

Schedule 13 – Development Contribution Areas

[Cl. 5A.2]

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
<p>DCA 1</p> <p><i>Inserted by Amend. 57 – Gov. Gaz. 04.04.2014</i></p> <p><i>Modified by Amend. 44 – Gov. Gaz. 03.07.2012</i></p> <p><i>Replaced by Amend. 57 – Gov. Gaz. 04.04.2014</i></p>	<p>Brabham (Albion) - The Development Contribution Area (DCA) comprises all the land referred to as Brabham (Albion) identified by scheme maps as DCA1</p>	<p>Relationship to other planning instruments</p>	<p>The development contribution plan generally conforms to the following endorsed plans:</p> <ul style="list-style-type: none"> • The Swan Urban Growth Corridor Sub-Regional Structure Plan. • The Urban Growth Corridor- Sub Regional Planning Community Facilities Analysis,2008 (CFA). • The Albion District Structure Plan (including associated Appendices). • The Capital Expenditure Plan for the Urban Growth Corridor. • Urban Growth Corridor Facilities Justifications Report (UGCFJ)
		<p>Infrastructure and Administrative Items to be funded:</p>	<p>Standard Infrastructure</p> <p><i>Transport</i></p> <p>Construction and/or upgrade of the following existing and future roads which are required to service the Development Contribution Area:</p> <ul style="list-style-type: none"> • Construction of Henley Brook Avenue (i.e. single carriageway and full earthworks) between Park Street and Harrow Road and land resumption necessary to accommodate the proposed design of the DCP Road on Lot 9000 on DP55665 Park Street Brabham. • Upgrade/Construction of Lord Street through the Bush Forever Site 200 immediately north of Harrow Street with the cost apportioned between the Brabham (Albion) and Dayton (West Swan East) DCA's based on their respective ultimate infrastructure demand. • Land resumptions necessary to accommodate the proposed designs for all DCP roads and intersection treatments listed, where not already provided in existing reserves. • Intersection treatments at: <ul style="list-style-type: none"> ○ Henley Brook Avenue and Youle Dean Road; ○ Henley Brook Avenue and Woolcott Avenue – South; ○ Henley Brook Avenue and Woolcott Avenue - North; ○ Henley Brook Avenue and Future Neighbourhood Connector B – South; and ○ Henley Brook Avenue and Park Street. • 50% of the cost of constructing a pathway connecting Youle Dean Road with the Swan Valley Bike Path at West Swan Road.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 1 Cont.	<p>Brabham (Albion) - The Development Contribution Area (DCA) comprises all the land referred to as Brabham (Albion) identified by scheme maps as DCA1</p>	<p>Infrastructure and Administrative Items to be funded:</p>	<p><i>Land for Public Open Space and Community Facilities</i></p> <p>Acquire land for three (3) separate active spaces co-located with primary school sites and a local community centre at the general locations identified by the Albion District Structure Plan.</p> <p>Community Infrastructure</p> <p><i>Sub Regional Community Infrastructure</i></p> <p>Land for and construction of community facilities identified by the (CFA) and refined by the UGCFJ. Specifically:</p> <ul style="list-style-type: none"> • Construction of a District Active Open Space in Dayton (West Swan East) to provide playing fields, hard courts, a multi-purpose District Active Open Space Community Building and associated supporting amenity identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. • Acquisition of Land in Brabham (Albion) to support provision of a District Community Centre as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. • Construction of a District Community Centre in Brabham (Albion) as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. <p><i>Local Community Infrastructure</i></p> <p>Land for and construction of community facilities identified by the CFA and the Albion (Brabham) District Structure Plan and refunded by the UGCFJ. Specifically:</p> <ul style="list-style-type: none"> • Construction of playing fields, hard courts and supporting infrastructure to provide Neighbourhood Active Open Spaces at three sites generally identified in the Albion District Structure Plan and the relevant Local Structure Plans. • Construction of Local Community Buildings co-located with the Neighbourhood Active Open Spaces to provide a multi-purpose facility as identified by the UGCFJ.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 1 Cont.	<p>Brabham (Albion) - The Development Contribution Area (DCA) comprises all the land referred to as Brabham (Albion) identified by scheme maps as DCA1</p>		<ul style="list-style-type: none"> • Acquisition of land for three (3) separate active spaces and Local Community Buildings co-located with primary school sites at the general locations identified by the Albion District Structure Plan and the relevant Local Structure Plans. <p>Administrative Items</p> <p>Administrative Items permitted by definition under Clause 5A.2.3 and identified in more detail in the Development Contribution Plan Report, including:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the Development Contribution Plan (including legal expenses, valuation fees, cost of design and cost estimates, consultant and contract services, financing costs, proportion of staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court or Tribunal or arbitration, whether incurred before or after the incorporation of the DCP in Schedule 13). • Cost to review estimates including the costs for appropriately qualified independent persons. • Costs to update the cost apportionment schedules, register of cost contributions, and infrastructure agreements.
		Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule.</p> <ol style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall define units of Infrastructure Demand used to calculate a Cost Contribution. b. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand. c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure. d. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined: <p>C = [ID x CR] x I</p> <p>Where C = Cost Contribution (for a chosen network, e.g. Transport)</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 1 Cont.	Brabham (Albion) - The Development Contribution Area (DCA) comprises all the land referred to as Brabham (Albion) identified by scheme maps as DCA1		<p>ID = Infrastructure Demand, calculated using the <i>Cost Apportionment Schedule</i></p> <p>CR = Contribution Rate as set out in the <i>Cost Apportionment Schedule</i>; and</p> <p>I = Indexation factor set out in the <i>Cost Apportionment Schedule</i> to take into account inflation and other matters relevant to the capital cost of infrastructure.</p>
		Priority and timing:	The priority and timing of each infrastructure network shall be informed by the 'Capital Expenditure Plan for the Urban Growth Corridor' and be described in the 'Infrastructure Cost Schedules' which shall outline the costs and timing assumptions necessary to determine infrastructure contribution rates and inform the Cost Apportionment Schedules.
		Period of Operation	This Development Contribution Plan (DCP) shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of ten years from the date of gazettal of this amendment, after which the DCP will be reviewed if necessary, amended or replaced.
