emplacement Precincts (DCP14) 23.416% from DCP 2: Power Station Precinct (future DCP)		
Ground/Upper 1,488m^2 @ $2,750/m^2	$	11,250,000.00
External works + services allow 20% of above	$	1,305,000.00
Fit out allow		
Works to POS	$	740,000.00
Sub-total Construction	$	13,295,000.00
Professional fees @ 12%	$	1,750,000.00
General contingency allow @ 15%	$	2,060,000.00
Land Acquisition (1000m^2)	$	650,000.00
Total	$	17,755,000.00
Cost attributable to the Robb Jetty and Emplacement Precincts	**$**	**13,597,489.20**
Cost attributable to the Power Station Precinct (separate DCP)	**$**	**4,157,510.80**

Table 5 Robb Jetty Land Valuations

Schedule 5A: Land Valuations Simplified

Lot Particulars			POS/Community Centre				DCP Roads				TOTAL
	Lot Address	Lot Area (m^2)	Land Area Taken (m^2)	Land Value ($/$m^2$)	Market Value Land Taken	Actual Cost	Land Area Taken (m^2)	Land Value ($/$m^2$)	Market Value Land Taken	Actual Cost	
ROBB JETTY											
1	Lot 61 (DevWA)	4,648	3,148.00			$ 1,999,000					$ 1,999,000
2	Lot 2103 (DevWA)	140,552	12,543.00			$ 4,139,200	2,100.43	$ 432	$ 17,099	$ 745,192	$ 4,884,392
3	Lot 99 (DevWA)	2,630					22.47	$ 432	$ 9,707	$ -	$ -
4	Lot 100 (DevWA)	4,017					13.99	$ 432	$ 6,044	$ -	$ -
5	Lot 101 (DevWA)	4,900	340.00	$ 432	$ 146,880	$ -	246.00	$ 432	$ 106,272	$ -	$ -
6	Lot 102 (DevWA)	6,548	190.00	$ 432	$ 82,080	$ -	293.00	$ 432	$ 126,576	$ -	$ -
7	Lot 108 (DevWA)	1,000	544.00	$ 777	$ 422,688	$ -					$ -
8	Lot 109 (DevWA)	16,313	2,996.00	$ 650	$ 1,947,400	$ -	73.12	$ 650	$ 47,528	$ -	$ -
9	Lot 110 (DevWA)	10,019					537.03	$ 695	$ 392,805	$ -	$ -
10	Lot 62 (DevWA)	4,098	1,169.00			$ 742,300					$ 742,300
11	Lot 18 (DevWA)	1,201					1,200.83			$ 502,600	$ 502,600
12	Lot 2108 (DevWA)	42,843	4,168.00	$ 584	$ 2,434,112	$ -					$ -
13	Lot 2109 (DevWA)	2,310	1,543.00	$ 746	$ 1,151,078	$ -	27.54	$ 746	$ 20,545	$ -	$ -
14	Lot 66	17,303	358.00	$ 628	$ 224,824	$ -	36.91	$ 628	$ 23,179	$ -	$ -
15	Lot 8	11,963					998.00			$ 514,010	$ 514,010
16	Lot 4	6,370					247.20	$ 509	$ 125,825	$ -	$ -
17	Lot 2016	410					409.72			$ 22,550	$ 22,550
18	Lot 65	17,310	4,093.00	$ 620	$ 2,537,660	$ -	216.00	$ 620	$ 133,920	$ -	$ -
TOTAL ROBB JETTY		294,435	31,092		$ 8,946,722	$ 6,880,500	6,422		$ 1,009,500	$ 1,784,352	$ 8,664,852

Table 6 Emplacement Crescent Land Valuations

Schedule 5A: Land Valuations Simplified

	Lot Particulars		POS/Community Centre				DCP Roads				TOTAL
	Lot Address	Lot Area (m^2)	Land Area Taken (m^2)	Land Value ($/$m^2$)	Market Value Land Taken	Actual Cost	Land Area Taken (m^2)	Land Value ($/$m^2$)	Market Value Land Taken	Actual Cost	
EMPLACEMENT CRESCENT AND HILLTOP											
19	Lot 32 (DevWA)	8,296					237.60	$ 358	$ 85,061	$ -	$ -
20	Lot 31 (DevWA)	8,268					227.74	$ 359	$ 81,759	$ -	$ -
21	Lot 109	3,787	1,941.00	$ 517	$ 1,003,497	$ -					$ -
22	Lot 120	8,514	837.00	$ 410	$ 343,170	$ -					$ -
23	Lot 114	7,093	2,009.00	$ 440	$ 883,960	$ -					$ -
24	Lot 115	3,004	462.00	$ 539	$ 249,018	$ -					$ -
25	Lot 116	3,440	571.00	$ 538	$ 307,198	$ -					$ -
26	Lot 125	8,075					9.32	$ 358	$ 3,337	$ -	$ -
27	Lot 123	13,098					31.39	$ 332	$ 10,421	$ -	$ -
28	Lot 17	20,870	3,192.00	$ 327	$ 1,043,784	$ -	86.74	$ 327	$ 28,364	$ -	$ -
29	Lot 30	8,268					218.88	$ 351	$ 76,827	$ -	$ -
30	Lot 29	8,268					209.95	$ 283	$ 59,416	$ -	$ -
31	Lot 208	11,856	3,303.00	$ 161	$ 531,783	$ -					$ -
32	Lot 15 (MRPA)	83,284	736.00				119.12				$ -
33	Lot 28 (State of WA)	36,378	981.00								$ -
34	Lot R43945 (State of WA)	3,016	3,016.00								$ -
35	Lot 4195						6.77				
36	Lot 9000 (WAPC)	415,581	4,904.00				118.74				$ -
TOTAL EMPLACEMENT		**651,096**	**21,952**		**$ 4,362,410**	**$ -**	**1,266**		**$ 345,184**	**$ -**	**$ -**

