
SSDA COST SUMMARY REPORT

NOVEMBER 2022

SSD-35962232: BURROWS ROAD MULTI-LEVEL WAREHOUSE, ST PETERS

1-3 BURROWS ROAD, ST PETERS
GOODMAN PROPERTY SERVICES (AUST) PTY LTD

PROJECT ID: 17913



jf:17913.2.ES-Rpts.rs.mb

2nd November 2022

Goodman Property Services
1-11 Hayes Road
ROSEBERY NSW 2018

Attention: Cameron Rubenach
Email: cameron.rubenach@goodman.com.au

Dear Sir

**1-3 BURROWS ROAD, ST PETERS
SSDA COST SUMMARY REPORT**

We have pleasure in enclosing our State Significant Development Application (SSDA) Cost Summary Report for the above stated project.

We trust that our report is of assistance and will be pleased to provide any further information, which you may require upon request.

Yours faithfully



Robbie Stewart
Rider Levett Bucknall
Senior Consultant
email: robbie.stewart@au.rlb.com



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REPORTS ISSUED

Revision	Date	Title Description	Released By
001	19 August 2022	Draft SSDA Cost Summary Report	Mark Brasher
002	30 August 2022	SSDA Cost Summary Report	Mark Brasher
003	5 September 2022	SSDA Cost Summary Report	Mark Brasher
004	12 September 2022	SSDA Cost Summary Report	Mark Brasher
005	2 November 2022	SSDA Cost Summary Report	Mark Brasher

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1 EXECUTIVE SUMMARY

This SSDA Cost Summary Report has been prepared by Rider Levett Bucknall to accompany a State significant development application (**SSDA**) for a proposed multi-level warehouse and distribution centre located at 1-3 Burrows Road, St Peters (**the site**).

This report has been prepared to provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor. Further, this report provides an estimate of the retained and new jobs that would be created during the construction and operational phase of the development, including details of the methodology to determine the figures provided.

This report has also been prepared to address the relevant Secretary's Environmental Assessment Requirements (**SEARs**) issued by the Department of Planning and Environment (**DPE**) for SSD-35962232 on 7 February 2022.

Rates used in the formulation of this estimate are current as at August 2022 and excludes cost escalation. We refer you to the body of the report for the full summary, assumptions, clarifications, and detailed basis of the above estimate.

2 INTRODUCTION

2.1 PURPOSE OF REPORT

This SSDA Cost Summary report has been prepared by Rider Levett Bucknall to accompany a State Significant development application (SSDA) for a proposed warehouse and distribution centre development located at 1-3 Burrows Road, St Peters (the site).

This report has been prepared to provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor. Further, this report provides an estimate of the retained and new jobs that would be created during the construction phase of the development, including details of the methodology to determine the figures provided.

As summarised in the table 1 below, this report has also been prepared to address the relevant the Secretary’s Environmental Assessment Requirements (SEARs) issued for SSD-35962232 on 7 February 2022.

Table 1 SEARs requirements – SSD-35962232

Item	Description of Requirement	Report Reference
2.	<p>Provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor.</p> <p>Provide an estimate of the retained and new jobs that would be created during the construction and operational phase of the development, including details of the methodology to determine the figures provided.</p>	Cost Summary Report

We have prepared this SSDA Cost Summary Report to verify the Capital Investment Value of the project in accordance with the definition contained in The Environmental Planning and Assessment Regulation 2000 and ‘Planning Circular PS 21-020 dated 2 December 2021’.

Under this policy the Capital Investment Value is defined as follows;

Capital investment value of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs—

- (a) amounts payable, or the cost of land dedicated or other benefit provided, under a condition imposed under the Act, Division 7.1 or 7.2 or a planning agreement,*
- (b) costs relating to a part of the development or project that is the subject of a separate development consent or project approval,*
- (c) land costs, including costs of marketing and selling land,*
- (d) GST, within the meaning of the A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth.*

As the project progresses, the developing design should be reviewed against the allowances made within this report. The costs should be considered in the context of the current stage of the design.

The actual cost of the development will vary depending on numerous matters including but not limited to the method of contractual procurement, phasing, quality of finishes and fitments, method of construction, calibre of contractor, timing and implementation of the works, utility provisions outside site boundaries and the like.

2.2 PROJECT BACKGROUND

Planning Proposal PP-2020-298

The application recently obtained approval on 16 September 2020 for a Planning Proposal (PP-2020-298) at the site. The approved Planning Proposal amended the Sydney Local Environmental Plan 2012 (SLEP 2012) by increasing the applicable maximum building height for the site from 18 metres to 30 metres. The Planning Proposal also introduced a set of site-specific controls for 1-3 Burrows Road, St Peters, in the SLEP 2012, including a 6-metre setback control to Burrows Road and Canal Road for landscaping purposes.

Competitive Design Alternatives Process

Goodman undertook a Competitive Design Alternatives Process (**competitive design process**) with three selected architectural firms following an expression of interest process.

The Jury resolved that the Welsh and Major scheme best demonstrated the ability to achieve design excellence as per Clause 6.21 of the Sydney LEP 2012 and the scheme which best met the design, planning and commercial objectives of the Competition Brief. The Welsh and Major scheme was subsequently awarded the winner of the Competitive Design Process.

Rider Levett Bucknall have been working in close collaboration with Goodman and the Welsh and Major throughout the preparation of this SSDA and generally as part of the ongoing detailed design phase of the project.

2.3 PROJECT DESCRIPTION

The vision for the project is to transform the site into a functional and adaptable multi-storey industrial warehouse building that will support industrial expansion in this highly accessible location and build upon strong ecommerce drivers close to Sydney Airport, Port Botany, Cooks River Intermodal Terminal and the Sydney CBD.

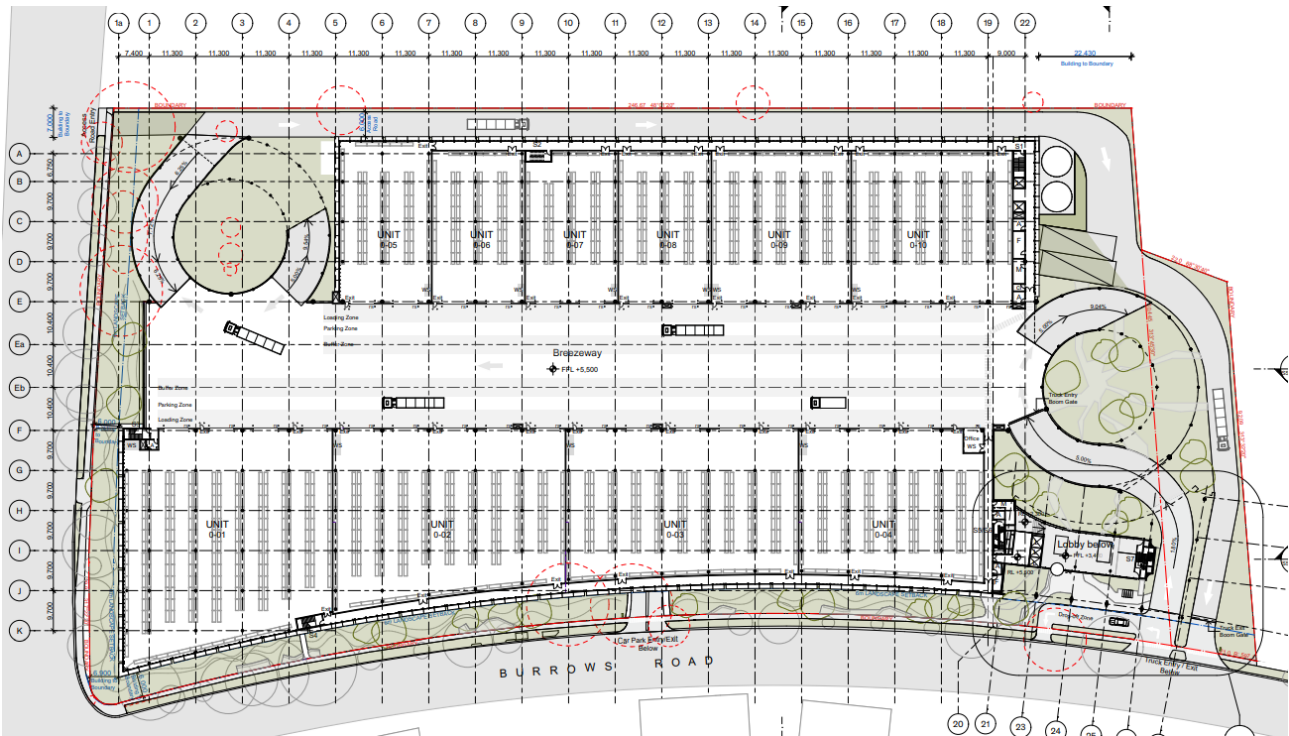
This detailed SSDA follows on from the Competitive Design Alternatives Process (**competitive design process**) undertaken between January and April 2022, whereby, the winning project architects Welsh and Major (**W&M**) were announced by the Selection Jury (**Jury**).

This proposed SSDA seeks approval for the following:

- Demolition of all existing structures and buildings on site.
- Tree removal both on site and for a limited number of trees in the public domain and adjoining lot.
- Site remediation and establishment works, including minor excavation / bulk earthworks.
- Design, construction and operation of a three-storey industrial warehouse and distribution centre building! with an ancillary office building, including:
 - Approximately 52,150sqm of total GFA, comprising:
 - 47,076sqm of warehouse and distribution centre GFA; and
 - 5,014sqm of GFA for ancillary office space

- Cafe tenancy within the ground floor lobby space of 60sqm GFA
 - Maximum building height of RL 33.18 (30.14 height in metres).
 - Operation 24 hours per day seven days a week.
- Provision of a single storey undercroft car parking area accessed off Burrows Road which provides 224 car parking spaces (including 12 accessible bays), 17 service vehicle spaces for vans/Utes, 19 motorcycle rooms for occupants).
- New crossings to Burrows Road for truck and car access.
- Single fire and utilities services ingress crossing off Canal Road.
- Site landscaping works totalling approximately 7,464sqm (or 21.6% of the site), including two 6-metre landscaped setback areas to both the Burrows and Canal Roads site frontages and the following provisions:
 - 5,293sqm or 15.3% deep soil landscaping; and
 - 5,074.82sqm or 14.7% tree canopy coverage.
- Provision of building / business identification signage.
- Provision of two chamber substations.

This report has been prepared for calculation of the capital investment value and new jobs that would be created during the construction phase of the development.



Picture 1 Site Plan



Picture 2 Artist's Impression of Proposal from north-east corner of site

Source: Welsh and Major

2.4 SITE CONTEXT

The land to which this SSDA relates is located at 1-3 Burrows Road, St Peters (the site). The site comprises two parcels of land (allotments) and is legally described as follows:

- Lot 1 DP 1227450; and
- Lot 11 DP 606737

The site is an irregular shaped allotment with a total area of approximately 34,614sqm. The site adjoins Burrows Road to the east with a primary curved frontage of approximately 528 metres and adjoins Canal Road to the west with a secondary frontage of approximately 289 metres.

The site is located in the City of Sydney Local Government Area (LGA), at the junction with the Inner West and Bayside LGA's.

The site is currently occupied by older low-rise industrial units that are largely consistent with development in the surrounding area which is predominantly of an industrial nature. The industrial units comprise four large format steel framed warehouse / distribution facilities. These buildings no longer meet the requirements of contemporary industrial users in this market

The site is situated within an established largely industrial area to the immediate south of the St Peters WestConnex Interchange and well-connected to the Sydney Airport. The locality surrounding the site is characterised by existing industrial and commercial developments, as well as new road and other major transport infrastructure. The Alexandra Canal is located approximately 100 metres to the south-east and east.

A Location Plan including the site is provided in Figure 1 below.

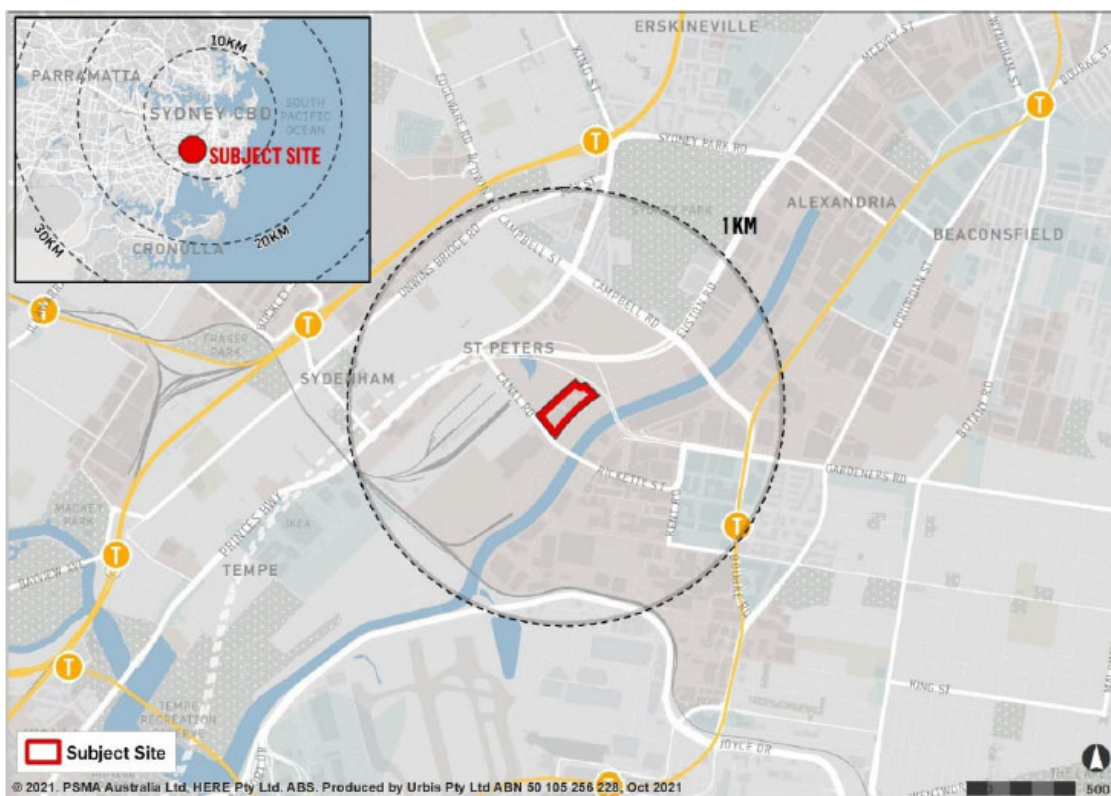


Figure 1 Location Plan

Source: Urbis

An aerial image of the site is provided in Figure 2 below.



Figure 2 Aerial image of the site

Source: Urbis

2.5 STATEMENT OF RELIANCE

This report is prepared for the reliance of the party/parties for whom it is prepared. Rider Levett Bucknall accepts no responsibility, or liability, to any other party who might use or rely upon this report without the prior knowledge and written consent of Rider Levett Bucknall.

No portion of this report (including without limitation any conclusions which may affect value, the identity of Rider Levett Bucknall or its Sub-Contractors, or any individuals signing or associated with this report, or the Professional Associations or Organisations with which they are affiliated) shall be copied or disseminated to third parties, by any means, without the prior written consent and approval of Rider Levett Bucknall.

3 PROJECT COSTS

3.1 COST ESTIMATE SUMMARY

The costs can be summarised as follows:

Ref	Location	GFA m ²	GFA \$/m ²	Total Cost \$
A	Welsh Major			
A1	Warehouse	71,578	1,911	136,755,690
A2	Office	6,722	2,906	19,531,945
A3	External Works			3,380,174
A4	Undercroft Carpark	12,692	1,127	14,308,494
A5	Demolition of Existing Structures & Surfaces			2,300,000
	A - Welsh Major	90,992	1,937	176,276,303
ESTIMATED NET COST		90,992	1,937	176,276,303
MARGINS & ADJUSTMENTS				
	Builder's Preliminaries	9.0%		15,870,000
	D&C Consultant Fees	2.9%		5,580,000
	Builder's Margin	4.0%		7,910,000
Total Net Construction Costs		90,992	2,260	205,636,303
	Design Development Contingency			Excl.
	Construction Contingency			Excl.
	Long Service Leave Levy	0.4%		773,697
	Public Art Works (Integrated Facade LED Digital Animation)			Incl.
	Construction Contingency			Excl.
	Escalation			Excl.
	Authority Fees (Other than Long Service Leave Levy)			Excl.
ESTIMATED TOTAL COST		90,992	2,268	206,410,000

A further breakdown of cost can be found in the Estimate in Appendix A of this report.

4 BASIS OF ESTIMATE

4.1 BASIS OF QUANTIFICATION & PRICING

This estimate is based upon:

- Measured elemental quantities priced with rates current as at August 2022

This cost estimate is based on the documentation listed below and does not, at this stage, provide a direct comparison with the tenders to be received at a future date. To enable monitoring of costs, this estimate should be updated regularly during the design phases of this project.

The following information was used in the preparation of this estimate:

- Welsh + Major Architects State Significant Development Application Submission Revision D Issue dated 2 November 2022

The above information was issued to the Project Team via email Goodman Property Services on 2 November 2022. A full record of the information used can be listed in detail upon request.

4.2 BASIS OF PROCUREMENT

We have prepared this estimate based on the project being procured via a single stage competitive tender, on a design and construct basis.

4.3 PROGRAMME

No programme information has been provided.

4.4 ESCALATION

In the absence of any information on programme, we have excluded escalation from the date of the estimate to a future construction start date.

4.5 KEY CLARIFICATIONS AND ASSUMPTIONS

In preparing this estimate, the followings clarifications and assumptions were formed:

- No allowance for cost escalation beyond August 2022
- No allowance for staging of the works and any prolongation of construction programme as a result
- No allowance for fitout costs to warehouse tenancies including racking
- No allowance for fitout costs to office, gym and end of trip facilities
- Our estimate allows for a 'warm shell' commercial tenancy
- Our estimate allows for the integrated LED façade system
- Our estimate allows for the disposing of contaminated materials and soils. This is formed on RLB's estimated costs of the project documents and supported by market pricing obtained.
- No allowance for out-of-hours works and penalty rates, site restrictions etc
- No allowance for diverting any existing major services
- No allowance for consultant fees other than D&C consultants engaged directly by the contractor

4.6 ITEMS SPECIFICALLY EXCLUDED

Site Works

- Rock excavation
- Works outside site boundary
- Diverting existing services

Fit-out and Interiors

- Fitout to office / gym / end of trip facilities
- Loose furniture fixtures and equipment
- Operating supplies and equipment
- Artwork (other than public art contribution for the respective schemes)
- Racking

Building Services

- AV equipment
- Specialised equipment, computer equipment, business machines (copiers, printers, etc.) or other 'plug-in' equipment

Other

- Development costs including land, legal fees, agent fees and lease incentives
- Consultant fees other than consultants engaged as part of the D&C procurement
- Escalation after August 2022
- Client direct costs (if applicable)
- Finance and interest charges
- Goods and Services Tax
- Prototypes
- Promotion and marketing costs
- Effect of foreign exchange currency fluctuations
- Work at penalty rates for "out of hours" or program acceleration
- Changes in law, standards and codes

4.7 COVID-19 IMPACTS

Our estimate has not been prepared to reflect any changed market conditions due to the impact of COVID-19.

Our estimate makes no allowance for amended site requirements and head contractor preliminaries including items such as:

- Additional worker shed facilities
- Additional regular site cleaning of facilities
- Longer site operating times to facilitate movement of workers with restricted numbers in lifts and hoists

RLB advise our current estimate does not account for exacerbated risks such as:

- Imported material delivery delays
- Further tightening of social distancing rules impacting on programme
- Exchange rate fluctuations

RLB recommends that a project contingency provision is made for COVID-19 impacts dependent of the status of the design and delivery cycle of the project. We would be pleased to discuss suitable provisions.

RLB recommends undertaking a risk analysis of this issue and we would be pleased to assist in the preparation of an order of cost assessment and/or sensitivity analysis for the project based on defined criteria. Our recently added programming capability can also be of assistance in these matters.

RLB anticipate that the impact on the estimate may only be in the short to medium term and that long-term impacts may revert to normal circumstances hence this will be subject to ongoing monitoring.

5 EMPLOYMENT BENEFIT ANALYSIS

5.1 ESTIMATE OF THE RETAINED AND NEW JOBS

Employment Benefit from Construction Phase

As requested, Rider Levett Bucknall (RLB) have undertaken an analysis of the perceived employment benefits derived from the construction of the proposed development. RLB would emphasise that we have assessed the potential “gross” benefits regarding the project. Our approach is that the economic and employment impact of the project has been viewed in isolation, ignoring external contributory influences and we have assumed that all benefits identified are a result of this project alone.

The benefits attributable to the project can be direct, indirect, or induced. The Initial Effect benefits are those derived from the direct employment on site within the construction industry based on the project value. The Production Induced Benefits are those employment outcomes that are derived from all industries that directly support the construction industry by the supply of materials and services directly to the project.

Employment Multiplier Effects Calculation

The following tables highlight the Employment Generation Analysis of the proposed phases of the project (not including land, project design and management fees, occupancy, and financing costs), highlighting the employment outcomes associated with the project.

The unit measure for employment is the equivalent of one full-time job for one year.

Multiples as at August 2022 (for each \$1m of construction value)

Employment Multiplier (Full Time Job Years)	Initial Effects	Production Induced Effects			Total
		First Round Effects	Industrial Support Effects	Total Production Effects	
Building (Res & Non Res) including Civil works	2.304	0.684	0.349	1.033	3.337

As at August 2022

Project Value:

\$200.83 million

Employment Output (Full Time Job Years)	Initial Effects	Production Induced Effects			Total Employment Output
		First Round Effects	Industrial Support Effects	Total Production Effects	
Building (Res & Non-Res) including Civil Works	462.7	137.4	70.1	207.5	670.2

The employment output represents that for each \$1,000,000 of construction work done, the initial employment effect would be that 2.3 workers would be engaged to undertake the works on site, 0.7 workers would be employed in the manufacture and supply of intermediate goods and services used in the construction of the project and a further 0.3 workers would be employed through the indirect supply of goods and services to those companies supplying the construction companies involved.

As noted within this report, the entire project has a forecasted perceived employment contribution throughout the community of 670 job years during the life of the project.

The forecast outcomes are derived from established methodological approaches and measures. As the analysis involves forecasting, it can be affected by a number of unforeseeable variables. It represents, for the party to whom it is addressed, the best estimates of Rider Levett Bucknall, but no assurance is, or can be, given that the forecast outcomes will be achieved.

Notes to Rider Levett Bucknall’s Employment Benefit Analysis

Methodology

The method used to estimate the direct, indirect and induced effects of a project is by means of an “input-output” analysis. The main application of this analysis is to examine the effects on the economy as a whole in private or government spending.

Input / Output analysis utilises multipliers to assess additional economic activity, measured in dollars (Economic Multipliers) and employment measured in jobs (Employment Multipliers) that result from increased production in a particular industry.

There are two types of multipliers – Production Induced Multipliers and Consumption Induced Multipliers.

Production Induced Multipliers consist of:

- (1) First Round Effects which comprise all outputs and employment required to produce the inputs for construction and;*
- (2) Industrial Support Effects which are the induced extra output and employment from all industries to support the production of the first round effect.*

Consumption Induced Multipliers relate to the demand for additional goods and services due to increased spending by the wage and salary earners, across all industries, arising from employment. These multipliers have not been used in this example as they have been deemed too distant for real analysis without full computable general equilibrium (CGE) modelling.

Input-output multipliers used within this analysis have been derived from the most current ABS published data tables (2019/20) and adjusted for inflationary & productivity factors together with Rider Levitt Bucknall’s assessment of the project being undertaken.

RLB’s calculations are based on ABS input/output tables that have been derived from the Australian construction industry as a whole and use calculations on all work performed in Australia within the sector and are not broken down into States or LGA’s.

Definitions

<i>Full Time Job Years</i>	<i>The number of full-time jobs of 1 year in length</i>
<i>Initial Effects</i>	<i>The employment or economic benefit generated directly from the project spend on the construction process.</i>
<i>Production Induced Effects</i>	<i>Indirect wages and economic benefit generated by companies supporting the production of goods and services to the project.</i>
<i>First Round Effects</i>	<i>Wages and economic benefit generated by companies directly supplying goods and services to the construction effort.</i>
<i>Industrial Support</i>	<i>Indirect wages and economic benefit arising from the generation of the First Round Effects</i>

**APPENDIX A:
SSDA COST SUMMARY**

1-3 BURROWS RD, ST PETERS

SSDA ESTIMATE (V.2)



GFA: Gross Floor Area
Rates Current At August 2022

LOCATION SUMMARY

Ref	Location	GFA m ²	GFA \$/m ²	Total Cost \$
A	Welsh Major			
A1	Warehouse	71,578	1,911	136,755,690
A2	Office	6,722	2,906	19,531,945
A3	External Works			3,380,174
A4	Undercroft Carpark	12,692	1,127	14,308,494
A5	Demolition of Existing Structures & Surfaces			2,300,000
	A - Welsh Major	90,992	1,937	176,276,303
ESTIMATED NET COST		90,992	1,937	176,276,303
MARGINS & ADJUSTMENTS				
	Builder's Preliminaries	9.0%		15,870,000
	D&C Consultant Fees	2.9%		5,580,000
	Builder's Margin	4.0%		7,910,000
Total Net Construction Costs		90,992	2,260	205,636,303
	Design Development Contingency			Excl.
	Construction Contingency			Excl.
	Long Service Leave Levy	0.4%		773,697
	Public Art Works (Integrated Facade LED Digital Animation)			Incl.
	Construction Contingency			Excl.
	Escalation			Excl.
	Authority Fees (Other than Long Service Leave Levy)			Excl.
ESTIMATED TOTAL COST		90,992	2,268	206,410,000

1-3 BURROWS RD, ST PETERS

SSDA ESTIMATE (V.2)



Gross Floor Area: 90,992 m²
Rates Current At August 2022

ELEMENT SUMMARY

Ref	Description	%	GFA \$/m ²	Total Cost \$
SB	SUBSTRUCTURE	7.5%	169	15,410,910
CL	COLUMNS	2.6%	58	5,301,204
UF	UPPER FLOORS	9.8%	222	20,195,040
FR	FRAME	27.4%	622	56,606,145
SC	STAIRCASES	0.3%	6	520,500
RF	ROOF	2.7%	61	5,527,924
EW	EXTERNAL WALLS	15.4%	349	31,754,399
ED	EXTERNAL DOORS	0.1%	2	140,400
NW	INTERNAL WALLS	2.7%	61	5,509,265
NS	INTERNAL SCREENS AND BORROWED LIGHTS	0.2%	5	410,520
ND	INTERNAL DOORS	0.4%	8	724,908
WF	WALL FINISHES	0.1%	3	243,730
FF	FLOOR FINISHES	0.5%	11	978,752
CF	CEILING FINISHES	0.4%	10	876,560
FT	FITMENTS	0.5%	12	1,108,464
HS	HYDRAULIC SERVICES	0.7%	15	1,357,995
MS	MECHANICAL SERVICES	1.5%	34	3,108,635
FP	FIRE PROTECTION	1.9%	43	3,867,775
LP	ELECTRIC LIGHT AND POWER	5.5%	124	11,320,358
TS	TRANSPORTATION SYSTEMS	0.6%	13	1,140,000
XP	SITE PREPARATION	1.6%	37	3,395,834
XR	ROADS, FOOTPATHS AND PAVED AREAS	0.3%	6	545,650
XN	BOUNDARY WALLS, FENCING AND GATES	0.1%	2	175,000
XL	LANDSCAPING AND IMPROVEMENTS	0.5%	11	980,000
XK	EXTERNAL STORMWATER DRAINAGE	0.2%	4	375,000
XF	EXTERNAL FIRE PROTECTION	0.1%	2	225,000
YY	SPECIAL PROVISIONS	2.2%	49	4,476,335
ESTIMATED NET COST		85.4%	1,937	176,276,303
MARGINS & ADJUSTMENTS				
	Builder's Preliminaries	9.0%		15,870,000
	D&C Consultant Fees	2.9%		5,580,000
	Builder's Margin	4.0%		7,910,000
Total Net Construction Costs			2,260	205,636,303
	Design Development Contingency			Excl.

1-3 BURROWS RD, ST PETERS

SSDA ESTIMATE (V.2)



Gross Floor Area: 90,992 m²
 Rates Current At August 2022

ELEMENT SUMMARY

Ref	Description	%	GFA \$/m ²	Total Cost \$
MARGINS & ADJUSTMENTS (continued)				
	Construction Contingency			Excl.
	Long Service Leave Levy	0.4%		773,697
	Public Art Works (Integrated Facade LED Digital Animation)			Incl.
	Construction Contingency			Excl.
	Escalation			Excl.
	Authority Fees (Other than Long Service Leave Levy)			Excl.
ESTIMATED TOTAL COST			2,268	206,410,000

**APPENDIX B:
STANDARD AREA DEFINITIONS**

STANDARD AREA DEFINITIONS

The terminology “GFA” as utilised in this report relates to Gross Floor Area. The definition of GFA as measured in this report is as follows:

GROSS FLOOR AREA (G.F.A.)

The sum of the “Fully Enclosed Covered Area” and “Unenclosed Covered Area” as defined.

FULLY ENCLOSED COVERED AREA (F.E.C.A.)

The sum of all such areas at all building floor levels, including basements (except unexcavated portions), floored roof spaces and attics, garages, penthouses, enclosed porches and attached enclosed covered ways alongside buildings, equipment rooms, lift shafts, vertical ducts, staircases and any other fully enclosed spaces and usable areas of the building, computed by measuring from the normal inside face of exterior walls but ignoring any projections such as plinths, columns, piers and the like which project from the normal inside face of exterior walls. It shall not include open courts, lightwells, connecting or isolated covered ways and net open areas or upper portions of rooms, lobbies, halls, interstitial spaces and the like which extend through the storey being computed.

UNENCLOSED COVERED AREA (U.C.A.)

The sum of all such areas at all building floor levels, including roofed balconies, open verandahs, porches and porticos, attached open covered ways alongside buildings, undercrofts and usable space under buildings, unenclosed access galleries (including ground floor) and any other trafficable covered areas of the building which are not totally enclosed by full height walls, computed by measuring the area between the enclosing walls or balustrade (i.e. from the inside face of the U.C.A. excluding the wall or balustrade thickness). When the covering element (i.e. roof or upper floor) is supported by columns, is cantilevered or is suspended, or any combination of these, the measurements shall be taken to the edge of the paving or to the edge of the cover, whichever is the lesser. U.C.A. shall not include eaves overhangs, sun shading, awnings and the like where these do not relate to the clearly defined trafficable areas, nor shall it include connecting or isolated covered ways.

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