		Review Process	<p>The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than 5 years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme No. 17.</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
<p>DCA 2</p> <p><i>Inserted by Amend. 58 – Gov. Gaz. 04.04.2014</i></p>	<p>Dayton (West Swan East) - The Development Contribution Area (DCA) comprises all the land referred to as Dayton (West Swan East) identified by scheme maps as DCA 2</p>	<p>Relationship to other planning instruments</p>	<p><i>Modified by Amend. 44 – Gov. Gaz. 03.07.2012</i></p> <p><i>Replaced by Amend. 58 – Gov. Gaz. 04.04.2014</i></p> <p>The Development Contribution Plan generally conforms to the following endorsed plans:</p> <ul style="list-style-type: none"> • The Swan Urban Growth Corridor Sub-Regional Structure Plan. • The Urban Growth Corridor- Sub Regional Planning Community Facilities Analysis,2008 (CFA). • The West Swan East District Structure Plan (Including associated Appendices). • The Capital Expenditure Plan for the Urban Growth Corridor. • Urban Growth Corridor Facility Justifications Report (UGCFJ).
		<p>Infrastructure and Administrative Items to be funded:</p>	<p>Standard Infrastructure</p> <p><i>Natural Gas</i></p> <p>Additions to the natural gas mains required to service the Development Contribution Area. Specifically:</p> <ul style="list-style-type: none"> • The construction of a Pressure Reduction Station along Marshall Road. <p><i>Transport</i></p> <p>Construction and/or upgrade of the following existing and future roads which are required to service the Development Contribution Area:</p> <ul style="list-style-type: none"> • Upgrade/construction of Marshall Road between Lord Street and the future Henley Brook Avenue. • Construction of Henley Brook Avenue between Reid Highway and Harrow Road. • Upgrade/Construction of Lord Street from the northern extent of the 'Bush Forever Site 200' through to Harrow Street with the cost apportioned between the Brabham (Albion) and Dayton (West Swan East) DCAs based on their respective ultimate infrastructure demand. • Upgrade/Construction of Lord Street from Harrow Street through to Marshall Road East and the intersection with St Leonards Boulevard deviation. • Upgrade/Construction of Arthur Street between Cranleigh Street and the Reid Highway. • Upgrade/Construction of Cranleigh Street between Lord Street and Arthur Street. • Land resumptions necessary to accommodate the proposed designs for all DCP roads and intersection treatments listed, where not already provided in existing reserves.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 2 Cont.	<p>Dayton (West Swan East) - The Development Area (DCA) comprises all the land referred to as Dayton (West Swan East) identified by scheme maps as DCA 2</p>		<ul style="list-style-type: none"> • Intersection Treatments at: <ul style="list-style-type: none"> ○ Henley Brook Avenue and Marshall Road Extension; ○ Henley Brook Avenue and Harrow Street; ○ Henley Brook Avenue and Victoria Road; ○ Arthur Street and St. Leonards Boulevard; ○ Marshall Rd Extension and Future Link (South); ○ Lord Street and Harrow Street; ○ Marshall Road and Arthur Street; ○ Marshall Road (East) and Lord Street; ○ Arthur Street and Cranleigh Street ○ Lord Street and Cranleigh Street; ○ Marshall Road and Future Link (North); ○ Arthur Street and Victoria Road; ○ Marshall Road (West) and Lord Street. • 50% of the cost of constructing a pathway providing connection to the Swan Valley Bike Path at West Swan Road from Malvern Street. • 50% of the cost of constructing a pathway adjacent to Coast Road providing connection to the Swan Valley Bike Path at West Swan Road from Henley Brook Avenue. <p><i>Land for Public Open Space and Community Facilities</i></p> <p>Acquire land for Public Open Space, District Open Space precinct and Local Community centre at the general locations and quantity identified by the West Swan East District Structure Plan.</p> <p>Community Infrastructure</p> <p><i>Sub Regional Community Infrastructure</i></p> <p>Land for and construction of community facilities identified by the CFA and refined by the UGCFJ. Specifically:</p> <ul style="list-style-type: none"> • Construction of a District Active Open space in Dayton (West Swan East) to provide playing fields, hard courts, a multi-purpose District Active Open Space Community Building and associated supporting amenity identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 2 Cont.	<p>Dayton (West Swan East) - The Development Contribution Area (DCA) comprises all the land referred to as Dayton (West Swan East) identified by scheme maps as DCA 2</p>		<ul style="list-style-type: none"> • Acquisition of Land in Brabham (Albion) to support provision of a district community centre as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. • Construction of a district community centre in Brabham (Albion) as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. <p><i>Local Community Infrastructure</i></p> <p>Land for and construction of community facilities identified by the CFA and the West Swan East (Dayton) District Structure Plan and refined by the UGCFJ. Specifically:</p> <ul style="list-style-type: none"> • Construction of playing fields, hard courts and associated supporting infrastructure to provide a Neighbourhood Active Open Space site co-located with the District Open Space (DOS) • Construction of fifteen (15) Local Passive Public Open Spaces. • Construction of a local community centre to provide a multi-purpose facility as identified by the UGCFJ, West Swan East District Structure Plan and Dayton Local Structure Plan 1 <p>Administrative Items</p> <p>Administrative items permitted by definition under Clause 5A.2.3 and identified in more detail in the Developers Contribution Plan Report, including:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the Development Contribution Plan (including legal expenses, valuation fees, cost of design and cost estimates, consultant and contract services, financing costs, proportion of staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court or Tribunal or arbitration, whether incurred before or after the incorporation of the DCP in Schedule 13). • Cost to review estimates including the costs for appropriately qualified independent persons. • Costs to update the cost apportionment schedules, register of cost contributions, and infrastructure agreements.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 2 Cont.	Dayton (West Swan East) - The Development Contribution Area (DCA) comprises all the land referred to as Dayton (West Swan East) identified by scheme maps as DCA 2	Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of Infrastructure Demand that the proposed development generates in accordance with the Cost apportionment Schedule.</p> <ol style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall define units of Infrastructure Demand used to calculate a Cost Contribution. b. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure d. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined: C = [ID x CR] x I Where C = Cost Contribution (for a chosen network, e.g. Transport) ID = Infrastructure Demand, calculated using the <i>Cost Apportionment Schedule</i> CR = Contribution Rate as set out in the <i>Cost Apportionment Schedule</i>; and I = Indexation factor set out in the <i>Cost Apportionment Schedule</i> to take into account inflation and other matters relevant to the capital cost of infrastructure.
		Priority and timing:	The priority and timing of each infrastructure network shall be informed by the 'Capital Expenditure Plan for the Urban Growth Corridor' and be described in the 'Infrastructure Cost Schedules' which shall outline the costs and timing assumptions necessary to determine infrastructure contribution rates and inform the Cost Apportionment Schedules.
		Period of Operation	This Development Contribution Plan shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of ten years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended or replaced.
		Review process	The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than 5 years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 2 Cont.			The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with clause 5A.2.13 of Local Planning Scheme No. 17

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
<p>DCA 3</p> <p><i>Inserted by Amend. 59 – Gov. Gaz. 04.04.2014</i></p>	<p>Caversham - The Development Contribution Area (DCA) comprises all the land referred to as Caversham and identified by scheme maps as DCA 3</p>	<p>Relationship to other planning instruments</p>	<p><i>Modified by Amend. 44 – Gov. Gaz. 03.07.2012</i></p> <p><i>Replaced by Amend. 59 – Gov. Gaz. 04.04.2014</i></p> <p>The development contribution plan generally conforms to, the following endorsed plans:</p> <ul style="list-style-type: none"> • The Swan Urban Growth Corridor Sub-Regional Structure Plan. • The Urban Growth Corridor- Sub Regional Planning Community Facilities Analysis,2008 (CFA). • The Caversham North Structure Plan (Including associated Appendices). • The Caversham Structure Plan (including associated Appendices). • The Capital Expenditure Plan for the Urban Growth Corridor. • Urban Growth Corridor Facilities Justifications Report (UGCFJ)
		<p>Infrastructure and Administrative Items to be funded:</p>	<p>Standard Infrastructure</p> <p><i>Transport</i></p> <p>Construction and/or upgrade of the following existing and future roads which are required to service the Development Contribution Area:</p> <ul style="list-style-type: none"> • Upgrade/construction of Suffolk Street between Lord Street and West Swan Road. • Upgrade of Arthur Street between Reid Highway and West Swan Road. • Upgrade/Construction of Waldeck Street between Suffolk Street and Benara Road. • Relocation of Overhead High Voltage Electrical Services on Suffolk Street, west of Arthur Street. • Construction of Lord Street between Reid Highway and Benara Road: earthworks for the ultimate dual carriageway and construction of the first stage road works (single carriageway). • Intersection Treatments at: <ul style="list-style-type: none"> ○ Arthur Street and Suffolk Street; ○ Lord Street and Suffolk Street; ○ Reid Highway and Lord Street; ○ Lord Street and Benara Road; ○ West Swan Road and Suffolk Street; ○ Benara Road and Waldeck Street; ○ Suffolk Street and Waldeck Street; ○ Benara Road and West Swan Road; and, ○ West Swan Road and Arthur Street.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 3 Cont.	<p>Caversham - The Development Contribution Area (DCA) comprises all the land referred to as Caversham and identified by scheme maps as DCA 3</p>		<ul style="list-style-type: none"> • Land resumptions necessary to accommodate the proposed designs for all DCP roads and intersection treatments as previously listed, where not already provided in existing reserves. <p>Community Infrastructure</p> <p><i>Sub Regional Community Infrastructure</i></p> <p>Land for and construction of community facilities identified by the CFA and refined by the UGCFJ. Specifically:</p> <ul style="list-style-type: none"> • Construction of a District Active Open Space in Dayton (West Swan East) to provide playing fields, hard courts, a multi-purpose District Active Open Space Community Building and associated supporting amenity identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. • Acquisition of Land in Brabham (Albion) to support provision of a district community centre as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. • Construction of a district community centre in Brabham (Albion) as identified by the UGCFJ with the cost apportioned between the Brabham (Albion), Dayton (West Swan East) and Caversham Development Contribution Areas and future West Swan West cell based on their respective estimated ultimate infrastructure demand. <p><i>Local Community Infrastructure</i></p> <p>Construction of Community Infrastructure identified by the Urban Growth Corridor Facility Justifications Report (UGCFJ) and the Caversham Local Structure Plan. Specifically:</p> <ul style="list-style-type: none"> • Construction of playing fields, hard courts and supporting infrastructure to provide Neighbourhood Active Open Space at a site generally identified in the Caversham Local Structure Plan. • Construction of a local community building co-located with the Neighbourhood Active Open Spaces to provide a multi-purpose facility as identified by the UGCFJ.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 3 Cont.	<p>Caversham - The Development Contribution Area (DCA) comprises all the land referred to as Caversham and identified by scheme maps as DCA 3</p>		<p>Administrative Items</p> <p>Administrative items permitted by definition under Clause 5A.2.3 and identified in more detail in the Development Contributions Plan report, including:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the Development Contribution Plan (including legal expenses, valuation fees, cost of design and cost estimates, consultant and contract services, financing costs, proportion of staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court or Tribunal or arbitration, whether incurred before or after the incorporation of the DCP in Schedule 13). • Cost to review estimates including the costs for appropriately qualified independent persons. • Costs to update the cost apportionment schedules, register of cost contributions, and infrastructure agreements.
		Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule.</p> <ol style="list-style-type: none"> a) The DCP Report and Cost Apportionment Schedule shall define units of Infrastructure Demand used to calculate a Cost Contribution. b) The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand c) The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure d) The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined: <p style="margin-left: 20px;">C = [ID x CR] x I</p> <p style="margin-left: 20px;">Where</p> <p style="margin-left: 20px;">C = Cost Contribution (for a chosen network, e.g. Transport).</p> <p style="margin-left: 20px;">ID = Infrastructure Demand, calculated using the <i>Cost Apportionment Schedule</i>.</p> <p style="margin-left: 20px;">CR = Contribution Rate as set out in the <i>Cost Apportionment Schedule</i>. and</p> <p style="margin-left: 20px;">I = Indexation factor set out in the <i>Cost Apportionment Schedule</i> to take into account inflation and other matters relevant to the capital cost of infrastructure.</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 3 Cont.	Caversham - The Development Contribution Area (DCA) comprises all the land referred to as Caversham and identified by scheme maps as DCA 3	Priority and timing:	The priority and timing of each infrastructure network shall be informed by the 'Capital Expenditure Plan for the Urban Growth Corridor' and be described in the 'Infrastructure Cost Schedules' which shall outline the costs and timing assumptions necessary to determine infrastructure contribution rates and inform the Cost Apportionment Schedules.
		Period of Operation	This Development Contribution Plan (DCP) shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of ten years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended or replaced.
		Review process	<p>The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than 5 years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme 17.</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN							
DCA 4 <i>Inserted by Amend. 169 – Gov. Gaz. 15.12.2020</i>	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4	Relationship to other planning instruments	<p><i>Inserted by Amend. 60 – Gov. Gaz. 05.03.2013</i> <i>Replaced by Amend. 169 – Gov. Gaz. 15.12.2020</i></p> <p>The Development Contribution Plan has generally been informed by:</p> <ul style="list-style-type: none"> Bullsbrook Townsite Land Use Master Plan (District Structure Plan) and appendices Bullsbrook Townsite Land Use Master Plan Precinct Traffic Contributions Report (Transcore October 2019) Local Structure Plans and associated appendices 						
		Infrastructure and Administrative items to be funded	<p>Transport Infrastructure items</p> <p><u>Sub-Regional Transport</u></p> <p>Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth in South Bullsbrook Industrial (DCA 4) with the cost apportioned to each precinct based on its respective ultimate infrastructure demand relative to ultimate overall demand, unless otherwise noted. The remainder of the cost for these items shall be met by the local government:</p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: <table border="1" data-bbox="836 1066 1426 1469"> <tr> <td data-bbox="836 1066 1034 1267"> S-TRF01 to S-TRF11 and S-ACQ09 to S-ACQ24 </td> <td data-bbox="1034 1066 1426 1267"> Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. </td> </tr> <tr> <td data-bbox="836 1267 1034 1469"> S-TRF12 to S-TRF15 and S-ACQ25 to S-SCQ29 </td> <td data-bbox="1034 1267 1426 1469"> Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation. </td> </tr> </table> Crossing treatments upgraded and/or constructed for a : <table border="1" data-bbox="836 1563 1426 1899"> <tr> <td data-bbox="836 1563 1034 1729"> S-BR01 and SACQ-BR01 </td> <td data-bbox="1034 1563 1426 1729"> Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line </td> </tr> <tr> <td data-bbox="836 1729 1034 1899"> S-BR02 and SACQ-BR02 </td> <td data-bbox="1034 1729 1426 1899"> Traffic bridge along Stock Road to cross the Ellen Brook </td> </tr> </table> 	S-TRF01 to S-TRF11 and S-ACQ09 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line.	S-TRF12 to S-TRF15 and S-ACQ25 to S-SCQ29	Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation.	S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line
S-TRF01 to S-TRF11 and S-ACQ09 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line.								
S-TRF12 to S-TRF15 and S-ACQ25 to S-SCQ29	Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation.								
S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line								
S-BR02 and SACQ-BR02	Traffic bridge along Stock Road to cross the Ellen Brook								

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DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<ul style="list-style-type: none"> • Intersection treatments upgraded and/or constructed: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="841 349 1034 495">S-INT01 and SACQ-INT01</td> <td data-bbox="1034 349 1444 495">Great Northern Highway and Stock Road</td> </tr> <tr> <td data-bbox="841 495 1034 663">S-INT01 and SACQ-INT01</td> <td data-bbox="1034 495 1444 663">Great Northern Highway and Stock Road</td> </tr> <tr> <td data-bbox="841 663 1034 969">S-INT07 and SACQ-INT07</td> <td data-bbox="1034 663 1444 969">Great Northern Highway and Main Entrance ('Link 1') and 'Road K', with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.</td> </tr> <tr> <td data-bbox="841 969 1034 1249">S-INT12 and SACQ-INT12</td> <td data-bbox="1034 969 1444 1249">Great Northern Highway and Lage Road and Dewar Road, with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.</td> </tr> <tr> <td data-bbox="841 1249 1034 1451">ACQ-INT02</td> <td data-bbox="1034 1249 1444 1451">Stock Road and 'Road A' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td data-bbox="841 1451 1034 1653">ACQ-INT03</td> <td data-bbox="1034 1451 1444 1653">Stock Road and 'Road B' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td data-bbox="841 1653 1034 1852">ACQ-INT04</td> <td data-bbox="1034 1653 1444 1852">Stock Road and 'Road C' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> </table>	S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road	S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road	S-INT07 and SACQ-INT07	Great Northern Highway and Main Entrance ('Link 1') and 'Road K', with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.	S-INT12 and SACQ-INT12	Great Northern Highway and Lage Road and Dewar Road, with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.	ACQ-INT02	Stock Road and 'Road A' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.	ACQ-INT03	Stock Road and 'Road B' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.	ACQ-INT04	Stock Road and 'Road C' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.
S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road																
S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road																
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S-INT12 and SACQ-INT12	Great Northern Highway and Lage Road and Dewar Road, with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.																
ACQ-INT02	Stock Road and 'Road A' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.																
ACQ-INT03	Stock Road and 'Road B' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.																
ACQ-INT04	Stock Road and 'Road C' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.																

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN															
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; padding: 5px;">ACQ-INT05</td> <td style="padding: 5px;">Stock Road and 'Road E' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td colspan="2" style="padding: 5px;"> <ul style="list-style-type: none"> Land resumptions necessary to accommodate the proposed designs for all Sub-Regional Level Transport Infrastructure previously listed, where not already provided in existing road reserves or otherwise specifically stated as an exclusion in its description. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Sub-Regional Level Transport Infrastructure previously listed. </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> <u>District Transport</u> Nil. </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> <u>Local (Precinct) Transport</u> Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s): <u>Eastern Precinct 1 (LSP 1):</u> <ul style="list-style-type: none"> Roads upgraded and/or constructed: </td> </tr> <tr> <td style="padding: 5px;">TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B</td> <td style="padding: 5px;">Warren Road between the Great Northern Highway and 'Road K' with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td style="padding: 5px;">TRF32 to TRF36 and ACQ-TRF32 to ACQ-TRF36</td> <td style="padding: 5px;">'Road A' between Stock Road and Warren Road</td> </tr> <tr> <td style="padding: 5px;">TRF37 to TRF40 and ACQ-TRF37 to ACQ-TRF40</td> <td style="padding: 5px;">'Road B' between Stock Road and Warren Road</td> </tr> </table>	ACQ-INT05	Stock Road and 'Road E' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.	<ul style="list-style-type: none"> Land resumptions necessary to accommodate the proposed designs for all Sub-Regional Level Transport Infrastructure previously listed, where not already provided in existing road reserves or otherwise specifically stated as an exclusion in its description. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Sub-Regional Level Transport Infrastructure previously listed. 		<u>District Transport</u> Nil.		<u>Local (Precinct) Transport</u> Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s): <u>Eastern Precinct 1 (LSP 1):</u> <ul style="list-style-type: none"> Roads upgraded and/or constructed: 		TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B	Warren Road between the Great Northern Highway and 'Road K' with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	TRF32 to TRF36 and ACQ-TRF32 to ACQ-TRF36	'Road A' between Stock Road and Warren Road	TRF37 to TRF40 and ACQ-TRF37 to ACQ-TRF40	'Road B' between Stock Road and Warren Road
ACQ-INT05	Stock Road and 'Road E' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.																
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<u>District Transport</u> Nil.																	
<u>Local (Precinct) Transport</u> Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s): <u>Eastern Precinct 1 (LSP 1):</u> <ul style="list-style-type: none"> Roads upgraded and/or constructed: 																	
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TRF32 to TRF36 and ACQ-TRF32 to ACQ-TRF36	'Road A' between Stock Road and Warren Road																
TRF37 to TRF40 and ACQ-TRF37 to ACQ-TRF40	'Road B' between Stock Road and Warren Road																

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN													
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<ul style="list-style-type: none"> • Crossing treatments upgraded and/or constructed for a: <table border="1" data-bbox="839 349 1426 546"> <tr> <td data-bbox="839 349 1034 546">BR03 and ACQ-BR03</td> <td data-bbox="1034 349 1426 546">Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> </table> • Intersection treatments upgraded and/or constructed: <table border="1" data-bbox="839 636 1426 1581"> <tr> <td data-bbox="839 636 1098 824">INT02</td> <td data-bbox="1098 636 1426 824">Stock Road and 'Road A'. This item is for construction of the intersection. The associated land acquisition is a sub-regional item.</td> </tr> <tr> <td data-bbox="839 824 1098 1012">INT03</td> <td data-bbox="1098 824 1426 1012">Stock Road and 'Road B' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.</td> </tr> <tr> <td data-bbox="839 1012 1098 1200">INT11 and ACQ-INT11</td> <td data-bbox="1098 1012 1426 1200">Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="839 1200 1098 1433">INT08 and ACQ-INT08</td> <td data-bbox="1098 1200 1426 1433">Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="839 1433 1098 1581">INT09 and ACQ-INT09</td> <td data-bbox="1098 1433 1426 1581">Warren Road and 'Road B'</td> </tr> </table> • Land resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Transport Infrastructure previously listed, where not already provided in existing road reserves. • Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Local (Precinct) Level Transport Infrastructure previously listed. 	BR03 and ACQ-BR03	Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	INT02	Stock Road and 'Road A'. This item is for construction of the intersection. The associated land acquisition is a sub-regional item.	INT03	Stock Road and 'Road B' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.	INT11 and ACQ-INT11	Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	INT08 and ACQ-INT08	Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	INT09 and ACQ-INT09	Warren Road and 'Road B'
BR03 and ACQ-BR03	Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand														
INT02	Stock Road and 'Road A'. This item is for construction of the intersection. The associated land acquisition is a sub-regional item.														
INT03	Stock Road and 'Road B' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.														
INT11 and ACQ-INT11	Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand														
INT08 and ACQ-INT08	Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand														
INT09 and ACQ-INT09	Warren Road and 'Road B'														

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN											
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<p><u>Western Precinct 2 (LSP 2):</u></p> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: <table border="1" data-bbox="841 394 1426 712"> <tr> <td data-bbox="841 394 1035 555">INT04</td> <td data-bbox="1035 394 1426 555"> Stock Road and 'Road C' This item is for construction of the intersection. The associated land acquisition is a sub-regional item. </td> </tr> <tr> <td data-bbox="841 555 1035 712">INT05</td> <td data-bbox="1035 555 1426 712"> Stock Road and 'Road E' This item is for construction of the intersection. The associated land acquisition is a sub-regional item. </td> </tr> </table> <ul style="list-style-type: none"> Land resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Transport Infrastructure previously listed, where not already provided in existing road reserves. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Local (Precinct) Level Transport Infrastructure previously listed. <p><u>North-Eastern Precinct 3 (LSP 3):</u></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: <table border="1" data-bbox="841 1144 1426 1807"> <tr> <td data-bbox="841 1144 1035 1373"> TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B </td> <td data-bbox="1035 1144 1426 1373"> Warren Road between the Great Northern Highway and 'Road K' with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand </td> </tr> <tr> <td data-bbox="841 1373 1035 1592"> TRF57 to TRF60 and ACQ-TRF57 to ACQ-TRF60 </td> <td data-bbox="1035 1373 1426 1592"> Dewar Road extension between Great Northern Highway and Warren Road </td> </tr> <tr> <td data-bbox="841 1592 1035 1807"> TRF61 to TRF62 and ACQ-TRF61 to ACQ-TRF62 </td> <td data-bbox="1035 1592 1426 1807"> Butternab Road between Great Northern Highway and 'Road K' </td> </tr> </table>	INT04	Stock Road and 'Road C' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.	INT05	Stock Road and 'Road E' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.	TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B	Warren Road between the Great Northern Highway and 'Road K' with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	TRF57 to TRF60 and ACQ-TRF57 to ACQ-TRF60	Dewar Road extension between Great Northern Highway and Warren Road	TRF61 to TRF62 and ACQ-TRF61 to ACQ-TRF62	Butternab Road between Great Northern Highway and 'Road K'
INT04	Stock Road and 'Road C' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.												
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TRF57 to TRF60 and ACQ-TRF57 to ACQ-TRF60	Dewar Road extension between Great Northern Highway and Warren Road												
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DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																			
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<table border="1"> <tr> <td data-bbox="841 255 1035 465">TRF49 to TRF56 and ACQ-TRF49 to ACQ-TRF56</td> <td data-bbox="1035 255 1444 465">'Road K' between Great Northern Highway and Warren Road</td> </tr> <tr> <td colspan="2" data-bbox="841 465 1444 582"> <ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: </td> </tr> <tr> <td data-bbox="841 582 1035 779">BR03 and ACQ-BR03</td> <td data-bbox="1035 582 1444 779">Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td colspan="2" data-bbox="841 779 1444 896"> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: </td> </tr> <tr> <td data-bbox="841 896 1035 1066">INT11 and ACQ-INT11</td> <td data-bbox="1035 896 1444 1066">Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="841 1066 1035 1263">INT08 and ACQ-INT08</td> <td data-bbox="1035 1066 1444 1263">Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="841 1263 1035 1415">INT10 and ACQ-INT10</td> <td data-bbox="1035 1263 1444 1415">Warren Road and 'Road K'</td> </tr> <tr> <td data-bbox="841 1415 1035 1559">INT14 and ACQ-INT14</td> <td data-bbox="1035 1415 1444 1559">Butternab Road and 'Road K'</td> </tr> <tr> <td data-bbox="841 1559 1035 1724">INT12 and ACQ-INT12</td> <td data-bbox="1035 1559 1444 1724">Butternab Road and Great Northern Highway</td> </tr> </table>	TRF49 to TRF56 and ACQ-TRF49 to ACQ-TRF56	'Road K' between Great Northern Highway and Warren Road	<ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: 		BR03 and ACQ-BR03	Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	<ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: 		INT11 and ACQ-INT11	Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	INT08 and ACQ-INT08	Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand	INT10 and ACQ-INT10	Warren Road and 'Road K'	INT14 and ACQ-INT14	Butternab Road and 'Road K'	INT12 and ACQ-INT12	Butternab Road and Great Northern Highway
TRF49 to TRF56 and ACQ-TRF49 to ACQ-TRF56	'Road K' between Great Northern Highway and Warren Road																				
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<ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: 																					
INT11 and ACQ-INT11	Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand																				
INT08 and ACQ-INT08	Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand																				
INT10 and ACQ-INT10	Warren Road and 'Road K'																				
INT14 and ACQ-INT14	Butternab Road and 'Road K'																				
INT12 and ACQ-INT12	Butternab Road and Great Northern Highway																				

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																		
DCA 4 Cont.	<p>South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4</p>		<ul style="list-style-type: none"> • Land resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Transport Infrastructure previously listed, where not already provided in existing road reserves. • Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Local (Precinct) Level Transport Infrastructure previously listed. <p>Drainage Infrastructure items</p> <p><u>Local (Precinct) items</u></p> <p>Construction and/or upgrade of the following drainage infrastructure which is required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s):</p> <p><u>Eastern Precinct 1 (LSP 1):</u></p> <ul style="list-style-type: none"> • Arterial swales upgraded and/or constructed: <table border="1" data-bbox="839 920 1430 1489"> <tr> <td data-bbox="839 920 1034 954">A1.1</td> <td data-bbox="1034 920 1430 954" rowspan="16">'Arterial Swale A' linking surface flows entering Precinct 1 from the Great Northern Highway to 'Arterial Swale B' (at 'Road A'), inclusive of 3 key arterial culverts.</td> </tr> <tr> <td data-bbox="839 954 1034 987">ACQ-A1.1</td> </tr> <tr> <td data-bbox="839 987 1034 1021">A1.2</td> </tr> <tr> <td data-bbox="839 1021 1034 1055">ACQ-A1.2</td> </tr> <tr> <td data-bbox="839 1055 1034 1088">A2</td> </tr> <tr> <td data-bbox="839 1088 1034 1122">ACQ-A2</td> </tr> <tr> <td data-bbox="839 1122 1034 1155">CaX</td> </tr> <tr> <td data-bbox="839 1155 1034 1189">ACQ-CaX</td> </tr> <tr> <td data-bbox="839 1189 1034 1223">Ca1</td> </tr> <tr> <td data-bbox="839 1223 1034 1256">ACQ-Ca1</td> </tr> <tr> <td data-bbox="839 1256 1034 1290">Ca3</td> </tr> <tr> <td data-bbox="839 1290 1034 1323">and</td> </tr> <tr> <td data-bbox="839 1323 1034 1357">ACQ-Ca3</td> </tr> <tr> <td data-bbox="839 1357 1034 1391">•</td> </tr> <tr> <td data-bbox="839 1391 1034 1424"></td> </tr> <tr> <td data-bbox="839 1424 1034 1458"></td> </tr> </table>	A1.1	'Arterial Swale A' linking surface flows entering Precinct 1 from the Great Northern Highway to 'Arterial Swale B' (at 'Road A'), inclusive of 3 key arterial culverts.	ACQ-A1.1	A1.2	ACQ-A1.2	A2	ACQ-A2	CaX	ACQ-CaX	Ca1	ACQ-Ca1	Ca3	and	ACQ-Ca3	•		
A1.1	'Arterial Swale A' linking surface flows entering Precinct 1 from the Great Northern Highway to 'Arterial Swale B' (at 'Road A'), inclusive of 3 key arterial culverts.																			
ACQ-A1.1																				
A1.2																				
ACQ-A1.2																				
A2																				
ACQ-A2																				
CaX																				
ACQ-CaX																				
Ca1																				
ACQ-Ca1																				
Ca3																				
and																				
ACQ-Ca3																				
•																				

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN		
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		B1 ACQ-B1 B2.1 ACQ-B2.1 B2.2 ACQ-B2.2 B3.1 ACQ-B3.1 B3.2 ACQ-B3.2 B4 ACQ-B4 Cb1 ACQ-Cb1 Cb2 ACQ-Cb2 Cb3 ACQ-Cb3 Cb4 ACQ-Cb4 Cb5 ACQ-Cb5 Cb6 ACQ-Cb6 Cb7 and ACQ-Cb7	'Arterial Swale B' linking surface flows entering Precinct 1 from Warren Road, along Warren Road (southern side), then 'Road A', then Stock Road (northern side) to exit at Stock Road, inclusive of 7 key arterial culverts

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN									
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<ul style="list-style-type: none"> • Basins (inclusive of Bio-Retention Areas and Flood Storage Areas and any key culverts) upgraded and/or constructed: <table border="1" data-bbox="839 376 1430 1317"> <tr> <td data-bbox="839 376 1034 611"> Bio1 ACQ-Bio1 FSA1 and ACQ-FSA1 </td> <td data-bbox="1034 376 1430 611"> Near the intersection of Stock Road (northern side) and 'Road A' (western side) </td> </tr> <tr> <td data-bbox="839 611 1034 846"> Bio2/3 ACQ-Bio2/3 Cc1 and ACQ-Cc1 </td> <td data-bbox="1034 611 1430 846"> Near the intersection of Stock Road (northern side) and 'Road B' (eastern side), inclusive of 1 key arterial culvert </td> </tr> <tr> <td data-bbox="839 846 1034 1081"> Bio4 ACQ-Bio4 FSA4 and ACQ-FSA4 </td> <td data-bbox="1034 846 1430 1081"> Near the Nambad Brook foreshore on Lot 1 on Warren Road, Bullsbrook </td> </tr> <tr> <td data-bbox="839 1081 1034 1317"> Bio5 ACQ-Bio5 FSA5 and ACQ-FSA5 </td> <td data-bbox="1034 1081 1430 1317"> Near the Ki It Monger Brook foreshore and Warren Road (southern side) </td> </tr> </table> • Land Resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Arterial Swales and Basins (inclusive of Bio-Retention Areas and Flood Storage Areas) previously listed, where not already provided in existing reserves. • Relocation of existing underground and overhead services where they would otherwise interfere with the upgrading/construction of the proposed designs for all Local (Precinct) Level Drainage Infrastructure as previously listed. <p data-bbox="839 1686 1142 1715"><u>Western Precinct 2 (LSP 2):</u></p> <p data-bbox="839 1731 871 1758">Nil</p>	Bio1 ACQ-Bio1 FSA1 and ACQ-FSA1	Near the intersection of Stock Road (northern side) and 'Road A' (western side)	Bio2/3 ACQ-Bio2/3 Cc1 and ACQ-Cc1	Near the intersection of Stock Road (northern side) and 'Road B' (eastern side), inclusive of 1 key arterial culvert	Bio4 ACQ-Bio4 FSA4 and ACQ-FSA4	Near the Nambad Brook foreshore on Lot 1 on Warren Road, Bullsbrook	Bio5 ACQ-Bio5 FSA5 and ACQ-FSA5	Near the Ki It Monger Brook foreshore and Warren Road (southern side)
Bio1 ACQ-Bio1 FSA1 and ACQ-FSA1	Near the intersection of Stock Road (northern side) and 'Road A' (western side)										
Bio2/3 ACQ-Bio2/3 Cc1 and ACQ-Cc1	Near the intersection of Stock Road (northern side) and 'Road B' (eastern side), inclusive of 1 key arterial culvert										
Bio4 ACQ-Bio4 FSA4 and ACQ-FSA4	Near the Nambad Brook foreshore on Lot 1 on Warren Road, Bullsbrook										
Bio5 ACQ-Bio5 FSA5 and ACQ-FSA5	Near the Ki It Monger Brook foreshore and Warren Road (southern side)										

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																							
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<p><u>North-Eastern Precinct 3 (LSP 3):</u></p> <ul style="list-style-type: none"> Arterial swales upgraded and/or constructed: <table border="1" data-bbox="839 367 1426 2024"> <tr> <td data-bbox="839 367 1034 510">AS2 and ACQ-AS2</td> <td data-bbox="1034 367 1426 510">'Arterial Swale 2' linking surface flows entering Precinct 3 from the Great Northern Highway to 'Arterial Swale 3'</td> </tr> <tr> <td data-bbox="839 510 1034 654">AS3 and ACQ-AS3</td> <td data-bbox="1034 510 1426 654">'Arterial Swale 3' linking surface flows between 'Arterial Swale 2' to the Basin B2.1 and Basin B3.1 near 'Road K'</td> </tr> <tr> <td data-bbox="839 654 1034 806">AS7 and ACQ-AS7</td> <td data-bbox="1034 654 1426 806">'Arterial Swale 7' linking surface flows between Basin 5.1 to Basin 7.1 near 'Road K'</td> </tr> <tr> <td data-bbox="839 806 1034 958">AS8 and ACQ-AS8</td> <td data-bbox="1034 806 1426 958">'Arterial Swale 8' linking surface flows between Basin 7.1 to Basin 8.1 near 'Road K'</td> </tr> <tr> <td data-bbox="839 958 1034 1111">AS9 and ACQ-AS9</td> <td data-bbox="1034 958 1426 1111">'Arterial Swale 9' linking surface flows between Basin 8.1 to 'Arterial Swale 10'</td> </tr> <tr> <td data-bbox="839 1111 1034 1263">AS10 and ACQ-AS10</td> <td data-bbox="1034 1111 1426 1263">'Arterial Swale 10' linking surface flows between 'Arterial Swale 9' to Basin B9.1 and the Nambad Brook</td> </tr> <tr> <td data-bbox="839 1263 1034 1415">AS15 and ACQ-AS15</td> <td data-bbox="1034 1263 1426 1415">'Arterial Swale 15' linking surface flows between Basin 13.1, the Dewar Road extension and Basin 15.1 to 'Arterial Swale 18</td> </tr> <tr> <td data-bbox="839 1415 1034 1568">AS16/17 and ACQ-AS16/17</td> <td data-bbox="1034 1415 1426 1568">'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into Precinct 1</td> </tr> <tr> <td data-bbox="839 1568 1034 1720">AS18 and ACQ-AS18</td> <td data-bbox="1034 1568 1426 1720">'Arterial Swale 18' linking surface flows between 'Arterial Swale 15', Basin 14.1, Basin 15.1 and the Nambad Brook.</td> </tr> <tr> <td data-bbox="839 1720 1034 1872">AS19 and ACQ-AS19</td> <td data-bbox="1034 1720 1426 1872">'Arterial Swale 19' linking surface flows along Warren Road (northern side) between Basin 18.1 and Basin 19.1</td> </tr> <tr> <td data-bbox="839 1872 1034 2024">AS20 and ACQ-AS20</td> <td data-bbox="1034 1872 1426 2024">'Arterial Swale 20' linking surface flows along Warren Road (northern side) between Basin 19.1 and Basin 20.1</td> </tr> </table>	AS2 and ACQ-AS2	'Arterial Swale 2' linking surface flows entering Precinct 3 from the Great Northern Highway to 'Arterial Swale 3'	AS3 and ACQ-AS3	'Arterial Swale 3' linking surface flows between 'Arterial Swale 2' to the Basin B2.1 and Basin B3.1 near 'Road K'	AS7 and ACQ-AS7	'Arterial Swale 7' linking surface flows between Basin 5.1 to Basin 7.1 near 'Road K'	AS8 and ACQ-AS8	'Arterial Swale 8' linking surface flows between Basin 7.1 to Basin 8.1 near 'Road K'	AS9 and ACQ-AS9	'Arterial Swale 9' linking surface flows between Basin 8.1 to 'Arterial Swale 10'	AS10 and ACQ-AS10	'Arterial Swale 10' linking surface flows between 'Arterial Swale 9' to Basin B9.1 and the Nambad Brook	AS15 and ACQ-AS15	'Arterial Swale 15' linking surface flows between Basin 13.1, the Dewar Road extension and Basin 15.1 to 'Arterial Swale 18	AS16/17 and ACQ-AS16/17	'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into Precinct 1	AS18 and ACQ-AS18	'Arterial Swale 18' linking surface flows between 'Arterial Swale 15', Basin 14.1, Basin 15.1 and the Nambad Brook.	AS19 and ACQ-AS19	'Arterial Swale 19' linking surface flows along Warren Road (northern side) between Basin 18.1 and Basin 19.1	AS20 and ACQ-AS20	'Arterial Swale 20' linking surface flows along Warren Road (northern side) between Basin 19.1 and Basin 20.1
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AS19 and ACQ-AS19	'Arterial Swale 19' linking surface flows along Warren Road (northern side) between Basin 18.1 and Basin 19.1																								
AS20 and ACQ-AS20	'Arterial Swale 20' linking surface flows along Warren Road (northern side) between Basin 19.1 and Basin 20.1																								

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																					
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<ul style="list-style-type: none"> • Basins (inclusive of Bio-Retention Areas and Flood Storage Areas) upgraded and/or constructed: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; padding: 5px;">B2.1 and ACQ-B2.1</td> <td style="padding: 5px;">Basin 2.1 near 'Road K' and the Ki It Monger Brook foreshore (southern side) linking 'Arterial Swale 3' and Basin 3.1</td> </tr> <tr> <td style="padding: 5px;">B3.1 and ACQ-B3.1</td> <td style="padding: 5px;">Basin 3.1 near 'Road K' linking to 'Arterial Swale 3' and Basin 2.1</td> </tr> <tr> <td style="padding: 5px;">B4.1 and ACQ-B4.1</td> <td style="padding: 5px;">Basin 4.1 near 'Road K' and north of Butternab Road</td> </tr> <tr> <td style="padding: 5px;">B5.1 and ACQ-B5.1</td> <td style="padding: 5px;">Basin 5.1 near 'Road K' south of Butternab Road linking 'Arterial Swale 7'</td> </tr> <tr> <td style="padding: 5px;">B6.1 and ACQ-B6.1</td> <td style="padding: 5px;">Basin 6.1 near the Nambad Brook (northern side) on Lots 2 Butternab Road and Lot 11 Great Northern Highway, Bullsbrook</td> </tr> <tr> <td style="padding: 5px;">B7.1 and ACQ-B7.1</td> <td style="padding: 5px;">Basin 7.1 near 'Road K' linking 'Arterial Swale 7' and 'Arterial Swale 8'</td> </tr> <tr> <td style="padding: 5px;">B8.1 and ACQ-B8.1</td> <td style="padding: 5px;">Basin 8.1 near 'Road K' linking 'Arterial Swale 8' and 'Arterial Swale 9'</td> </tr> <tr> <td style="padding: 5px;">B9.1 and ACQ-B9.1</td> <td style="padding: 5px;">Basin 9.1 near the Nambad Brook (northern side) linking 'Arterial Swale 10'</td> </tr> <tr> <td style="padding: 5px;">B10.1 and ACQ-B10.1</td> <td style="padding: 5px;">Basin 10.1 near 'Road K', the Nambad Brook (north-western side) and Warren Road (northern side)</td> </tr> <tr> <td style="padding: 5px;">B11.1 and ACQ-B11.1</td> <td style="padding: 5px;">Basin 11.1 near the Nambad Brook (southern side) and predominately on Lot 2 Butternab Road, Bullsbrook</td> </tr> </table> 	B2.1 and ACQ-B2.1	Basin 2.1 near 'Road K' and the Ki It Monger Brook foreshore (southern side) linking 'Arterial Swale 3' and Basin 3.1	B3.1 and ACQ-B3.1	Basin 3.1 near 'Road K' linking to 'Arterial Swale 3' and Basin 2.1	B4.1 and ACQ-B4.1	Basin 4.1 near 'Road K' and north of Butternab Road	B5.1 and ACQ-B5.1	Basin 5.1 near 'Road K' south of Butternab Road linking 'Arterial Swale 7'	B6.1 and ACQ-B6.1	Basin 6.1 near the Nambad Brook (northern side) on Lots 2 Butternab Road and Lot 11 Great Northern Highway, Bullsbrook	B7.1 and ACQ-B7.1	Basin 7.1 near 'Road K' linking 'Arterial Swale 7' and 'Arterial Swale 8'	B8.1 and ACQ-B8.1	Basin 8.1 near 'Road K' linking 'Arterial Swale 8' and 'Arterial Swale 9'	B9.1 and ACQ-B9.1	Basin 9.1 near the Nambad Brook (northern side) linking 'Arterial Swale 10'	B10.1 and ACQ-B10.1	Basin 10.1 near 'Road K', the Nambad Brook (north-western side) and Warren Road (northern side)	B11.1 and ACQ-B11.1	Basin 11.1 near the Nambad Brook (southern side) and predominately on Lot 2 Butternab Road, Bullsbrook
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DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		B12.1 and ACQ-B12.1 Basin 12.1 near the Nambad Brook and Dewar Road on Lot 209 Dewar Road, Bullsbrook
			B13.1 and ACQ-B13.1 Basin 13.1 near the Dewar Road extension linking 'Arterial Swale 15'
			B14.1 and ACQ-B14.1 Basin 14.1 on Lot 1 Dewar Road, Bullsbrook linking 'Arterial Swale 15' and 'