



Application by Four Ashes Limited for an Order Granting Development Consent for the
West Midlands Interchange

Representations for The Inglewood Investment Company Limited

by Bruce Owen

REFERENCE 20015438

2nd April 2019

APPENDICIES (5 to 7 of 7)

- 5 Gleeds Costs Advice West Midlands Interchange 1st April 2019
- 6 West Midlands Interchange Viability Appraisal 2nd April 2019
- 7 West Midlands Interchange Viability Appraisal Cashflow 2nd April 2019



20015438 Appendix 5

Gleeds Costs Advice West Midlands Interchange 1st April 2019

Cost Report

Version No.: 01

For

Inglewood Investment

Project at

West Midlands Rail Freight Intermodal Logistics

LVCM0177

Document Control

This Project Document is categorised as follows:

Report Type:	Cost Plan Report
Report No.:	1
Version No.:	1
Project Name:	West Midlands Rail Freight Intermodal Logistics
Project No.:	LVCM0177
Security Classification:	None
Author:	Steve Teare MSc BSc (Hons) MRICS

Project Document approved by:

Paul Boyle	Director	01.04.19
------------	----------	----------

Contributors:

Andrew McNeile	Associate Director	Gleeds
Jack Fleming	Trainee Quantity Surveyor	Gleeds
Jamie Caswell	Assistant Quantity Surveyor	Gleeds

This Project Document is categorised as follows:

Tom Follows	Inglewood Investment	Client
Bruce Owen MRCIS	Owen Land & Property Limited	Client Representative

Disclaimer

Gleeds Cost Management Limited accepts no responsibility or liability for the consequences of this cost plan and/or this cost plan report being used for a purpose other than the purposes for which it was commissioned.

The measurements and rates contained in this cost plan and this cost plan report must not be relied upon for any purpose other than the formulation of this cost plan itself.

Gleeds Cost Management Limited accepts no responsibility or liability for this cost plan and this cost plan report to any party other than the person by whom it was commissioned.

Contents

Executive Summary	5
Introduction	6
Part 1: Project Definition	7
1.1 Description of the Project.....	7
Part 2: Basis of Cost Plan	8
2.1 Estimate Base Date.....	8
2.2 Procurement Strategy.....	8
2.3 Information	8
2.4 Area Schedule (Quantity Parameters).....	8
2.5 Building Works.....	8
2.6 Unit Rates	8
2.7 Main Contractor's Preliminaries	8
2.8 Main Contractor's Overheads and Profit.....	9
2.9 Design Team Fees.....	9
2.10 Items Included in and Excluded from Cost Plan and Assumptions	9
3.13 Risk Allowances.....	14
3.14 Value Added Tax (VAT).....	15
3.15 Other Considerations	15
3.16 Market Conditions.....	15
Annex A – Detailed Cost Plan	16
Annex B – Area Schedule	20
Annex C – Information on which Cost Plan is based	21
Annex D – Specification Schedule	23

***** This Page is Intentionally Blank *****

Executive Summary

This report has been compiled in response to Inglewood Development's requirement for an estimate of construction cost to the development of The West Midlands Rail Freight Interchange Scheme.

1. The total estimated outturn construction cost for the proposed project is:

£842,460,000, excluding VAT.

This is split as follows –

Rail corridor and rail terminal	£46,210,000
Site road infrastructure	£37,820,000
Industrial units	<u>£758,430,000</u>
TOTAL	£842,460,000

Based on:

- Design information listed in Annex C.
 - Main building contract based on contractor-led design.
 - Single stage tendering in competition.
2. The 'Estimate Base Date' is March 2019.
 3. This cost plan includes a cost allowance of £2,400,000 for works associated with level changes to unit 1030.
 4. Inglewood Investment should note that the construction industry is currently experiencing changing market conditions with sub-contractors becoming increasingly selective in the opportunities they pursue. This is leading to some pricing volatility with projects being considered based on the procurement route, risk apportionment, programme and the robustness of tender documents.
 5. The cost estimate is based upon limited information contained on the National Infrastructure Planning website. Due to the lack of detailed information numerous assumptions have been made which are contained in Section 2.10.

Introduction

This report presents the cost plan prepared for the proposed The West Midlands Rail Freight Interchange. Gleeds has prepared it in response to an instruction from Inglewood Investment.

This cost plan report only addresses the estimated cost of the capital works. No consideration or allowances have been made in connection with future maintenance, operation or replacement costs (i.e. whole life costs).

Part 1: Project Definition

1.1 Description of the Project

The proposed works comprise an intermodal freight terminal with direct connections to the West Coast Main Line (WCML), capable of accommodating up to 10 trains per day and trains of up to 775m long, including container storage, Heavy Goods Vehicle (HGV) parking, rail control building and staff facilities. The works also include rail served warehousing and ancillary service buildings. Within the scheme there is new road infrastructure and works to the existing road infrastructure. The existing structures will be alternated and demolished to create development plots and landscape zones. External works include strategic landscaping and open spaces, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

Part 2: Basis of Cost Plan

This cost plan addresses the estimated cost of the capital works. No allowances have been made in connection with future maintenance, operation or replacement costs.

2.1 Estimate Base Date

The base cost estimate and the risk allowance estimate have been prepared using rates and prices current at the time the estimate was produced – referred to as the 'Estimate Base Date'.

The 'Estimate Base Date' is March 2019.

2.2 Procurement Strategy

We have not been provide with a procurement strategy but have assumed -

- The Contract Strategy for the main construction works being based on a single stage design and build contract.
- The tender price/contract sum being obtained through competitive tendering.
- The use of a standard forms of contract with no significant amendments.

2.3 Information

The site information, drawings and reports and other Project Documents on which this cost plan was based are listed at Annex C of this report.

2.4 Area Schedule (Quantity Parameters)

The Area Schedule is contained in Annex B of this report. Areas have been provided by Owen Lands and Property. The areas align with the area schedule within "Key Plan – Parameters Plan Development Zone Plan" document 2.5.

2.5 Building Works

It has been assumed that all works will be carried out in normal working hours.

2.6 Unit Rates

Unit rates for building works items exclude any allowance for main contractor's preliminaries and main contractor's overheads and profit, which have been treated as separate cost centres.

2.7 Main Contractor's Preliminaries

Main contractor's preliminaries have been calculated on the basis of a percentage addition, which has been determined from an assessment of building projects of a similar nature.

The following estimate has been made for main contractor's preliminaries.

Rail corridor and rail terminal	15.0%
Site road infrastructure	11.0%
Industrial units	10.0%

2.8 Main Contractor's Overheads and Profit

Main contractor's overheads and profit have been calculated on the basis of a percentage addition, which has been determined from an assessment of building projects of a similar nature, and an assessment of current market trends.

The following estimate has been made for Main Contractors, Overheads and Profit.

Rail corridor and rail terminal	9.0%
Site road infrastructure	7.0%
Industrial units	4.0%

2.9 Design Team Fees

Allowance has been made in this cost plan for costs in connection with the following:

- (1) Project team and design team fees
- (2) Other consultants' fees
- (3) Site investigation fees
- (4) Main contractor's design fees

Pre-Planning fees have been excluded.

Design fees have been calculated on the basis of a percentage addition, which has been determined from an assessment of building projects of a similar nature.

The following estimate has been made for Design Team Fees.

Rail corridor and rail terminal	12.0%
Site road infrastructure	7.0%
Industrial units	7.5%

2.10 Items Included in and Excluded from Cost Plan and Assumptions

Unless specifically identified elsewhere in this cost plan, no allowance has been made in this cost plan for any project costs that are not directly associated with works costs or project and design team fees, but form part of the total cost of the building project to the employer; for example, insurances, planning fees, fees in connection with party wall awards, decanting and relocation costs, marketing costs and contributions associated with planning permissions (such as Section 106 and Section 278 Agreements).

Basis of Estimates

The following have been used in definition of the scope and estimates costs of the Freight Rail lines together with associated freight rail terminal are as follows –

1. Details of all length of roads, rail and the like have been scaled from all the drawings and documents used for measurement to this report, using wherever possible the scale from the drawing or by use of dimension provided on the drawings to ascertain their measured length or area.
2. All estimated costs and rates applied are at current 1st Quarter 2019 pricing levels.
3. The cost plan for all rail and rail freight terminal costs are related to capital cost for the infrastructure and is exclusive of all operational and future expansion allowances noted within the DCO documentation which are to be funded from operational revenue.

4. The description of work, systems and operational factors from the Rail Operations Report Document 7.3 of the DCO submittal.
5. The rail, on-site infrastructure and unit works is to be completed in phase 1 to 5 as per drawing documents 6.2 reference or figure 4.5 and cost will be separated into each phase of the works based on this document.
6. Where appropriate the rates used for measured rail works have been aligned for cost plan estimating purposes with the appropriate standard method of measurement for those types of works (as Rail Method of Measure revision 1 (RMM1) or parametric rates and based on data collected from recent completed and benchmarked projects such as Great Western Railway Electrification Project Route Sections 5 to 10 and HS2.
7. The rates for road and associated civil engineering works have been based on parametric unit rates from recently completed projects, data from the Building Cost Information Service (BCIS) and Spons Civil Engineering Pricing book 2019 edition.

Assumptions – Rail Line and Rail Freight Terminal

1. The container freight terminal operator will utilise either an overhead gantry crane system or a reach stacker as noted in Rail Operations Report. The purchase and running costs of any crane or reach stacker are considered as operational costs and not capital expenditure, so therefore have been excluded from the capital costs estimate.
2. The single on and off-line Permanent Way rail line connections on to the West Coast Main Line (WCML) will be comprise a turnout and a secondary crossover connection from North and Southbound lines at both ends to ensure full unlimited access to the terminal can be achieved for all lines.
3. The connection to the WCML will require alterations to be made to the current Overhead Line Electrification (OLE) cabling, portal steel carriers, underground ducts and services as well as line signalling systems which will need to be carried out by Network Rail (NR).
4. The new connecting lines to the North and Southbound WCML and the arrival and departure sidings lines will be constructed have installed the passive provision (for approximate 350m on the new track) which includes OLE line portal and power duct installation for future electrification up to the future connection point for sidings 5 and 6 only, all other rail tracks including four combined reception and loading sidings, one rail-linked warehouse and stabling/shutting sidings (blue) with two additional sidings (red) to be installed through expansion and Cripple Sidings.
5. Signalling of the On and Off-line sidings on to the WCML will be linked back to the NR system and it is assumed that the NR system has sufficient capacity to accept these additional connections.
6. The signalling cables have been assumed will be located in existing precast signal trunking located along all WCML tracks and as we have no idea on location we have assumed will run to the nearest signal isolation terminal box at a distance of average 2km per track (2Nr North and Southbound).
7. Signalling for all reception, cripple and stabling shutting siding junction and turnout or the like will be operated by locally bases manual operated switches but with interconnecting signal communication links to the NR signal box to allow access to the WCML.
8. The extent of new surface water drainage from the warehouse development which passes under the existing WCML tracks (as detailed on drawing documents 2.4) via a bored connection, is to comprise only the two deep manhole chambers. The bored length of surface water drain (assumed to be 375mm diameter and the connection to and manhole (labelled as MH2) on the rail terminal side, all other drainage works are assumed as being part of the warehouse development costs.
9. An allowance of £150,000 has been made for the costs of any undefined or details demolition (of existing structures) works required – Noted in the Rail Operations Report.
10. All filling material to rail and ballast for track support works are to be delivered to the rail site by rail and not road.

11. Filling with excavated sub soil has been included where necessary with the inclusion of a capping layer of granular material above this sub soil filling where under or within structural tolerance of the new or future proposed rail lines.
12. The access road, perimeter HGV road freight routes will be to adoptable standards, but the HGV carpark we have assumed will be constructed on 300mm thick reinforced concrete with sub base, geotextile and capping course, kerbing to carpark and access road only with all road markings and road signage. Surface water drainage to carpark.
13. A 3m wide gap between perimeter HGV access road and the freight loading bay is to be left clear of permanent construction for future installation of any future gantry crane.
14. Assumed that existing site level for the carpark and access road area are same as proposed finish level so overall excavation depth for this area is 0.95m average overall.
15. Rail freight terminal storage bay will comprise of 350mm thick reinforced concrete on granular sub base, geotextile and capping layer. Base on existing site level being average 1.1m above track level, excavation depth assumed 2m deep.
16. Assumed proposed level of the HGV perimeter road are 690m deep excavation for all these road areas.
17. Site excavation under freight siding line 1 to 4 inclusive and cripple line from Chainage 220 to 1340 have a track top level average 1.1m below existing ground level and a track construction depth of 1.1m so assume average excavation depth for these areas of 2.2m (see drawing documents 2.16A and D).
18. Site Excavation under freight siding line 1 to 4 inclusive from Chainage 110 to 220 have a track top level average 1.1m above existing ground level and a track construction depth of 1m so assume no filling depth for this area required (see drawing documents 2.16A and D)
19. Site excavation under freight siding line 1 to 4 inclusive from Chainage 1340 to 1510 have a track top level average 3m above existing ground level and a track construction depth of 2.4m so assume no filling depth for these areas required (see drawing documents 2.16A and D)
20. Assumed site excavation under freight siding line 1 to 4 inclusive from Chainage 0 to 110 have a track top level average same as the existing ground level and a track construction depth of 1.1m so assume excavation depth for these areas of 1,1m required (see drawing documents 2.16A and D)
21. All work whether temporary or permanent required to or over the WCML will need to go through full Network Rail GRIP stage approval and be completed by Network Rail or their approved Designers, Employees or Contractors.
22. An allowance of £400,000 is included for a new main power cable to be installed and terminated with a substation and base within the Rail Freight Terminal site for power connections to signals, CCTV and other capital infrastructure equipment needed.
23. The design and approval costs for all rail work which is to be carried out by an approved Contractor with Network Rail and their GRIP review process is 12% of the Construction costs and Contractors design 15%.
24. The Contractors overhead and profit allowance of 9% of the combined design and construction costs.
25. A risk and contingency allowance of 7.5% of the construction costs has been included.

Exclusions - Rail and Rail Terminal Works

1. The cost of design, construction of all 743,200 m2 of rail served warehousing and ancillary service buildings together with all car parking, link access road, utility services connections, drainage and landscaping which have been included elsewhere within this cost plan.

2. All rail terminal equipment including overhead gantry cranes, welfare and security gatehouse buildings, gates, vehicle barriers and all power, gas, water and data cabling within the Container HGV parking area and freight terminal and intermodal storage.
3. All crane movement system concrete road and track housing works have been excluded.
4. Sidings lines 5 and 6 noted as being “Constructed During Expanded Rail Terminal Phase” are to be excluded as not funded by capital investment. Also, two additional warehouse and shunting sidings are also labelled similarly and are therefore believed to be funded through operational costs therefore have also been excluded.
5. No works are required to the existing drainage culvert which passes under the WCML and Terminates at Outfall A (Drawing Document 2.4 refers)
6. Removal and replacement of any abnormal items such as contaminated soil, asbestos, rock or the like.
7. The estimate includes only an allowance of £150,000 for demolition work on the Rail Terminal site and any further allowances for works over and above this value has been excluded.
8. No allowance has been made for repositioning and burying of electricity pylons and cables, the requirement is mentioned in the Rail Operations Report but the location, extent or scope of these works is currently undefined and therefore excluded for our estimate.
9. All cost associated with any possession and/or blockades required by Network Rail for all temporary work and permanent construction works for the two road bridges over the rail lines.
10. All costs associated with any possession and/or blockades required by Network Rail for all temporary work and permanent construction works for the two new permanent way connection lines on to the WCML.
11. All costs associated with compensation paid to the Rail Operators and franchise companies who use the WCML for any blockage/restrictive operational (Speed or Access Restriction) caused by the connection of the two lines, any temporary work and permanent construction of the road bridges.
12. Power supply for potential OLE lines into the Rail Terminal have been excluded.
13. All costs associated with the bridges crossing the new and existing rail lines are included within Phase 1 of the On-Site Road Infrastructure Cost Plan
14. All drainage and connection works for connection to Outfall B as detail in documents 2.4.
15. No allowance has been made for protection of any protective species on site.
16. VAT and other Taxations allowances

Assumption – On-Site Road Infrastructure

1. All major assumption regarding the specification of the road structures, footpaths, kerbing, drainage, allowance for service diversion, s278 works, utility service duct and cable installations, street lighting, road signage and marking requirements are detailed on On-Site Infrastructure Assumptions and Specification Schedule (Annex D).
2. An allowance of 10% of the adoptable road areas only are to have a capping layer installed for soft spots and the like under the highway structure.
3. Ducts, pipes for the utility services will be supplied free issue to the developer and only the cost for installation and any cable, cable installation, pits boxes or chambers are included in the costs.
4. All embankment filling under road and inside perimeter retaining wall structures will be import granular material MOT type 2 or equivalent quality.
5. All sloping material forming bridge embankment are to be sub soil material excavated on site and salvaged topsoil.
6. No utility supply meters have been included within the On-Site Infrastructure costs.

7. The installation of any electrical substation or digital telephone columns or the like have been excluded.
8. All surplus topsoil and sub soil will be stored on site for use in the formation of noise bunds as detailed on Drawings Document 2.8A, B and C.
9. Attenuation ponds and outfall will be included with the on-site infrastructure drainage costs.
10. Both upstream and downstream on the canal water during the Construction of road bridge B4 we have assumed that temporary barrage or dams would be installed to prevent any contamination from spreading along the canal.
11. The developer will pay any fees or charges necessary payable to the canal and Wildlife Trust and British Waterways for allowing the temporary stopping up of the canal, monitoring of wildlife etc.
12. Works to construct new roundabouts on the A5 and A449 will require significant traffic management and a construction period each of around 4 - 6 months.
13. Temporary scaffold and electrical isolation work alongside the road bridge B2 over the existing WCML tracks will be installed before any constructions work can commence and remain until the bridge and first road surfacing have been installed, the majority of all temporary and bridge construction works will be completed outside of normal working hours (weekend working) to avoid expensive possession and blockage charges.
14. The road bridge B1 will be constructed before the installation of any rail track works or Overhead Line Electrification works commence and no temporary work will be required.
15. Both the new roundabout junction on the A5 and A449 will not include the installation of any traffic lights or pelican pedestrian type crossing
16. All Utility services will be left at the Warehouse of other development site boundary for subsequent connection to the Warehouse etc by others (included in Warehouse Development costs).

Exclusions - On-Site Road Infrastructure and Bridges Works

1. Some exclusions have been listed against each road in On Site Infrastructure Assumption and Specification Schedule (Annex D).
2. Removal and replacement of any abnormal items such as contaminated soil, asbestos, rock or the like.
3. The estimate includes only an allowance of £150,000 for demolition work on the Rail Terminal site and any further allowances for works over and above this value has been excluded.
4. No allowance has been made for repositioning and burying of electricity pylons and cables, the requirement is mentioned in the Rail Operations Report but the location, extent or scope of these works is currently undefined and therefore excluded for our estimate.
5. All costs associated with compensation paid to the Rail Operators and franchise companies who use the WCML for any blockage/restrictive operational (speed or access restriction) caused by the connection of the two lines, any temporary work and permanent construction of the road bridges.
6. The cost for the supply and installation of any utility services meter, meter boxes or the like.
7. The cost of the installation and connection to any electrical sub-station or digital telecom column.
8. All landscaping works including the creation of all noise bunds (which will be constructed by the Warehouse development contractor as part of his Warehouse works cost) using salvaged material from road excavation works, all woodland, trees, grasses, shrubs, swales, land drains footpaths not associated with roadways.
9. No allowance has been made for protection of any protective species on site.
10. The costs for any utility service connections to Warehouses or other developments.
11. No additional allowances made for any possible s106 requirements imposed by the Planning Authority or through any Development Consent Order.

12. VAT and other Taxations allowances

Assumption – Units

1. Units are 20m high with a height to haunch of 18m.
2. Office fit out by end user. i.e. not included in costs.
3. Process equipment, racking etc provided by end user.
4. No arduous planning constrains.
5. Allowance for raising site levels to unit 1030 included.
6. Allowance revising levels to aggerate area excluded.
7. Site does not require remediation, for example hydrocarbons or asbestos.
8. Minimal cut and fill required.
9. Cladding standard colour and size.
10. Warehouse slab not to enhanced tolerance or loading.
11. Cut from rail used in making up levels.

Exclusions - Units

1. Removal and replacement of any abnormal items such as contaminated soil, asbestos, rock or the like
2. No allowance has been made for repositioning and burying of electricity pylons and cables.
3. The cost for the supply and installation of any utility services meter, meter boxes or the like.
4. The cost of the installation and connection to any electrical sub-station or digital telecom column.
5. No allowance has been made for protection of any protective species on site.
6. The costs for any utility service connections to warehouses or other developments.
7. Lorry wash units.
8. Lighting and heating to the warehouses.
9. Play equipment to community park.
10. No additional allowances made for any possible S106, S278 or equivalent requirements imposed by the Planning authority or through any Development Consent Order.
11. VAT and other Taxations allowances

3.13 Risk Allowances

Risk allowances have been determined and included in this cost plan as follows:

Price and Design Risks:		
	Rail corridor and rail terminal	7.5%
	Site road infrastructure	3.0%
	Industrial units	7.5%
Employer Change Risks:		0.0% (Excluded)
Employer Other Risks:		0.0% (Excluded)

Notwithstanding the risk allowance for risks included in above, no costs have yet been ascertained for any specific construction-related risks. The percentage addition is simply an initial risk allowance.

3.14 Value Added Tax (VAT)

No allowance has been included in this cost plan for VAT.

VAT in relation to buildings is a complex area. Therefore, it is recommended that specialist advice be sought to ensure that the correct rates are applied to the various aspects of the scheme.

3.15 Other Considerations

No allowance has been included in this cost plan for the following:

- (1) Capital allowances for taxation purposes
- (2) Other taxation relief
- (3) Grants

Capital allowances, other taxation relief and grants can provide valuable financial aid to an Employer on certain types of building project. Therefore, it is recommended that specialist advice be sought to maximise the availability and quantum of capital allowances, other taxation relief and grants.

3.16 Market Conditions

It should be noted that the construction industry is currently experiencing changing market conditions with supply chains becoming increasingly selective in the opportunities they pursue. This is leading to some pricing volatility with projects being considered based on procurement route, risk apportionment, programme and the robustness of tender documentation. The number of 'major' first tier contractors both suitable and available for sizeable and/or complex schemes is becoming more limited with projects tending to be favoured where price and programme risk are fairly shared. In addition, the lack of contractor in-house resources coupled with the potential cost of tendering may also dissuade contractors from tendering. This is starting to have a knock-on effect generally.

WEST MIDLANDS RAIL FREIGHT INTERMODAL LOGISTICS PROJECT
CLIENT - INGLEWOOD INVESTMENT COMPANY

Summary 1 - Section 1 Rail Track and Rail Terminal Works

Ref	Description	PHASE 1				PHASE 2				TOTAL	
		HGV Carpark and Access Road	Rail Sidings	Rail track Others (Shunting)	Other works	Rail Terminal	Other works		TOTAL		
		£	£	£	£	£	£	£	£		
1	Facilitating Works	150,000	-	-	-	150,000	-	-	-	-	150,000
2	Site Preparation Works		50,000			-	-	-	-	50,000	50,000
3	Earthworks	620,000	710,000	245,000	-	1,575,000	1,920,000	-	-	1,920,000	3,495,000
4	On Site Roads, Paths, Pavings and Surfacing	3,825,000				3,825,000	5,995,000	-	-	5,995,000	9,820,000
5	Rail Track and signalling works	-	4,670,000	8,465,000	220,000	13,355,000	-	-	-	-	13,355,000
6	Hard & Soft Landscaping	-	-	-	-	-	-	-	-	-	-
7	Fencing, Railings and Walls	20,000	-	-	300,000	320,000	10,000	-	-	10,000	330,000
8	External Fixtures	-	-	-	-	-	-	-	-	-	-
9	Foul and Surface Water Drainage	340,000	320,000	315,000	10,000	985,000	425,000	-	-	425,000	1,410,000
10	External Services - on site	375,000	105,000	160,000	580,000	1,220,000	765,000	25,000	-	790,000	2,010,000
	Sub-Total	5,330,000	5,855,000	9,185,000	1,110,000	21,430,000	9,115,000	25,000	-	9,190,000	30,620,000
11	Preliminaries and Contractors Design 15.0%	800,000	878,000	1,378,000	167,000	3,215,000	1,367,000	4,000	-	1,379,000	4,593,000
	Sub-Total	6,130,000	6,733,000	10,563,000	1,277,000	24,645,000	10,482,000	29,000	-	10,569,000	35,213,000
12	Overheads & Profit (OH&P) 9.0%	552,000	606,000	951,000	115,000	2,218,000	943,000	3,000	-	951,000	3,169,000
	Sub-Total	6,682,000	7,339,000	11,514,000	1,392,000	26,863,000	11,425,000	32,000	-	11,520,000	38,382,000
13	Price and Design Risk 7.5%	501,000	550,000	864,000	104,000	2,015,000	857,000	2,000	-	864,000	2,879,000
	Sub-Total	7,183,000	7,889,000	12,378,000	1,496,000	28,878,000	12,282,000	34,000	-	12,384,000	41,261,000
14.1	Pre-Planning Fees	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.
14.2	NR GRIP /ORR Design and Approval Fees 12.0%	862,000	947,000	1,485,000	180,000	3,465,000	1,474,000	4,000	-	1,486,000	4,951,000
	Sub-Total	8,045,000	8,836,000	13,863,000	1,676,000	32,343,000	13,756,000	38,000	-	13,870,000	46,212,000
	Sub-Total	8,045,000	8,836,000	13,863,000	1,676,000	32,343,000	13,756,000	38,000	-	13,870,000	46,212,000
	ROUNDED TOTAL EXCL. VAT (as at 1Q19)	8,050,000	8,840,000	13,860,000	1,680,000	32,340,000	13,760,000	40,000	-	13,870,000	46,210,000

Summary - On-Site Infrastructure

Ref	Description	PHASE 1				Phase 1/2				PHASE 3				PHASE 4		PHASE 5	TOTAL		
		A449	Gravelly Way	A5	Others	TOTAL	Unadopted Estate road	Others	C	TOTAL	A	B	C	TOTAL	Unadopted Estate Road	Vicarage Road	TOTAL	TOTAL	TOTAL
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1	Facilitating Works	-	200,000	-	-	200,000	-	-	-	-	-	-	-	-	-	-	-	-	200,000
2	Site Preparation Works	95,000	30,000	25,000	-	155,000	10,000	10,000	-	20,000	5,000	-	-	5,000	15,000	25,000	40,000	-	220,000
3	Earthworks	175,000	90,000	155,000	35,000	450,000	70,000	20,000	-	90,000	15,000	-	-	15,000	75,000	45,000	115,000	-	675,000
4	On Site Roads, Paths, Pavings and Surfacing	4,860,000	1,335,000	3,735,000	535,000	10,470,000	770,000	215,000	-	985,000	265,000	-	-	265,000	1,045,000	1,150,000	2,195,000	40,000	13,955,000
5	Road Structures (Bridges)	-	6,775,000	-	-	6,775,000	-	-	-	-	-	-	-	-	-	-	-	-	6,775,000
6	Hard & Soft Landscaping	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Fencing, Railings and Walls	40,000	15,000	-	-	55,000	-	-	-	-	-	-	-	-	-	-	-	-	55,000
8	External Fixtures	100,000	15,000	25,000	15,000	155,000	10,000	10,000	-	20,000	-	-	-	-	10,000	5,000	20,000	-	195,000
9	Foul and Surface Water Drainage	385,000	790,000	790,000	65,000	2,025,000	480,000	140,000	-	620,000	25,000	-	-	25,000	570,000	85,000	660,000	-	3,325,000
10	External Services - on site	505,000	505,000	750,000	190,000	1,650,000	750,000	150,000	-	900,000	40,000	-	-	40,000	675,000	100,000	775,000	-	3,360,000
	Sub-Total	6,160,000	9,755,000	5,480,000	840,000	21,935,000	2,090,000	545,000	-	2,635,000	350,000	-	-	350,000	2,390,000	1,410,000	3,805,000	40,000	28,760,000
11	Preliminaries 11.0%	678,000	1,073,000	603,000	92,000	2,413,000	230,000	60,000	-	290,000	39,000	-	-	39,000	263,000	155,000	419,000	4,000	3,164,000
	Sub-Total	6,838,000	10,828,000	6,083,000	932,000	24,348,000	2,320,000	605,000	-	2,925,000	389,000	-	-	389,000	2,653,000	1,565,000	4,224,000	44,000	31,924,000
12	Overheads & Profit (OH&P) 7.0%	479,000	758,000	426,000	65,000	1,704,000	162,000	42,000	-	205,000	27,000	-	-	27,000	186,000	110,000	296,000	3,000	2,235,000
	Sub-Total	7,317,000	11,586,000	6,509,000	997,000	26,052,000	2,482,000	647,000	-	3,130,000	416,000	-	-	416,000	2,839,000	1,675,000	4,520,000	47,000	34,159,000
13	Price and Design Risk 3.0%	220,000	348,000	195,000	30,000	782,000	74,000	19,000	-	94,000	12,000	-	-	12,000	85,000	50,000	136,000	1,000	1,025,000
	Sub-Total	7,537,000	11,934,000	6,704,000	1,027,000	26,834,000	2,556,000	666,000	-	3,224,000	428,000	-	-	428,000	2,924,000	1,725,000	4,656,000	48,000	35,184,000
14.1	Pre-Planning Fees	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.	excl.
14.2	Consultant Design Fees 7.5%	565,000	895,000	503,000	77,000	2,013,000	192,000	50,000	-	242,000	32,000	-	-	32,000	219,000	129,000	349,000	4,000	2,639,000
	Sub-Total	8,102,000	12,829,000	7,207,000	1,104,000	28,847,000	2,748,000	716,000	-	3,466,000	460,000	-	-	460,000	3,143,000	1,854,000	5,005,000	52,000	37,823,000
	Sub-Total	8,102,000	12,829,000	7,207,000	1,104,000	28,847,000	2,748,000	716,000	-	3,466,000	460,000	-	-	460,000	3,143,000	1,854,000	5,005,000	52,000	37,823,000
	ROUNDED TOTAL EXCL. VAT (as at 1Q19)	8,100,000	12,830,000	7,210,000	1,100,000	28,850,000	2,750,000	720,000	-	3,470,000	460,000	-	-	460,000	3,140,000	1,850,000	5,010,000	50,000	37,820,000

Section 2 - Phases 1&2 Raods

32,320,000

Section 3 - Phase 3

460,000

Section 4 - Phase 4&5

5,060,000

Annex B – Area Schedule

The units have the following areas -

Phase	Plot	Unit	GIFA m ²
Phase 1	A2		94,326
Phase 1	A3		50,017
Phase 2	A4a	Plot 4010	61,522
Phase 1	A4a	Plot 4020	56,807
Phase 1	A4a	Plot 4030	76,935
Phase 2	A4b		91,589
Phase 3	A1		60,087
Phase 4	A6 + A5b		89,929
	A5a		61,485
Phase 5	A7c + A7b		45,978
	A7a		54,525
		TOTAL	743,200

Annex C – Information on which Cost Plan is based

The drawings, specifications, reports and other Project Documents on which this cost plan is based are as follows:

	TITLE	Reference
1.	Order Limits and Parish Boundaries Plan	2.4
2.	Parameters Plan Development Zone Plan	2.5
3.	Parameters Plan Floor Levels & Building Heights	2.6
4.	Parameters Plan Floor Levels & Building Heights – Sheet 1	2.6a
5.	Parameters Plan Floor Levels & Building Heights – Sheet 2	2.6b
6.	Parameters Plan Floor Levels & Building Heights – Sheet 3	2.6c
7.	Parameters Plan Floor Levels & Building Heights – Sheet 4	2.6d
8.	Parameters Plan Green Infrastructure Plan – Sheet 1	2.7a
9.	Parameters Plan Green Infrastructure Plan – Sheet2	2.7b
10.	Parameters Plan Green Infrastructure Plan – Sheet 3	2.7c
11.	Parameters Plan Green Infrastructure Plan – Sheet 4	2.7d
12.	Illustrative Masterplan	2.8
13.	Illustrative Masterplan - Sheet 1	2.8a
14.	Illustrative Masterplan - Sheet 2	2.8b
15.	Illustrative Masterplan - Sheet 3	2.8c
16.	Illustrative Masterplan - Sheet 4	2.8d
17.	General Arrangement Key Plan / Highway Masterplan	2.9
18.	General Arrangement Plan 101	2.9a
19.	General Arrangement Plan 102	2.9b
20.	General Arrangement Plan 103	2.9c
21.	General Arrangement Plan 104	2.9d
22.	General Arrangement Plan 105	2.9e
23.	General Arrangement Plan 106	2.9f
24.	General Arrangement Plan 107	2.9g
25.	General Arrangement Plan 108	2.9h
26.	General Arrangement Plan 109	2.9i
27.	General Arrangement Plan 110	2.9j
28.	General Arrangement Plan 111	2.9k
29.	Future Highway Maintenance Sheet 1	2.10a
30.	Future Highway Maintenance Sheet 2	2.10b
31.	Future Highway Maintenance Sheet 3	2.10c
32.	Illustrative Arrangement of Railway Alignment	2.14
33.	Rail Terminal – Illustrative Initial Rail Terminal Layout	2.15a

34.	Rail Terminal – Illustrative Initial Rail Terminal Layout	2.15b
35.	Rail Alignment Cross Sections – Sheet 1	2.16a
36.	Rail Alignment Cross Sections – Sheet 2	2.16b
37.	Rail Alignment Cross Sections – Sheet 3	2.16c
38.	Rail Alignment Long Sections – Sheet 1	2.16d
39.	Rail Alignment Long Sections – Sheet 2	2.16e
40.	Proposed Bridge Location Plan	2.17
41.	Proposed Road Bridges	2.18a
42.	Road Bridges B1	2.18b
43.	Proposed Road Bridges B2 and B3	2.18c
44.	Proposed Road Bridges B4	2.18d
45.	Illustrative Landscape Cross Sections (7121-L-09.1)	6.2
46.	Illustrative Landscape Cross Sections (7121-L-09.2)	6.2
47.	Illustrative Landscape Cross Sections (7121-L-09.3)	6.2

THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE

Annex D
ON-SITE INFRASTRUCTURE ASSUMPTION AND SPECIFICATION SCHEDULE

Phase	Drawing Reference(s)	Location	New Road Construction	Existing Road/Structures	Footpath/Verges	Utilities	Abnormals	Exclusions/Assumptions
1	2.9A	Station Drive - HGV turning area	7.3m wide adoptable standard road and HB kerbs on flat ground	Breaking up existing footpath and road kerb only	Grass verge 1.5m to turning circle	Allowance for lowering of street light cable	Nothing allowed	No other service diversions required No traffic management needed
1	2.9A	A449 Stafford Road	Amendment to traffic signal for no right turn Right turn lane raised kerbs and footway constructed on road surface Road Marking revised	Existing verge - working around service boxes allowed	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	Diversion of path for service so assumed no service diversion, protection or lowered required Assumed no street lighting	Nothing allowed	No service diversions required Traffic management needed and allowed for works
1	2.9B	A449 Stafford Road	Existing Dual carriageway - no work required	Existing verge - working around service boxes allowed	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	No service diversion, protection or lowered required Assumed no street lighting	Existing Field access point closed	No service diversions required Traffic management needed and allowed for works
1	2.9C	A449 Stafford Road - North and South of new roundabout	New offline 7.3m wide twin dual carriageway construction for North and Southbound routes, new kerbs, bus stop layby and hard strip, relocated bus stops 2Nr and revisions to drainage (Excludes roundabout); road signs, road marking and anti skid surfacing allowed	Existing Adoptable road online works - scarify and wearing course Existing road and footpath offline - broken up and removed down to subgrade and verge reconstructed using soil and topsoil from the development site	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving (no pelican or other crossing allowed)	No works required	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value Traffic management needed and allowed for
1	2.9C	A449 Stafford Road - New Roundabout	New offline 7.3m wide dual carriageway construction for roundabout Road signs, road marking and anti skid surfacing allowed	Existing Adoptable road online works - scarify and wearing course Existing road and footpath offline - broken up and removed down to subgrade and verge reconstructed using soil and topsoil from the development site	None required	New street lights allowed 11m high poles twin lights at 20m centres to reservation and 11m high single light pole both sides and each corner of roundabout Service duct etc. for street lights included.	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value Traffic management needed and allowed for
1	2.9C	Crateford Lane	New offline 4m wide road to adoptable standards - but not an adoptable road New road signs and marking	Existing road area removed for new road construction - no footpath	None required	No street lights or service diversions expected to allowed Surface water drainage modification allowed for.	Nothing allowed	No footpaths or service diversions required Traffic management needed and allowed for works
1	2.9C	Gravelly Way	New offline three lane 11m wide carriageway construction and street lighting 9m high poles one side at 20m centres Inclined in length of for rail bridge 2m over 200m Road signs and markings; surface water drainage D21	Existing road area removed for new road construction - no footpath Existing road area made good using top soil etc. from Highway works	Combined Adoptable 3m cycleway and footpath constructed in existing road verge; tactile paving to junctions road signs and markings	New street lights allowed 11m high single light poles at 20m centres both sides Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service covers allowance made at junctions and across main road	Capping layer increased to form inclined road for bridge	Allowance for service diversion or terminations along existing road
1	2.9C	Gravelly Way - Plots Zone 2A access	New offline 7.3m wide carriageway construction Road signs, road marking - assume level site Surface and foul water drainage - no connection to warehouse development included	Nothing evident	None required	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	No footpaths or service diversions required No Traffic management needed for works
1	2.9C	Gravelly Way - Access to Rail Terminal	New offline 11m wide carriageway construction Road signs, road marking - assume level site Surface and foul water drainage - no connection to rail terminal development included	Nothing evident	None required	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	No service diversions required No Traffic management needed for works

1	2.9D	Gravelly Way	New offline three lane 11m wide carriageway or two lane 7.3m wide carriageway construction and street lighting 9m high poles one side at 20m centres Raised via retaining wall and embankment to form bridge clearance requirements; New bus stop layby and Bus stop Road signs and markings	Existing road area removed, old bridge over railway line demolished and road stopped up Existing road area made good using top soil etc. from Highway works	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	No service diversions required No Traffic management needed for works
1	2.9D	Gravelly Way - Access road to Zone A3, Welfare Facilities and Private under pass road	New offline 7.3m wide carriageway construction to access for Welfare and Zone A3; 6.5m wide Private road and Private road sloping to underbridge tunnel. Road signs, road marking - assume level site Surface and foul water drainage - no connection to development sites included	Existing road area removed,	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	Service duct etc. for street lights included to limit of Zone A3 access . Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway up to limit of Zone A3 access; Developer to connect and continue into Development	Sloping road surface	Allowance for service diversion at Private road made Traffic Management allowance made No Street lighting required
1	2.9D	Gravelly Way - Access road and Roundabout to Four Ashes Park etc.	New offline 7.3m wide carriageway construction to access for Four Ashes - Road sloping from embankment down to Private roundabout Road signs, road marking - assume level site Surface and foul water drainage - no connection to development included		Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving	Service duct etc. for street lights included to limit of Zone A3 access . Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway up to limit of Zone A3 access; Developer to connect and continue into Development	Sloping road surface	No service diversions required Traffic Management allowance made No Street lighting required
1	2.9E	A449 Stafford Road	New offline Layby and through access way, central island and bollards, road marking and road signs Assumed on a flat level site Existing street lights and drainage remain Main road central reservation openings closed up	Removal of existing kerb line to create new Layby	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving (no pelican or other crossing allowed)	Minor Service diversions or lowering to form laybys	Nothing allowed	Traffic Management allowance made No Street lighting required
1	2.9F	A449 Stafford Road	Existing access to farmland closed No highway works requires Existing street lights and drainage remain	Removal of existing kerb line to create new Layby	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	No works required	Nothing allowed	Traffic Management allowance made No Street lighting required
1	2.9F	A5 Eastbound Verge	No works	Nothing evident	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good New signage	No works required	Nothing allowed	Traffic Management allowance made No Street lighting required all existing
1	2.9G	A5 East and Westbound road	New offline 7.3m wide twin dual carriageway construction reducing to offline 4m wide road to adoptable standards East and Westbound routes, new kerbs, revisions to drainage (Excludes roundabout); road signs, road marking and anti skid surfacing allowed	Existing Adoptable road online works - scarify and wearing course Existing road and footpath offline - broken up and removed down to subgrade and verge reconstructed using soil and topsoil from the development site	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving (no pelican or other crossing allowed) New road signage	New street lights allowed 11m high poles at 20m centres both sides and each corner of roundabout Service duct etc. for street lights included. An allowance for diversion of existing services made and for crossover	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value Traffic management needed and allowed for
1	2.9G	A5 new roundabout	New offline 7.3m wide dual carriageway construction for roundabout Road signs, road marking and anti skid surfacing allowed	Existing Adoptable road online works - scarify and wearing course Existing road and footpath offline - broken up and removed down to subgrade and verge reconstructed using soil and topsoil from the development site	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Road crossings with tactile paving	11m high single light pole both sides and each corner of roundabout Service duct etc. for street lights included and ducting for crossovers	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value Traffic management needed and allowed for

1	2.9G	Estate Access Road	New offline three lane 11m wide two lane section of carriageway construction reducing to offline 7.3m wide road to adoptable standards from roundabout into estate, new kerbs, revisions to existing drainage and new surface water drainage and foul ; road signs, road marking and anti skid surfacing allowed and street lighting 9m high poles one side at 20m centres	Nothing evident	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service xovers allowance made at junctions and across main road	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value No Traffic management needed and allowed for
1	2.9G	Access to Calf Heath Quarry	Adoptable 3.5m highway slips and 6m section with central island road markings	Nothing evident	None required	Allowance for lowering of street light cable and other services	Nothing allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value No Traffic management needed and allowed for
1	2.9G	Access to Calf Heath Quarry	Construction of turning area in new construction no street lighting or road markings	Unadopted 6m and 4 m wide roads scarification and wearing course only with no kerb	None required	Nothing required	Nothing allowed	Not adopted and no traffic management required
1	2.9H	Estate Access Road	New offline three lane 11m wide two lane section of carriageway construction reducing to offline 7.3m wide road to adoptable standards from roundabout into estate, new kerbs, revisions to existing drainage and new surface water drainage and foul drainage; road signs, road marking and anti skid surfacing allowed and street lighting 9m high poles one side at 20m centres	Nothing evident	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service xovers allowance made at junctions and across main road	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value No Traffic management needed and allowed for
1	2.9H	Estate Access road - Roundabout 1	New offline 7.3m wide dual carriageway construction for roundabout division island at junctions; new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking and anti skid surfacing allowed	Nothing evident	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service xovers allowance made at junctions and across main road	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value No Traffic management needed and allowed for
1	2.9H	Gravelly Way - Estate Access road from roundabout 1	New offline three lane 11m wide carriageway or two lane 7.3m wide carriageway construction and street lighting 9m high poles one side at 20m centres New bus stop layby and Bus stop Road signs and markings New surface water and foul drainage	Nothing evident	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Footway 2m wide and crossings with tactile paving	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	No service diversions required No Traffic management needed for works
1	2.9H	Estate road to Works No 4 (access to Zone A4a&b)	New offline three lane 11m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both side Road crossings across Warehouse access road with tactile paving	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
1	2.9H	Access road to carpark for unit 4010	New 6.5m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line
1	2.9H	Freight road to Warehouse Unit 4010	New 7.3m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line
1	2.9H	Freight road to Warehouse Unit 4020	New 7.3m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line
1	2.9H	Freight road to Warehouse Unit 4030	New 7.3m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line

4	2.91	Estate road to Works No 4 (access to Zone A4a&b) continuation to roundabout 2	New offline three lane 11m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage - no connection to warehouse development included	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both side Road crossings across Warehouse access road with tactile paving	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Estate Access road - Roundabout 2	New offline 7.3m wide dual carriageway construction for roundabout division island at junctions; new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking and anti skid surfacing allowed	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both sides Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service covers allowance made at junctions and across main road	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Freight road to Warehouse Unit 4040	New offline three lane 11m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage - no connection to warehouse development included	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both sides Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service covers allowance made at junctions and across main road	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Estate Access side road to Warehouse units 3010 and 3020	New offline 7.3m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage - no connection to warehouse development included	Nothing evident	None required	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in Verge for gas, water, electricity, Telecom and super highway; Service covers allowance made at junctions and across main road	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Freight road to Warehouse Unit 3010	New 7.3m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Freight road to Warehouse Unit 3020	New 7.3m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Estate Access road between Roundabout 2 and new Vicarage Road Roundabout	New offline three lane 11m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage - no connection to warehouse development included	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both sides Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service covers allowance made at junctions and across main road	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Access road to carpark for unit 3020	New 6.5m wide carriageway, kerbs and surface and foul water drainage spur for future connection (by others); Road marking and signs	Nothing evident	None required	Nothing required	Nothing allowed	No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.91	Vicarage Road New roundabout	New offline 7.3m wide dual carriageway construction for roundabout Road signs, road marking and anti skid surfacing allowed	Existing Adoptable road online works - scarify and wearing course Existing road and footpath offline - broken up and removed down to subgrade and verge reconstructed using soil and topsoil from the development site	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good Road crossings with tactile paving	11m high single light pole both sides and each corner of roundabout Service duct etc. for street lights included and ducting for crossovers	Soft spot to capping layer allowed for (10% of area) Nothing else allowed	Adoptable works subject to Bond and LA Highway Authority Monitoring costs @ 10% of works value Traffic management needed and allowed for

5	2.9I	Access road from Vicarage Road roundabout to Phase 5	New offline three lane 11m wide carriageway new surface water drainage and foul drainage; Street lighting 9m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage - no connection to warehouse development included	Nothing evident	Combined Unadoptable 3m cycleway and footpath to both sides Road crossings with tactile paving	Street lighting 9m high poles one side at 20m centres Service duct etc. for street lights ; Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Service xovers allowance made at junctions and across main road	Nothing allowed	Allowances made for existing service diversions No Traffic management needed for work No service connection or drainage connection to the warehouse beyond the road boundary line
4	2.9I	Vicarage Road Realignment of Eastbound road	New offline three lane 11m wide carriageway or two lane 7.3m wide carriageway construction and replace street lighting with new 7m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage	Existing Adoptable road online works - scarify and wearing course Existing road area removed where necessary and road area made good using top soil etc. from Highway works	None required	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	Allowances made for existing service diversions Traffic management needed and allowed for works
4	2.9I	Vicarage Road Realignment of Westbound road	New offline three lane 11m wide carriageway or two lane 7.3m wide carriageway construction and replace street lighting with new 7m high poles one side at 20m centres Road signs, road marking New surface water and foul drainage	Existing Adoptable road online works - scarify and wearing course Existing road area removed where necessary and road area made good using top soil etc. from Highway works	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	Service duct etc. for street lights included. Ducting and pipes (supplied by Utility) installed by developer in footway for gas, water, electricity, Telecom and super highway; Developer to connect and continue into Development	Nothing allowed	Allowances made for existing service diversions Traffic management needed and allowed for works
4	2.9J	Vicarage Road cycleway improvement works	No works	Drop kerbs added to replace existing kerbs and made good; new cycleway signs and markings	Combined Adoptable 3m cycleway and footpath constructed in existing road verge -constructed at existing ground level and verge made good	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works
5	2.9K	Straight mile, Woodlands Lane and Kings Road junction S278 works	Removal and replacement of road markings	Drop kerbs added to replace existing kerbs and made good;	Adoptable 2m wide footway	Nothing required	Nothing allowed	No service diversions required No Traffic management needed for works



20015438 Appendix 6

West Midlands Interchange Viability Appraisal 2nd April 2019

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY**

West Midlands Interchange Viability Assessment
 Client: Inglewood Investment

Summary Appraisal for Merged Phases 1 2 3 4 5

Currency in £

REVENUE**Rental Area Summary**

	Units	m ²	Rent Rate m ²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 1 Zone A2	1	89,610.00	67.28	6,028,961	6,028,961	6,028,961
Phase 1 Zone A2 Offices	1	4,244.40	130.00	551,772	551,772	551,772
Phase 1 Zone A3	1	47,516.00	67.28	3,196,876	3,196,876	3,196,876
Phase 1 Zone A3 Offices	1	2,250.90	130.00	292,617	292,617	292,617
Phase 1 Zone A4a Plot 4010	1	58,446.00	67.28	3,932,247	3,932,247	3,932,247
Phase 1 Zone A4a Plot 4010 Office	1	2,768.40	130.00	359,892	359,892	359,892
Phase 1 Zone A4a Plot 4020	1	53,967.00	67.28	3,630,900	3,630,900	3,630,900
Phase 1 Zone A4a Plot 4020 Offices	1	2,556.00	130.00	332,280	332,280	332,280
Phase 1 Zone A4a Plot 4030	1	73,088.00	67.28	4,917,361	4,917,361	4,917,361
Phase 1 Zone A4a Plot 4030 Offices	1	3,462.30	130.00	450,099	450,099	450,099
Phase 2 Zone A4b	1	87,010.00	67.28	5,854,033	5,854,033	5,854,033
Phase 2 Zone A4b Offices	1	4,121.10	130.00	535,743	535,743	535,743
Phase 3 Zone A1	1	57,083.00	67.28	3,840,544	3,840,544	3,840,544
Phase 3 Zone A1 Offices	1	2,703.60	130.00	351,468	351,468	351,468
Phase 4 Zone A6 and A5b	1	85,433.00	67.28	5,747,932	5,747,932	5,747,932
Phase 4 Zone A6 and A5b Offices	1	4,046.40	130.00	526,032	526,032	526,032
Phase 5 Zone A7c and A7b	1	43,679.00	67.28	2,938,723	2,938,723	2,938,723
Phase 5 Zone A7c and A7b Offices	1	2,069.10	130.00	268,983	268,983	268,983
Totals	18	624,054.20			43,756,463	43,756,463

Investment Valuation**Phase 1 Zone A2**

Market Rent	6,028,961	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	121,169,919

Phase 1 Zone A2 Offices

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Market Rent	551,772	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	11,089,501
Phase 1 Zone A3					
Market Rent	3,196,876	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	64,250,752
Phase 1 Zone A3 Offices					
Market Rent	292,617	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	5,881,010
Phase 1 Zone A4a Plot 4010					
Market Rent	3,932,247	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	79,030,210
Phase 1 Zone A4a Plot 4010 Office					
Market Rent	359,892	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	7,233,101
Phase 1 Zone A4a Plot 4020					
Market Rent	3,630,900	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	72,973,742
Phase 1 Zone A4a Plot 4020 Offices					
Market Rent	332,280	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	6,678,156
Phase 1 Zone A4a Plot 4030					
Market Rent	4,917,361	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	98,829,004
Phase 1 Zone A4a Plot 4030 Offices					
Current Rent	450,099	YP @	4.7500%	21.0526	9,475,768
Phase 2 Zone A4b					
Market Rent	5,854,033	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	117,654,220
Phase 2 Zone A4b Offices					
Market Rent	535,743	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	10,767,351
Phase 3 Zone A1					
Market Rent	3,840,544	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	77,187,172

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Phase 3 Zone A1 Offices**

Market Rent	351,468	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	7,063,796

Phase 4 Zone A6 and A5b

Market Rent	5,747,932	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	115,521,814

Phase 4 Zone A6 and A5b Offices

Market Rent	526,032	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	10,572,179

Phase 5 Zone A7c and A7b

Market Rent	2,938,723	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	59,062,392

Phase 5 Zone A7c and A7b Offices

Market Rent	268,983	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	5,406,014

879,846,103**GROSS DEVELOPMENT VALUE****879,846,103**

Purchaser's Costs			(30,794,614)	
Effective Purchaser's Costs Rate	3.50%		(30,794,614)	

NET DEVELOPMENT VALUE**849,051,489****NET REALISATION****849,051,489****OUTLAY****ACQUISITION COSTS**

Fixed Price	314,160			
Fixed Price	312,000			
Fixed Price	144,000			
Total Acquisition (32.09 Ha 24,000.00 pHect)		770,160		770,160

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Stamp Duty		10,308	
Town Planning		7,000,000	
			7,010,308

Other Acquisition

Ph1 2 x Houses		600,000	
Ph1 Disturbance etc....	25.00%	228,540	
Ph1 Other Acq - Rights & Misc.		5,000,000	
Ph3 1x House		300,000	
Ph3 Disturbance etc...	25.00%	153,000	
Ph4 1x House		300,000	
Ph4 Disturbance etc...	25.00%	75,000	
Ph4 Other Acq - Rights & Misc.		5,000,000	
Ph5 5x Houses		1,250,000	
Ph5 Disturbance etc...	25.00%	348,500	
			13,255,040

CONSTRUCTION COSTS

Construction	m ²	Build Rate	m ²	Cost
Phase 1 Zone A2	89,610.00	1,052.73		94,335,000
Phase 1 Zone A2 Offices	4,716.00	1,052.80		4,965,000
Phase 1 Zone A3	47,516.00	1,128.22		53,608,500
Phase 1 Zone A3 Offices	2,501.00	1,128.15		2,821,500
Phase 1 Zone A4a Plot 4010	58,446.00	986.80		57,674,500
Phase 1 Zone A4a Plot 4010 Office	3,076.00	986.83		3,035,500
Phase 1 ZoneA4a Plot 4020	53,967.00	987.55		53,295,000
Phase 1 ZoneA4a Plot 4020 Offices	2,840.00	987.68		2,805,000
Phase 1 Zone A4a Plot 4030	73,088.00	1,005.79		73,511,000
Phase 1 Zone A4a Plot 4030 Offices	3,847.00	1,005.72		3,869,000
Phase 2 Zone A4b	87,010.00	994.22		86,507,000
Phase 2 Zone A4b Offices	4,579.00	994.32		4,553,000
Phase 3 Zone A1	57,083.00	1,066.95		60,904,500
Phase 3 Zone A1 Offices	3,004.00	1,067.08		3,205,500
Phase 4 Zone A6 and A5b	85,433.00	1,017.46		86,925,000
Phase 4 Zone A6 and A5b Offices	4,496.00	1,017.57		4,575,000

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Phase 5 Zone A7c and A7b	43,679.00	1,018.53	44,488,500	
Phase 5 Zone A7c and A7b Offices	<u>2,299.00</u>	1,018.49	<u>2,341,500</u>	
Totals	627,190.00		643,420,000	643,420,000

Road/Site Works			37,827,820	37,827,820
-----------------	--	--	------------	------------

Other Construction

Rail Infrastructure			32,340,000	
Rail Terminal			13,870,000	
				46,210,000

MARKETING & LETTING

Letting Agent Fee		1.00%	437,565	437,565
-------------------	--	-------	---------	---------

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)				
Total Finance Cost				2,999,842

TOTAL COSTS**751,930,734****PROFIT****97,120,755****Performance Measures**

Profit on Cost%	12.92%
Profit on GDV%	11.04%
Profit on NDV%	11.44%
Development Yield% (on Rent)	5.82%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%
IRR	33.99%
Rent Cover	2 yrs 3 mths
Profit Erosion (finance rate 4.750)	2 yrs 7 mths

APPRAISAL SUMMARY

OWEN LAND & PROPERTY

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY**

West Midlands Interchange Viability Assessment

Client: Inglewood Investment

Summary Appraisal for Phase 1

Currency in £

REVENUE**Rental Area Summary**

	Units	m ²	Rent Rate m ²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 1 Zone A2	1	89,610.00	67.28	6,028,961	6,028,961	6,028,961
Phase 1 Zone A2 Offices	1	4,244.40	130.00	551,772	551,772	551,772
Phase 1 Zone A3	1	47,516.00	67.28	3,196,876	3,196,876	3,196,876
Phase 1 Zone A3 Offices	1	2,250.90	130.00	292,617	292,617	292,617
Phase 1 Zone A4a Plot 4010	1	58,446.00	67.28	3,932,247	3,932,247	3,932,247
Phase 1 Zone A4a Plot 4010 Office	1	2,768.40	130.00	359,892	359,892	359,892
Phase 1 Zone A4a Plot 4020	1	53,967.00	67.28	3,630,900	3,630,900	3,630,900
Phase 1 Zone A4a Plot 4020 Offices	1	2,556.00	130.00	332,280	332,280	332,280
Phase 1 Zone A4a Plot 4030	1	73,088.00	67.28	4,917,361	4,917,361	4,917,361
Phase 1 Zone A4a Plot 4030 Offices	<u>1</u>	<u>3,462.30</u>	130.00	<u>450,099</u>	<u>450,099</u>	<u>450,099</u>
Totals	10	337,909.00			23,693,005	23,693,005

Investment Valuation**Phase 1 Zone A2**

Market Rent	6,028,961	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	121,169,919

Phase 1 Zone A2 Offices

Market Rent	551,772	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	11,089,501

Phase 1 Zone A3

Market Rent	3,196,876	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	64,250,752

Phase 1 Zone A3 Offices

Market Rent	292,617	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	5,881,010

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Phase 1 Zone A4a Plot 4010**

Market Rent	3,932,247	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	79,030,210

Phase 1 Zone A4a Plot 4010 Office

Market Rent	359,892	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	7,233,101

Phase 1 Zone A4a Plot 4020

Market Rent	3,630,900	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	72,973,742

Phase 1 Zone A4a Plot 4020 Offices

Market Rent	332,280	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	6,678,156

Phase 1 Zone A4a Plot 4030

Market Rent	4,917,361	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	98,829,004

Phase 1 Zone A4a Plot 4030 Offices

Current Rent	450,099	YP @	4.7500%	21.0526	9,475,768
					476,611,165

GROSS DEVELOPMENT VALUE**476,611,165**

Purchaser's Costs			(16,681,391)		
Effective Purchaser's Costs Rate	3.50%			(16,681,391)	

NET DEVELOPMENT VALUE**459,929,774****NET REALISATION****459,929,774****OUTLAY****ACQUISITION COSTS**

Fixed Price (13.09 Ha 24,000.00 pHect)			314,160		
				314,160	
Stamp Duty			5,208		

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Town Planning		5,000,000		
				5,005,208
Other Acquisition				
Ph1 2 x Houses		600,000		
Ph1 Disturbance etc....	25.00%	228,540		
Ph1 Other Acq - Rights & Misc.		5,000,000		
				5,828,540

CONSTRUCTION COSTS

Construction	m²	Build Rate m²	Cost	
Phase 1 Zone A2	89,610.00	1,052.73	94,335,000	
Phase 1 Zone A2 Offices	4,716.00	1,052.80	4,965,000	
Phase 1 Zone A3	47,516.00	1,128.22	53,608,500	
Phase 1 Zone A3 Offices	2,501.00	1,128.15	2,821,500	
Phase 1 Zone A4a Plot 4010	58,446.00	986.80	57,674,500	
Phase 1 Zone A4a Plot 4010 Office	3,076.00	986.83	3,035,500	
Phase 1 Zone A4a Plot 4020	53,967.00	987.55	53,295,000	
Phase 1 Zone A4a Plot 4020 Offices	2,840.00	987.68	2,805,000	
Phase 1 Zone A4a Plot 4030	73,088.00	1,005.79	73,511,000	
Phase 1 Zone A4a Plot 4030 Offices	<u>3,847.00</u>	1,005.72	<u>3,869,000</u>	
Totals	339,607.00		349,920,000	349,920,000

Road/Site Works		28,850,000		
				28,850,000
Other Construction				
Rail Infrastructure		32,340,000		
				32,340,000

MARKETING & LETTING

Letting Agent Fee	1.00%	236,930		
				236,930

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)				
Land			(779,084)	
Construction			(1,727,248)	

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Letting	2,733,655	
Other	2,733,655	
Total Finance Cost		2,960,978

TOTAL COSTS**425,455,816****PROFIT****34,473,958****Performance Measures**

Profit on Cost%	8.10%
Profit on GDV%	7.23%
Profit on NDV%	7.50%
Development Yield% (on Rent)	5.57%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%
IRR	29.62%
Rent Cover	1 yr 5 mths
Profit Erosion (finance rate 4.750)	1 yr 8 mths

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Summary Appraisal for Phase 2**

Currency in £

REVENUE**Rental Area Summary**

	Units	m²	Rent Rate m²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 2 Zone A4b	1	87,010.00	67.28	5,854,033	5,854,033	5,854,033
Phase 2 Zone A4b Offices	<u>1</u>	<u>4,121.10</u>	130.00	535,743	<u>535,743</u>	<u>535,743</u>
Totals	2	91,131.10			6,389,776	6,389,776

Investment Valuation**Phase 2 Zone A4b**

Market Rent	5,854,033	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	117,654,220

Phase 2 Zone A4b Offices

Market Rent	535,743	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	10,767,351
					128,421,571

GROSS DEVELOPMENT VALUE**128,421,571**

Purchaser's Costs			(4,494,755)	
Effective Purchaser's Costs Rate	3.50%		(4,494,755)	

NET DEVELOPMENT VALUE**123,926,816****NET REALISATION****123,926,816****OUTLAY****ACQUISITION COSTS**

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Town Planning		500,000		500,000
---------------	--	---------	--	---------

CONSTRUCTION COSTS

Construction	m ²	Build Rate	m ²	Cost
Phase 2 Zone A4b	87,010.00	994.22		86,507,000
Phase 2 Zone A4b Offices	<u>4,579.00</u>	994.32		<u>4,553,000</u>
Totals	91,589.00			91,060,000

Road/Site Works		3,470,000		3,470,000
-----------------	--	-----------	--	-----------

Other Construction

Rail Terminal		13,870,000		13,870,000
---------------	--	------------	--	------------

MARKETING & LETTING

Letting Agent Fee		1.00%	63,898	63,898
-------------------	--	-------	--------	--------

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)				
Construction			317,129	
Letting			642,638	
Total Finance Cost				959,767

TOTAL COSTS **109,923,665****PROFIT** **14,003,152****Performance Measures**

Profit on Cost%	12.74%
Profit on GDV%	10.90%
Profit on NDV%	11.30%
Development Yield% (on Rent)	5.81%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

IRR	61.74%
Rent Cover	2 yrs 2 mths
Profit Erosion (finance rate 4.750)	2 yrs 6 mths

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Summary Appraisal for Phase 3**

Currency in £

REVENUE**Rental Area Summary**

	Units	m²	Rent Rate m²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 3 Zone A1	1	57,083.00	67.28	3,840,544	3,840,544	3,840,544
Phase 3 Zone A1 Offices	<u>1</u>	<u>2,703.60</u>	130.00	351,468	<u>351,468</u>	<u>351,468</u>
Totals	2	59,786.60			4,192,012	4,192,012

Investment Valuation**Phase 3 Zone A1**

Market Rent	3,840,544	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	77,187,172

Phase 3 Zone A1 Offices

Market Rent	351,468	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	7,063,796
					84,250,968

GROSS DEVELOPMENT VALUE**84,250,968**

Purchaser's Costs				(2,948,784)	
Effective Purchaser's Costs Rate		3.50%		(2,948,784)	

NET DEVELOPMENT VALUE**81,302,184****NET REALISATION****81,302,184****OUTLAY****ACQUISITION COSTS**

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Fixed Price (13.00 Ha 24,000.00 pHect)	312,000	312,000
Stamp Duty	5,100	
Town Planning	500,000	505,100

Other Acquisition

Ph3 1x House		300,000	
Ph3 Disturbance etc...	25.00%	153,000	
			453,000

CONSTRUCTION COSTS

Construction	m ²	Build Rate m ²	Cost	
Phase 3 Zone A1	57,083.00	1,066.95	60,904,500	
Phase 3 Zone A1 Offices	<u>3,004.00</u>	1,067.08	<u>3,205,500</u>	
Totals	60,087.00		64,110,000	64,110,000

Road/Site Works	460,000	460,000
-----------------	---------	---------

MARKETING & LETTING

Letting Agent Fee	1.00%	41,920	41,920
-------------------	-------	--------	--------

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)			
Land		(6,449)	
Construction		(373,499)	
Letting		568,301	
Other		568,301	
Total Finance Cost			756,653

TOTAL COSTS **66,638,673**

PROFIT **14,663,511**

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Performance Measures**

Profit on Cost%	22.00%
Profit on GDV%	17.40%
Profit on NDV%	18.04%
Development Yield% (on Rent)	6.29%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%
IRR	78.11%
Rent Cover	3 yrs 6 mths
Profit Erosion (finance rate 4.750)	4 yrs 3 mths

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment****Summary Appraisal for Phase 4**

Currency in £

REVENUE**Rental Area Summary**

	Units	m²	Rent Rate m²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 4 Zone A6 and A5b	1	85,433.00	67.28	5,747,932	5,747,932	5,747,932
Phase 4 Zone A6 and A5b Offices	<u>1</u>	<u>4,046.40</u>	130.00	526,032	<u>526,032</u>	<u>526,032</u>
Totals	2	89,479.40			6,273,964	6,273,964

Investment Valuation**Phase 4 Zone A6 and A5b**

Market Rent	5,747,932	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	115,521,814

Phase 4 Zone A6 and A5b Offices

Market Rent	526,032	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	10,572,179
					126,093,993

GROSS DEVELOPMENT VALUE**126,093,993**

Purchaser's Costs			(4,413,290)	
Effective Purchaser's Costs Rate	3.50%		(4,413,290)	

NET DEVELOPMENT VALUE**121,680,703****NET REALISATION****121,680,703****OUTLAY****ACQUISITION COSTS**

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Town Planning		500,000		500,000
---------------	--	---------	--	---------

Other Acquisition

Ph4 1x House		300,000		
Ph4 Disturbance etc...	25.00%	75,000		
Ph4 Other Acq - Rights & Misc.		5,000,000		
				5,375,000

CONSTRUCTION COSTS

Construction	m ²	Build Rate	m ²	Cost	
Phase 4 Zone A6 and A5b	85,433.00	1,017.46		86,925,000	
Phase 4 Zone A6 and A5b Offices	<u>4,496.00</u>	1,017.57		<u>4,575,000</u>	
Totals	89,929.00			91,500,000	91,500,000

Road/Site Works		5,010,000		5,010,000
-----------------	--	-----------	--	-----------

MARKETING & LETTING

Letting Agent Fee	1.00%	62,740		62,740
-------------------	-------	--------	--	--------

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)				
Land		193,940		
Construction		546,790		
Total Finance Cost				740,730

TOTAL COSTS				103,188,469
--------------------	--	--	--	--------------------

PROFIT				18,492,234
---------------	--	--	--	-------------------

Performance Measures

Profit on Cost%	17.92%
Profit on GDV%	14.67%
Profit on NDV%	15.20%

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Development Yield% (on Rent)	6.08%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%
IRR	89.25%
Rent Cover	2 yrs 11 mths
Profit Erosion (finance rate 4.750)	3 yrs 6 mths

West Midlands Interchange Viability Assessment
Client: Inglewood Investment

Development Appraisal
Owen Land & Property
02 April 2019

APPRAISAL SUMMARY**OWEN LAND & PROPERTY**

West Midlands Interchange Viability Assessment

Client: Inglewood Investment

Summary Appraisal for Phase 5

Currency in £

REVENUE**Rental Area Summary**

	Units	m²	Rent Rate m²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Phase 5 Zone A7c and A7b	1	43,679.00	67.28	2,938,723	2,938,723	2,938,723
Phase 5 Zone A7c and A7b Offices	<u>1</u>	<u>2,069.10</u>	130.00	268,983	<u>268,983</u>	<u>268,983</u>
Totals	2	45,748.10			3,207,706	3,207,706

Investment Valuation**Phase 5 Zone A7c and A7b**

Market Rent	2,938,723	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	59,062,392

Phase 5 Zone A7c and A7b Offices

Market Rent	268,983	YP @	4.7500%	21.0526	
(1yr Rent Free)		PV 1yr @	4.7500%	0.9547	5,406,014
					64,468,406

GROSS DEVELOPMENT VALUE**64,468,406**

Purchaser's Costs			(2,256,394)	
Effective Purchaser's Costs Rate	3.50%		(2,256,394)	

NET DEVELOPMENT VALUE**62,212,012****NET REALISATION****62,212,012****OUTLAY****ACQUISITION COSTS**

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Fixed Price (6.00 Ha 24,000.00 pHect)	144,000	144,000
Town Planning	500,000	500,000

Other Acquisition

Ph5 5x Houses		1,250,000	
Ph5 Disturbance etc...	25.00%	348,500	
			1,598,500

CONSTRUCTION COSTS

Construction	m ²	Build Rate m ²	Cost	
Phase 5 Zone A7c and A7b	43,679.00	1,018.53	44,488,500	
Phase 5 Zone A7c and A7b Offices	<u>2,299.00</u>	1,018.49	<u>2,341,500</u>	
Totals	45,978.00		46,830,000	46,830,000

Road/Site Works	37,820	37,820
-----------------	--------	--------

MARKETING & LETTING

Letting Agent Fee	1.00%	32,077	32,077
-------------------	-------	--------	--------

FINANCE

Debit Rate 4.750%, Credit Rate 0.000% (Nominal)			
Land		(14,593)	
Construction		(184,791)	
Letting		357,825	
Other		357,825	
Total Finance Cost			516,265

TOTAL COSTS **49,658,662**

PROFIT **12,553,350**

Performance Measures

APPRAISAL SUMMARY**OWEN LAND & PROPERTY****West Midlands Interchange Viability Assessment****Client: Inglewood Investment**

Profit on Cost%	25.28%
Profit on GDV%	19.47%
Profit on NDV%	20.18%
Development Yield% (on Rent)	6.46%
Equivalent Yield% (Nominal)	4.75%
Equivalent Yield% (True)	4.89%
IRR	95.36%
Rent Cover	3 yrs 11 mths
Profit Erosion (finance rate 4.750)	4 yrs 9 mths



20015438 Appendix 7

West Midlands Interchange Viability Appraisal Cashflow 2nd April 2019

Client: Inglewood Investment

Phase 1 - Construction Costs																	
Con. - Phase 1 Zone A2	24	-94,334,999	-94,334,999	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A2 Offices	24	-4,965,000	-4,965,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A3	24	-53,608,500	0	-53,608,500	0	0	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A3 Offices	24	-2,821,500	0	-2,821,500	0	0	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4010	24	-57,674,499	0	0	0	-57,674,499	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4010 O	24	-3,035,500	0	0	0	-3,035,500	0	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4030	24	-73,511,000	0	0	0	0	0	-73,511,000	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4030 O	24	-3,869,000	0	0	0	0	0	-3,869,000	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4020	24	-53,295,000	0	0	0	0	-53,295,000	0	0	0	0	0	0	0	0	0	0
Con. - Phase 1 Zone A4a Plot 4020 O	24	-2,804,999	0	0	0	0	0	-2,804,999	0	0	0	0	0	0	0	0	0
Rail Infrastructure	79	-32,339,999	0	-4,781,851	-10,175,398	-10,781,773	-6,600,976	0	0	0	0	0	0	0	0	0	0
Road/Site Works	28	-28,849,999	-923,574	-4,375,714	-6,550,804	-7,155,590	-6,190,070	-3,654,246	0	0	0	0	0	0	0	0	0
Phase 2 - Construction Costs																	
Con. - Phase 2 Zone A4b	24	-86,506,999	0	0	0	0	0	0	0	-86,506,999	0	0	0	0	0	0	0
Con. - Phase 2 Zone A4b Offices	24	-4,552,999	0	0	0	0	0	0	0	-4,552,999	0	0	0	0	0	0	0
Rail Terminal	79	-13,869,999	0	0	0	0	0	0	-6,414,874	-7,455,124	0	0	0	0	0	0	0
Road/Site Works	28	-3,469,999	0	0	0	0	0	0	-3,469,999	0	0	0	0	0	0	0	0
Phase 3 - Construction Costs																	
Con. - Phase 3 Zone A1	24	-60,904,499	0	0	0	0	0	0	0	0	0	-60,904,499	0	0	0	0	0
Con. - Phase 3 Zone A1 Offices	24	-3,205,499	0	0	0	0	0	0	0	0	0	-3,205,499	0	0	0	0	0
Road/Site Works	28	-459,999	0	0	0	0	0	0	0	0	0	-459,999	0	0	0	0	0
Phase 4 - Construction Costs																	
Con. - Phase 4 Zone A6 and ASb	24	-86,925,000	0	0	0	0	0	0	0	0	0	0	-86,925,000	0	0	0	0
Con. - Phase 4 Zone A6 and ASb Offi	24	-4,574,999	0	0	0	0	0	0	0	0	0	0	-4,574,999	0	0	0	0
Road/Site Works	28	-5,009,999	0	0	0	0	0	0	0	0	0	0	-5,009,999	0	0	0	0
Phase 5 - Construction Costs																	
Con. - Phase 5 Zone A7c and A7b	24	-44,488,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-44,488,500
Con. - Phase 5 Zone A7c and A7b Off	24	-2,341,499	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2,341,499
Road/Site Works	28	-37,820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-37,820
Phase 1 - Marketing/Letting																	
Letting Agent Fee	41	-236,930	-65,807	-34,894	0	-42,921	-39,631	-53,674	0	0	0	0	0	0	0	0	0
Phase 2 - Marketing/Letting																	
Letting Agent Fee	41	-63,897	0	0	0	0	0	0	-63,897	0	0	0	0	0	0	0	0
Phase 3 - Marketing/Letting																	
Letting Agent Fee	41	-41,920	0	0	0	0	0	0	0	0	0	-41,920	0	0	0	0	0
Phase 4 - Marketing/Letting																	
Letting Agent Fee	41	-62,739	0	0	0	0	0	0	0	0	0	0	-62,739	0	0	0	0
Phase 5 - Marketing/Letting																	
Letting Agent Fee	41	-32,077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-32,077
Escrow Account																	
Deposits Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Deposits Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deposits Used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Deposits Used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unused Deposits	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Received on Unused Deposits	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Payable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance Details																	
Total Revenue	849,051,489	63,815,170	131,492,320	0	83,244,095	76,864,081	104,514,105	123,926,816	0	0	81,302,184	121,680,703	0	0	62,212,011	0	0
Total Cost	-748,930,892	-111,373,453	-65,622,460	-16,735,322	-78,745,000	-68,930,679	-81,087,920	-101,508,772	-7,455,124	0	-65,882,020	-102,447,739	0	0	-49,142,397	0	0
Net Cash Flow	100,120,596	-47,558,283	65,869,859	-16,735,322	4,499,094	7,933,402	23,426,184	22,418,043	-7,455,124	0	15,420,164	19,232,963	0	0	13,069,614	0	0
Net Cash Flow (Interest Calculation)		-43,655,151	18,288,888	1,941,466	5,703,758	12,301,523	34,762,009	57,820,856	49,658,201	49,398,012	64,838,663	84,274,264	84,051,140	84,051,140	97,120,755	97,120,755	0
Total Interest (All Sets)	-2,999,841	-1,162,583	0	0	-848,698	-594,782	-354,913	-38,863	0	0	0	0	0	0	0	0	0
Net Cash Flow (IRR)	100,120,596	-47,558,283	65,869,859	-16,735,322	4,499,094	7,933,402	23,426,184	22,418,043	-7,455,124	0	15,420,164	19,232,963	0	0	13,069,614	0	0
Cumulative Net Cash Flow	97,120,755	-48,720,866	17,148,993	413,671	4,064,067	11,402,686	34,473,957	56,853,137	49,398,012	49,398,012	64,818,176	84,051,140	84,051,140	84,051,140	97,120,755	97,120,755	0