Table 7 Contribution Register

Schedule 4: Record of Contributions

Details of Contributor			Financial Contributions		Land		Work in Kind						TOTAL
			Amount Paid				Road Construction (including landscaping)			Other			
ID	Owner	Date	Potential Dwellings m²	Assessed/Actual Contribution	DCP Road	POS / Community	Cockburn Road	Main Street	BRT Route	POS Enhancements / Community Building	Administration	Rollinson Road Rail Signals	
All Other Zones and R-Codes													
	LandCorp Stage 1	30/06/2016					-1,231,415.02	-183,087.57	-538,392.70	-3,915,363.47			-5,868,258.76
	Landcorp Stage 1	30/06/2016	172	$ 2,330,016.84	-757,720.00	-4,139,200.00							-2,566,903.16
	Landcorp Stage 1	30/06/2016				-3,209,105.00							-3,209,105.00
	Landcorp Stage 1	30/06/2016									-375,015.00		-375,015.00
	Landcorp Stage 2	4/05/2017	22	$ 302,270.71									302,270.71
	Creation of Lot 800 Robb Road		287	$ 4,105,633.16									4,105,633.16
	LandCorp - Stage 3	19/11/2019	89.52	$ 1,247,453.22									1,247,453.22
	DevWA ShoreLine Stage 3	12/10/2022	61.36	$ 1,034,468.24									1,034,529.60
	Aegis - Stage 1	2/01/2019	121.6928	$ 1,768,683.15									1,768,683.15
	Galipo - Stage 1	19/01/2019	3.5	$ 50,869.00									50,869.00
	Gosh Capital Pty Ltd	9/03/2021	60.64	$ 1,014,689.12									1,014,689.12
	Gosh Capital Pty Ltd	15/06/2021	24.34	$ 407,281.22									407,281.22
	Gosh Capital Pty Ltd	3/08/2021	20.39	$ 341,185.87									341,185.87
	Galipo - Stage 2	18/08/2021	5	$ 83,665.00									83,665.00
	Interest 18/19			**$ 7,601.74**									7,601.74
	interest 19/20			**$ 857.30**									857.30
	Interest 20/21			**$ 560.81**									560.81
	Interest 21/22			**$ 1,690.29**									1,690.29
	Partial Payment (DevWA)	**1/05/2019**		**-$ 1,600,000.00**									-1,600,000.00
	Partial Payment (DevWA)	**12/03/2021**		**-$ 1,000,000.00**									-1,000,000.00
	Lot 67 (11) Garston Way (Paul Pino & Associates Pty Ltd	21/05/2024	5.91	$ 85,872.30									85,872.30
	Interest 22/23			**$ 11,107.73**									11,107.73
	Interest 23/24			**$ 15,108.36**									15,108.36
													0.00
													0.00
		TOTAL	873	$ 10,209,014.06	-$ 757,720.00	-$ 7,348,305.00	-$ 1,231,415.02	-$ 183,087.57	-$ 538,392.70	-$ 3,915,363.47	-$ 375,015.00	$ -	-$ 4,140,223.34

Annex 4 – Capital Expenditure Plan (CEP)

DCP Reserve Balance as of 30/08/2025: $522,891

Interest earned on DCP Reserve 2023/24: $15,108

DCA14 Rob Jetty and Emplacement Precints			**Projected Expenditures**				**Source of Funds**
Infrastructure Items	**Estimated Value ($)**	**DCP Funds Expended ($)**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**DCP14**
Cockburn Road	5,580,144	2,177,995				3,402,149	5,580,144
BRT Spine Road	3,112,673	1,192,263				1,920,410	3,112,673
Main Street (Non-Shared Surface)	1,439,565	366,988				1,072,577	1,439,565
Main Street (Shared Surface)	3,333,232					3,333,232	3,333,232
Rollinson Road Pedestrian Rail Crossing Signals	359,500					359,500	359,500
PUBLIC REALM AND ENVIRONMENTAL IMPROVEMENTS							
Public Open Space Land and Construction	29,360,124	10,795,863				18,564,261	29,360,124
Local Community Infrastructure Construction including land	13,597,489					13,597,489	13,597,489
Totals	56,782,727	14,533,109				42,249,618	56,782,727

Notes:

The timeframe outlined in this plan is indicative and may be subject to change.

Recurring Annual Payment Obligations (not included above):

- Costs to administer cost sharing arrangements,
- Valuations and professional fees for infrastructure cost estimates
- Annual audit and administration costs.

Annex 5 – Schedule of Costs

Stantec Australia Pty Ltd
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: +61 8 6222 7000
ABN 17 007 820 322 www.stantec.com/au

Stantec

28 August 2025

Enquiries: Michael Iannello
Project No: 48119

City of Cockburn
PO Box 1215
Bibra Lake WA 6965

Attention: Riekie Long

Dear Riekie

RE: City of Cockburn DCP14
2025/26 Cost Review of DCP14 Construction Items

Please find attached the estimate of construction costs for DCP14 items as required by City of Cockburn. The following points describe the assumptions made in carrying out the estimate of costs for the DCP review:

Main Street Signalised Intersection

The estimate includes the following costs:

- Installation of traffic signals at intersection utilising existing road geometry and kerbing.
- Ancillary linemarking to support signalised intersection
- Nominal allowance for traffic management

Bus Stops

The estimate includes the cost of 2 bus stops at some location along the spine road.

Bus stop is assumed to be concrete hardstand, paving and signage. Existing kerbing to be modified to suit. No allowance for superstructures.

Main Street (Not Shared)

The additional land requirement for Main Street (Not Shared) compared to the Benchmark Road is an additional 6m road reserve width. The additional construction costs for the widening of this road reserve include combination of asphalt and paving surface treatments.

Drainage of roads is proposed via infiltration within the landscaped POS areas. A drainage allowance sufficient only for conveyance within the road length has been included.

No allowance within this estimate for the landscaping enhancement of the verges within the non-shared surface length.

Main Street (Shared)

The additional land requirement for Main Street (Shared) compared to the Benchmark Road is an additional 6m road reserve width. The additional construction costs for the widening of this road reserve include asphalt surface treatment (paving assumed to have been completed for the Benchmark Road).

Drainage of roads is proposed via infiltration within the landscaped POS areas. A drainage allowance sufficient only for conveyance within the road length has been included

No allowance within this estimate for the landscaping enhancement of the verges within the shared surface length.

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Main Street Rail Crossing

The rail crossing estimate includes:

- Reconstruction of a section of Robb Road
- Boom Barriers
- Pedestrian Crossing Gate Enclosures
- Pedestrian Deterrent Fencing

Rollinson Road Pedestrian Crossing

The rail crossing estimate includes:

- Pedestrian Assembly Standing Areas and associated signalisation

Design and Approvals

Our cost estimate is based on preliminary design drawings as supplied. These are subject to change due to local and other authorities' requirements and conditions, detailed design and formal approvals.

Construction Costs

Our estimate has been prepared using current construction rates for similar works. We do not have any information regarding the future movement of rates and these may change due to changed material or labour prices and conditions at the time of tender.

Professional Fees

We have included engineering fees in this estimate. Fees from other consultants are excluded. We recommend you confirm these fees with the relevant consultants.

Engineering fees are inclusive of standard design and construction contract administration scope.

Risks

An estimate of engineering costs is based on a number of assumptions at the time of preparation. As such, a number of inherent risks which may change the estimate exist. Some of these may include the following:

- Changes to the planning approval of the subdivision may change the layout, stage timing or number of lots to be developed.
- Proceeding through the design process may entail changes to the nature and scope of elements required from the initial preliminary designs assumed here.
- Authorities may impose additional requirements or change design parameters from those assumed.
- Construction rates and material costs at the time of tender may be different to rates assumed.
- Infrastructure requirements or design parameters may change.
- The geotechnical nature of the site may prove to be different than assumed.
- Issues regarding groundwater, contamination, or the environment may change assumptions or add additional elements to the works.
- Other normal commercial and/or legislative risks exist.

Stantec

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Generala

The estimate makes no allowance for the following:

- acquisition cost of the land
- holding costs
- legal costs
- marketing and selling costs
- cost escalation
- cash contributions in lieu of public open space should there be a shortfall.

We understand you intend to use this estimate for the purposes of constructing the road upgrade.

If the estimate is used for purposes other than this without our knowledge, then we cannot accept responsibility for any claims or actions which may arise as a result.

Please ensure that a copy of this letter is always attached to the estimate.

If you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely

Stantec Australia Pty Ltd

Michael Iannello
Perth Civil Group Leader, Associate

Encl (Estimate)

Stantec

ESTIMATE OF ENGINEERING COSTS

Client Name:	**Landcorp**	
Project Name:	**Cockburn Coast - DCP Road Costings**	
Project No:	20146-DCP14	
Land usage:	Residential	**Bus Stop**
No of Lots:	1	
Location:	City of Cockburn	

	$	$/ each
1. Preliminaries and Establishment	2,463	2,463
2. Siteworks and Dust Control	0	
3. Earthworks	0	
4. Demolition	0	
5. Retaining Walls	0	
6. Fencing	0	
7. Sewer Reticulation	0	
8. Stormwater Drainage	0	
9. Water Reticulation	0	
10. Roadworks	13,132	13,132
11. Footpaths and DUPS	19,700	19,700
12. Underground Power Supply & Installation Option B	0	
13. National Broadband Network Co.	0	
14. Offsite Works or Capital Works		
14.1 Wastewater Pump Station & Pressure Main	0	
14.2 Earthworks	0	
14.3 Sewer Reticulation	0	
14.4 Stormwater Drainage	0	
14.5 Water Reticulation	0	
14.6 Roadworks	0	
14.7 Demolition	0	
15. Provisional Sums	0	
16. Contract Contingency (10%)	3,530	3,530
Sub Total Contract Works (Value)	**38,825**	**38,825**
GST	**3,883**	**3,883**
Total Contract Works (Price)	**42,708**	**42,708**
17. Works Outside Contract		
17.1 Sewer Reticulation	0	
17.2 Stormwater Drainage	0	
17.3 Water Reticulation	0	
17.4 Roadworks	0	
17.5 Retaining Walls/Fencing	0	
17.6 Landscaping	0	
17.7 Primary School Site Contribution	0	
17.8 Demolition	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name:	Landcorp
Project Name:	Cockburn Coast - DCP Road Costings
Project No:	20146-DCP14
Land usage:	Residential — Bus Stop
No of Lots:	1
Location:	City of Cockburn

	$	$/ each
18. Headworks valid to 30th June 2026		
18.1 Sewer Reticulation	0	
18.2 Water Reticulation	0	
18.3 Stormwater Drainage	0	
19. Landscaping Allowance	0	
20. Local Authority Charges		
20.1 Supervision Fee at 1.5%	690	690
20.2 Maintenance Bond at 2.5%	1,150	1,150
20.3 Scheme Fees	0	
20.4 Other	0	
21. Water Corporation Fee	0	
22. Western Power Fees (and Materials external to Contract)	0	
23. Professional Fees		
23.1 Planning	0	
23.2 Engineering	3,205	3,205
23.3 Surveying	0	
23.4 Environmental	0	
23.5 Geotechnical	0	
23.6 Hydrological	0	
23.7 Traffic Engineering	0	
24. Project Contingency (10%)	505	505
Sub Total (Value)	**44,375**	**44,375**
GST (excluding headworks)	**4,438**	**4,438**
Sub Total (Price)	**48,813**	**48,813**
25. POS cash in lieu *(Estimated by Developer)*		
26. Potential Reimbursement - Excludes GST		
26.1 GST Reimbursement	-4,438	(4,438)
26.2 Maintenance Bond at 2.5%	-1,150	(1,150)
26.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
27. Cost escalation *(Estimated by developer)*		

This estimate must be read in conjunction with Wood & Grieve Engineers DCP14

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ESTIMATE OF ENGINEERING COSTS

Client Name: City of Cockburn
Project Name: Cockburn Coast - Main Street Intersection with Cockburn Road
Project No: 20146-DCP14
Land usage: Residential
No of Lots: 1
Location: City of Cockburn

	$	$/Lot
1. Preliminaries and Establishment	34,500	34,500
2. Siteworks and Dust Control	0	
3. Earthworks	0	
4. Retaining Walls	0	
5. Fencing	0	
6. Gas Reticulation	0	
7. Stormwater Drainage	0	
8. Water Reticulation	0	
9. Roadworks	558,500	558,500
10. Footpaths and DUPS	0	
11. Underground Power and Streetlighting	15,000	15,000
12. National Broadband Network Co.	0	
13. Removal and relocation of existing services		
13.1 Remove existing PB fuel pipeline	0	
13.2 Relocate Telstra Fibre Optic Cable	0	
13.3 Relocate DN200 Steel HP Gas Pipeline	0	
13.4 Relocate HV Transmission Power Poles (east side)	0	
13.5 Relocate Water Distribution Main	0	
13.6 Relocate DN500 Wastewater Pressure Main	0	
14. Provisional Sums	0	
15. Contract Contingency (10%)	61,000	61,000
Sub Total Contract Works (Value)	**669,000**	**669,000**
GST	**66,900**	**66,900**
Total Contract Works (Price)	**735,900**	**735,900**
16. Works Outside Contract		
16.1 Other	0	
17. Headworks valid to 30th June 2026		
17.1 Sewer Reticulation	0	
17.2 Water Reticulation	0	
17.3 Stormwater Drainage	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name: **City of Cockburn**
Project Name: **Cockburn Coast - Main Street Intersection with Cockburn Road**
Project No: 20146-DCP14
Land usage: Residential
No of Lots: 1
Location: City of Cockburn

	$	$/Lot
18. Landscaping Allowance	0	
19. Local Authority Charges		
19.1 Supervision Fee at 1.5%	8,500	8,500
19.2 Maintenance Bond at 2.5%	14,000	14,000
19.3 Scheme Fees	0	
20. Water Corporation Fee	0	
21. Professional Fees		
21.1 Planning	0	
21.2 Engineering	55,500	55,500
21.3 Surveying	11,000	11,000
21.4 Environmental	0	
21.5 Geotechnical	0	
21.6 Landscaping	0	
21.7 Traffic Engineering	16,500	16,500
22. Project Contingency (10%)	11,000	11,000
Sub Total (Value)	**785,500**	**785,500**
GST (excluding headworks)	**78,550**	**78,550**
Sub Total (Price)	**864,050**	**864,050**
23. POS cash in lieu *(Estimated by Developer)*		
24. Potential Reimbursement - Excludes GST		
24.1 GST Reimbursement	-78,550	(78,550)
24.2 Maintenance Bond at 2.5%	-14,000	(14,000)
24.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
25. Cost escalation *(Estimated by developer)*		

This estimate must be read in conjunction with Wood & Grieve Engineers DCP14

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ESTIMATE OF ENGINEERING COSTS

Client Name:	Landcorp	
Project Name:	Cockburn Coast - DCP Road Costings	
Project No:	20146-DCP14	
Land usage:	Residential	**Main Street Not Shared**
No of Lots:	1	
Location:	City of Cockburn	

	$	$/Lot
1. Preliminaries and Establishment	20,500	20,500
2. Siteworks and Dust Control	0	
3. Earthworks	77,000	77,000
4. Demolition	0	
5. Retaining Walls	0	
6. Fencing	0	
7. Sewer Reticulation	0	
8. Stormwater Drainage	75,500	75,500
9. Water Reticulation	0	
10. Roadworks	232,500	232,500
11. Footway	0	
12. Underground Power Supply & Installation Option B	0	
13. National Broadband Network Co.	0	
14. Offsite Works or Capital Works		
14.1 Wastewater Pump Station & Pressure Main	0	
14.2 Earthworks	0	
14.3 Sewer Reticulation	0	
14.4 Stormwater Drainage	0	
14.5 Water Reticulation	0	
14.6 Roadworks	0	
14.7 Demolition	0	
15. Provisional Sums	0	
16. Contract Contingency (10%)	41,000	41,000
Sub Total Contract Works (Value)	**446,500**	**446,500**
GST	**44,650**	**44,650**
Total Contract Works (Price)	**491,150**	**491,150**
17. Works Outside Contract		
17.1 Sewer Reticulation	0	
17.2 Stormwater Drainage	0	
17.3 Water Reticulation	0	
17.4 Roadworks	0	
17.5 Retaining Walls/Fencing	0	
17.6 Landscaping (Rate as advised by Hassell)	0	
17.7 Primary School Site Contribution	0	
17.8 Demolition	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name:	Landcorp	
Project Name:	Cockburn Coast - DCP Road Costings	
Project No:	20146-DCP14	
Land usage:	Residential	**Main Street Not Shared**
No of Lots:	1	
Location:	City of Cockburn	

		$	$/Lot
18. Headworks valid to 30th June 2026			
	18.1 Sewer Reticulation	0	
	18.2 Water Reticulation	0	
	18.3 Stormwater Drainage	0	
19. Landscaping Allowance		0	
20. Local Authority Charges			
	20.1 Supervision Fee at 1.5%	5,000	5,000
	20.2 Maintenance Bond at 2.5%	8,000	8,000
	20.3 Scheme Fees	0	
	20.4 Other	0	
21. Water Corporation Fee		0	
22. Western Power Fees (and Materials external to Contract)		0	
23. Professional Fees			
	23.1 Planning	0	
	23.2 Engineering	37,500	37,500
	23.3 Surveying	5,000	5,000
	23.4 Environmental	0	
	23.5 Geotechnical	0	
	23.6 Hydrological	0	
	23.7 Traffic Engineering	0	
24. Project Contingency (10%)		6,000	6,000
Sub Total (Value)		**508,000**	**508,000**
GST (excluding headworks)		**50,800**	**50,800**
Sub Total (Price)		**558,800**	**558,800**
25. POS cash in lieu *(Estimated by Developer)*			
26. Potential Reimbursement - Excludes GST			
	26.1 GST Reimbursement	-50,800	(50,800)
	26.2 Maintenance Bond at 2.5%	-8,000	(8,000)
	26.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
27. Cost escalation *(Estimated by developer)*			

This estimate must be read in conjunction with Wood & Grieve Engineers DCP14

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ESTIMATE OF ENGINEERING COSTS

Client Name:	**Landcorp**
Project Name:	**Cockburn Coast - Main Street Rail Crossing**
Project No:	20146-DCP14
Land usage:	Residential
No of Lots:	1
Location:	City of Cockburn

	$	$/Lot
1. Preliminaries and Establishment	47,000	47,000
2. Siteworks and Dust Control	0	
3. Earthworks	0	
4. Demolition	0	
5. Retaining Walls	0	
6. Fencing (Pedestrian Deterrent Fence)	15,000	15,000
7. Sewer Reticulation	0	
8. Stormwater Drainage	0	
9. Water Reticulation	0	
10. Main Street Rail Crossing Works	1,153,000	1,153,000
11. Rollinson Road Pedestrian Crossing	0	
12. Underground Power Supply & Installation Option B	0	
13. National Broadband Network Co.	0	
14. Offsite Works or Capital Works		
14.1 Wastewater Pump Station & Pressure Main	0	
14.2 Earthworks	0	
14.3 Sewer Reticulation	0	
14.4 Stormwater Drainage	0	
14.5 Water Reticulation	0	
14.6 Roadworks	0	
14.7 Demolition	0	
15. Provisional Sums	0	
16. Contract Contingency (10%)	121,500	121,500
Sub Total Contract Works (Value)	**1,336,500**	**1,336,500**
GST	**133,650**	**133,650**
Total Contract Works (Price)	**1,470,150**	**1,470,150**
17. Works Outside Contract		
17.1 Sewer Reticulation	0	
17.2 Stormwater Drainage	0	
17.3 Water Reticulation	0	
17.4 Roadworks	0	
17.5 Retaining Walls/Fencing	0	
17.6 Landscaping	0	
17.7 Primary School Site Contribution	0	
17.8 Demolition	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name:	**Landcorp**
Project Name:	**Cockburn Coast - Main Street Rail Crossing**
Project No:	20146-DCP14
Land usage:	Residential
No of Lots:	1
Location:	City of Cockburn

	$	$/Lot
18. Headworks valid to 30th June 2026		
18.1 Sewer Reticulation	0	
18.2 Water Reticulation	0	
18.3 Stormwater Drainage	0	
19. Landscaping Allowance	0	
20. Local Authority Charges		
20.1 Supervision Fee at 1.5%		
20.2 Maintenance Bond at 2.5%		
20.3 Scheme Fees	0	
20.4 Other	0	
21. Water Corporation Fee	0	
22. Western Power Fees (and Materials external to Contract)	0	
23. Professional Fees		
23.1 Planning	0	
23.2 Engineering	110,761	110,761
23.3 Surveying	0	
23.4 Environmental	0	
23.5 Geotechnical	0	
23.6 Hydrological	0	
23.7 Traffic Engineering	0	
24. Project Contingency (10%)	11,076	11,076
Sub Total (Value)	**1,458,337**	**1,458,337**
GST (excluding headworks)	**145,834**	**145,834**
Sub Total (Price)	**1,604,171**	**1,604,171**
25. POS cash in lieu *(Estimated by Developer)*		
26. Potential Reimbursement - Excludes GST		
26.1 GST Reimbursement	-145,834	(145,834)
26.2 Maintenance Bond at 2.5%	0	
26.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
27. Cost escalation *(Estimated by developer)*		

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ESTIMATE OF ENGINEERING COSTS

Client Name:	Landcorp	
Project Name:	Cockburn Coast - DCP Road Costings	
Project No:	20146-DCP14	
Land usage:	Residential	Main Street Shared
No of Lots:	1	
Location:	City of Cockburn	

	$	$/Lot
1. Preliminaries and Establishment	7,508	7,508
2. Siteworks and Dust Control	0	
3. Earthworks	0	
4. Demolition	0	
5. Retaining Walls	0	
6. Fencing	0	
7. Sewer Reticulation	0	
8. Stormwater Drainage	52,122	52,122
9. Water Reticulation	0	
10. Roadworks	76,028	76,028
11. Rail Crossing Allowance	0	
12. Underground Power Supply & Installation Option B	0	
13. National Broadband Network Co.	0	
14. Offsite Works or Capital Works		
14.1 Wastewater Pump Station & Pressure Main	0	
14.2 Earthworks	0	
14.3 Sewer Reticulation	0	
14.4 Stormwater Drainage	0	
14.5 Water Reticulation	0	
14.6 Roadworks	0	
14.7 Demolition	0	
15. Provisional Sums	0	
16. Contract Contingency (10%)	13,566	13,566
Sub Total Contract Works (Value)	**149,224**	**149,224**
GST	**14,922**	**14,922**
Total Contract Works (Price)	**164,146**	**164,146**
17. Works Outside Contract		
17.1 Sewer Reticulation	0	
17.2 Stormwater Drainage	0	
17.3 Water Reticulation	0	
17.4 Roadworks	0	
17.5 Retaining Walls/Fencing	0	
17.6 Landscaping	0	
17.7 Primary School Site Contribution	0	
17.8 Demolition	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name:	**Landcorp**	
Project Name:	**Cockburn Coast - DCP Road Costings**	
Project No:	20146-DCP14	
Land usage:	Residential	**Main Street Shared**
No of Lots:	1	
Location:	City of Cockburn	

	$	$/Lot
18. Headworks valid to 30th June 2026		
18.1 Sewer Reticulation	0	
18.2 Water Reticulation	0	
18.3 Stormwater Drainage	0	
19. Landscaping Allowance	0	
20. Local Authority Charges		
20.1 Supervision Fee at 1.5%	1,923	1,923
20.2 Maintenance Bond at 2.5%	3,204	3,204
20.3 Scheme Fees	0	
20.4 Other	0	
21. Water Corporation Fee	0	
22. Western Power Fees (and Materials external to Contract)	0	
23. Professional Fees		
23.1 Planning	0	
23.2 Engineering	12,312	12,312
23.3 Surveying	5,000	5,000
23.4 Environmental	0	
23.5 Geotechnical	0	
23.6 Hydrological	0	
23.7 Traffic Engineering	0	
24. Project Contingency (10%)	2,244	2,244
Sub Total (Value)	**173,907**	**173,907**
GST (excluding headworks)	**17,391**	**17,391**
Sub Total (Price)	**191,298**	**191,298**
25. POS cash in lieu *(Estimated by Developer)*		
26. Potential Reimbursement - Excludes GST		
26.1 GST Reimbursement	-17,391	(17,391)
26.2 Maintenance Bond at 2.5%	-3,204	(3,204)
26.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
27. Cost escalation *(Estimated by developer)*		

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ESTIMATE OF ENGINEERING COSTS

Client Name:	Landcorp
Project Name:	Cockburn Coast - Rollinson Road Pedestrian Rail Crossing
Project No:	20146-DCP14
Land usage:	Residential
No of Lots:	1
Location:	City of Cockburn

	$	$/Lot
1. Preliminaries and Establishment	14,500	14,500
2. Siteworks and Dust Control	0	
3. Earthworks	0	
4. Demolition	0	
5. Retaining Walls	0	
6. Fencing (Pedestrian Deterent Fence)	6,000	6,000
7. Sewer Reticulation	0	
8. Stormwater Drainage	0	
9. Water Reticulation	0	
10. Main Street Rail Crossing Works	0	
11. Rollinson Road Pedestrian Crossing	278,000	278,000
12. Underground Power Supply & Installation Option B	0	
13. National Broadband Network Co.	0	
14. Offsite Works or Capital Works		
14.1 Wastewater Pump Station & Pressure Main	0	
14.2 Earthworks	0	
14.3 Sewer Reticulation	0	
14.4 Stormwater Drainage	0	
14.5 Water Reticulation	0	
14.6 Roadworks	0	
14.7 Demolition	0	
15. Provisional Sums	0	
16. Contract Contingency (10%)	30,000	30,000
Sub Total Contract Works (Value)	**328,500**	**328,500**
GST	**32,850**	**32,850**
Total Contract Works (Price)	**361,350**	**361,350**
17. Works Outside Contract		
17.1 Sewer Reticulation	0	
17.2 Stormwater Drainage	0	
17.3 Water Reticulation	0	
17.4 Roadworks	0	
17.5 Retaining Walls/Fencing	0	
17.6 Landscaping	0	
17.7 Primary School Site Contribution	0	
17.8 Demolition	0	

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ESTIMATE OF ENGINEERING COSTS

Client Name:	**Landcorp**
Project Name:	**Cockburn Coast - Rollinson Road Pedestrian Rail Crossing**
Project No:	20146-DCP14
Land usage:	Residential
No of Lots:	1
Location:	City of Cockburn

	$	**$/Lot**
18. Headworks valid to 30th June 2026		
18.1 Sewer Reticulation	0	
18.2 Water Reticulation	0	
18.3 Stormwater Drainage	0	
19. Landscaping Allowance	0	
20. Local Authority Charges		
20.1 Supervision Fee at 1.5%		
20.2 Maintenance Bond at 2.5%		
20.3 Scheme Fees	0	
20.4 Other	0	
21. Water Corporation Fee	0	
22. Western Power Fees (and Materials external to Contract)	0	
23. Professional Fees		
23.1 Planning	0	
23.2 Engineering	28,000	28,000
23.3 Surveying	0	
23.4 Environmental	0	
23.5 Geotechnical	0	
23.6 Hydrological	0	
23.7 Traffic Engineering	0	
24. Project Contingency (10%)	3,000	3,000
Sub Total (Value)	**359,500**	**359,500**
GST (excluding headworks)	**35,950**	**35,950**
Sub Total (Price)	**395,450**	**395,450**
25. POS cash in lieu *(Estimated by Developer)*		
26. Potential Reimbursement - Excludes GST		
26.1 GST Reimbursement	-35,950	(35,950)
26.2 Maintenance Bond at 2.5%	0	
26.3 Planning & Develop Act 2005 Section 159 (Adjacent Subdivider Roads Contrib)		
27. Cost escalation *(Estimated by developer)*		

This estimate must be read in conjunction with Wood & Grieve Engineers DCP14

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ecoscape

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Public Open Space Costings

Based on the existing public open space analysis, the average square metre rate for each POS type has been assigned to the future POS in the Robb Jetty Precinct (**Figure 1**) and Emplacement Precinct (**Figure 2**). The estimated POS budgets are shown in **Table 4** below.

Table 4 Estimated POS Budgets

POS NAME	SIZE (SQ/M)	AVERAGE SQ/M RATE	POS BUDGET (EX GST)
LP2	Constructed		
LP3	Constructed		
LP4	Constructed		
LP5	3,124	$189	$590,251
LP6	2,017	$189	$381,093
LP7	1,242	$189	$234,664
LP8	5,143	$189	$971,722
LP9	2,368	$189	$447,412
NP1	4,168	$152	$634,253
NP2	Constructed		
NP3	Constructed		
NP4	4,451	$152	$677,318
NP5	1,898	$152	$288,822
NP6	1,941	$152	$295,366
NP7	2,686	$152	$408,734
NP8	1,659	$152	$252,453
DP1 (excludes District Open Space)	2,522	$289	$727,962

COCKBURN COAST – LANDSCAPE INDICATIVE COSTING

DCA14 Indicative Costing Estimate 2025

City of Cockburn

11 September 2025

RBB Project No: 22307

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INTRODUCTION

RBB was engaged to provide the following indicative costing for the upgrades of the streetscape to multiple roads along the Cockburn Coast. The indicative costing was for the "over and above" landscaping enhancements costs for several roads including earthworks, irrigation, paved areas, footpaths and furniture.

The estimate includes three different roads and works and are as follows:

1. Main roads (shared and non-shared)
   a. This road is from Cockburn Road intersection and Robb Road intersection (roughly 301m long)
   b. It is important to note that a section of this road has already been completed nearest the Cockburn Road intersection (roughly 101m long)
   c. The road is split between two different styles of landscaping, shared on non-shared
   d. The shared section of road being nearest the Robb Road intersection
   e. These works for this road in the 'over and above' landscaping costs consisting of:
      i. Minor earthworks
      ii. Irrigated planting
      iii. Irrigated turn
      iv. Paved areas
      v. Footpaths
      vi. Furniture
2. BRT Spine
   a. This road is from Rollinson road to McTaggart Road (roughly 963m long)
   b. It is important to note that a section of this road has already been completed nearest Rollinson Road (roughly 309m long)
   c. These works for this road are the 'over and above' landscaping costs consisting of:
      i. Minor earthworks
      ii. Irrigated planting
      iii. Irrigated turf
      iv. Bike path in concrete pavers
      v. Footpaths
      vi. Furniture
3. Cockburn Road
   a. This road is from Rollinson Road to McTaggart Road (roughly 925m long)
   b. It is important to note that this section of the road is a contribution to the upgrade of the road to dual carriage way
   c. MRWA will be funding and construction the earthworks, service relocation and construction of the road
   d. These works for this road are the landscaping costs consisting of:
      i. Minor earthworks
      ii. Irrigated plumbing
      iii. Bike path
      iv. furniture

RBB

This estimated is based on the following information and drawings:

- C_Memo_001_Rev 4 updated dates
- HAMCC 2015-03-16 DCP 14 - Appendix 3 - Hassell Public Open Space Construction
- RFQ DCA14 Construction Cost Estimates - Landscape enhancement along Main Street, BRT, Cockburn Road 2024 2025

Cost Estimate

The estimated project cost for the over and above works is **$8,820,000** excluding GST with an estimated construction cost of **$6,250,000** excluding GST. Please note the following assumptions:

- The extent of the roads is limited to the RFT document page 4
- No works are required to the existing roads build
- No works are required to lighting and power
- No works will be required to the roads other than the small earthworks for planning/rain gardens etc.

Notes & Exclusions

Design Contingency

$625,000 design contingency has been allowed.

Construction Contingency

$755,000 construction contingency has been allowed.

Headworks Charges & Statutory Requirements

$95,000 for headworks and statutory requirements has been allowed.

Building Act Compliance

$65,000 for building act compliance has been allowed

Public Art

There has been no allowance made for public art.

Relocation costs and Disbursements

There has been no allowance for relocation costs and disbursements.

Professional Fees / Consultants

$500,000 for professional fees and disbursements has been allowed

Escalation to Tender

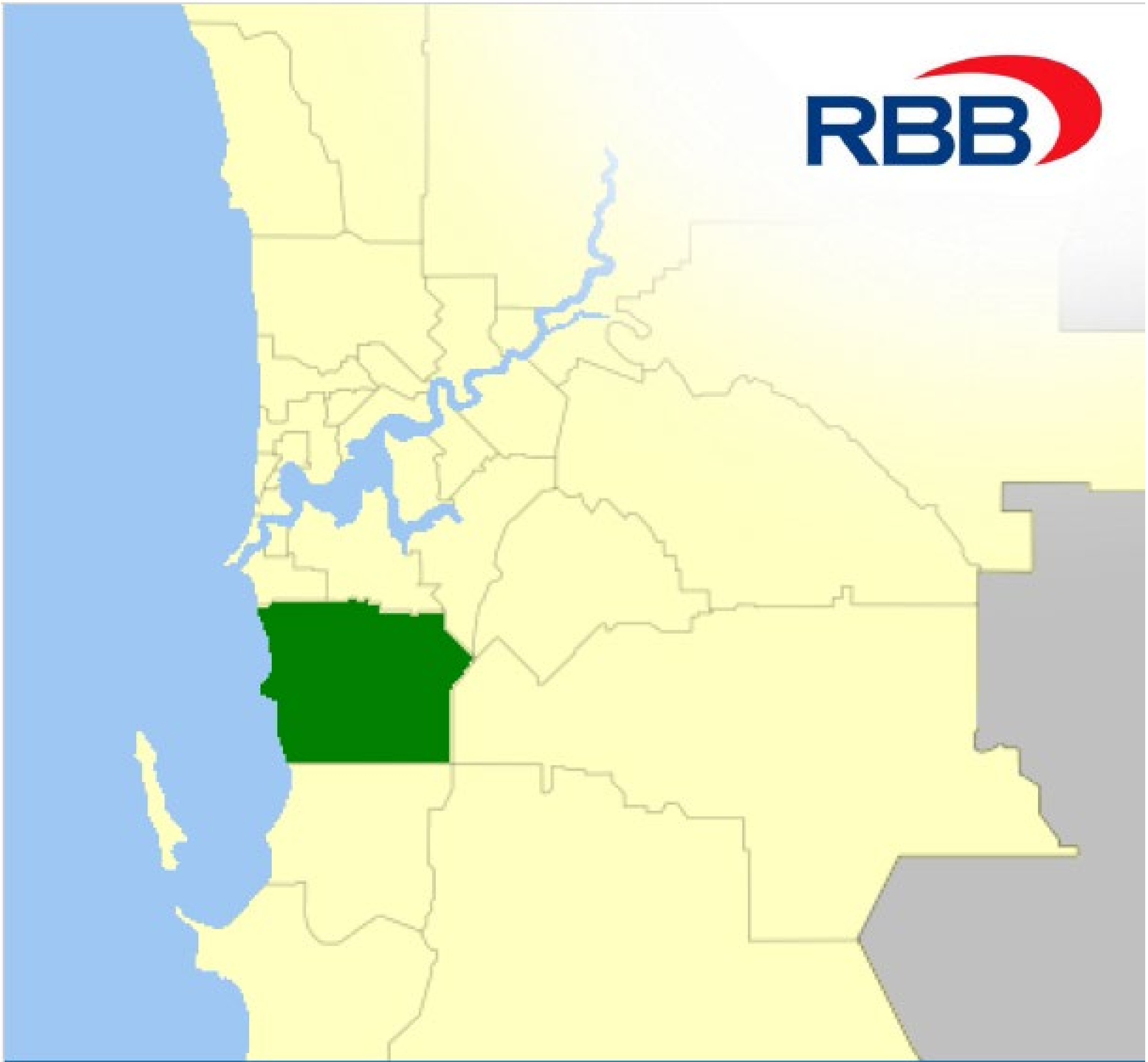
$500,000 escalation has been allowed to an assumed tender date of September 2026

City of Cockburn DCAs
Concept Estimate_2025

RBB
Quantity Surveyors & Cost Consultants

SUMMARY

REF	DESCRIPTION				TOTAL $
1	**MAIN SUMMARY**				
2	Streetscape 1: Main Street	2,453	m2	736	1,805,000
3	Streetscape 2: BRT Spine	11,374	m2	178	2,020,000
4	Streetscape 3: Cockburn Road	8,363	m2	290	2,425,000
5	**Sub-Total**				**6,250,000**
6	Regional Loading				Excluded
7	**NET PROJECT COST**				**6,250,000**
8	Planning Contingency				Excluded
9	Design Contingency	10	%		625,000
10	Construction Contingency	12.5	%		785,000
11	Headworks & Statutory Charges, allowance	1.5	%		95,000
12	Building Act Compliance	1.0	%		65,000
13	Public Art Allowance				N/A
14	Commissioning, Relocation Costs & Disbursements				N/A
15	Professional Fees - Perth Prices	8	%		500,000
16	Professional Fees - Disbursements				Included
17	**TOTAL NET PROJECT COST (at Current Prices)**				**8,320,000**
18	Escalation to Tender (assumed 12 months September 2026)	6.0	%		500,000
19	**ESCALATED NET PROJECT COST**				**8,820,000**
20	Client fees and charges				Excluded
21	**ESTIMATED PROJECT TOTAL COST**				**8,820,000**



City of Cockburn – Main Street Community Building (DCA14)

Concept Estimate 2025

11 September 2025

RBB Project No: 22307

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CITY OF COCKBURN
DCA14 - MAIN STREET COMMUNITY BUILDING
CONCEPT ESTIMATE 2025

RBB

SUMMARY

11 September 2025

Ref	Scope		Total $
1	LOCAL COMMUNITY BUILDING		11,250,000.00
2	WORKS TO PUBLIC OPEN SPACE		740,000.00
3	EXTERNAL WORKS AND SERVICES		1,305,000.00
4	**Sub-Total**		**13,295,000.00**
5	Design Contingency	10%	1,330,000.00
6	Construction Contingency	5%	730,000.00
7	Client Contingency		Excluded
8	Relocation Costs and Disbursements		Excluded
9	Building Act Compliance		45,000.00
10	Headworks & Statutory Charges, allowance		Excluded
11	Land costs		Excluded
12	Public Art		Excluded
13	Loose Furniture and Equipment		Excluded
14	Professional Fees and Disbursements; Allowance	10%	1,460,000.00
15	Project Management and Disbursements; Allowance	2%	290,000.00
16	**GROSS PROJECT COSTS (at current prices)**		**17,150,000.00**
17	Escalation to construction commencement (assume September 2026)		1,030,000.00
18	**ESTIMATED TOTAL COMMITMENT (Excluding GST)**		**18,180,000.00**
19	GST		1,818,000.00
20	ESTIMATED TOTAL COMMITMENT (Including GST)		19,998,000.00

NOTES

1 This estimate is based on Appendix 1 to the Request for Quote the Development Contribution Area 14 Main Street local Community Building
- We note that the site area is restricted to 1,000 m2.
- We have been informed that the Outdoor Play Areas & Courtyard/Community Garden will be located on the adjacent Public Open
- We note that the requirement for 100 carbays to be incorporated into the design is estimated to represent 4,000 m2 of building area.
- We have allowed for a sleeved building design where the site constraints permit.

2 The estimate is priced at those rates current at September 2025 and escalated to September 2026 (assumed date for tender).

3 Total contingency allowance remains at 15% (10% design contingency and 5% construction contingency) reflecting state Planning Policy 3.6.

4 The following items are excluded from the Estimate.
- Public Art (As advised by City of Cockburn 26/08/2024)
- Land and development costs
- Major dewatering costs
- Major services/infrastructure upgrade to site
- Staging and out of hours works
- Works outside the site boundary
- Client contingency
- GST

5 The estimate assumes the works will be procured traditionally - that is, fully designed by suitably qualified consultants and through competitive tender. No allowance is made for alternative procurement methodologies.

Contact Us

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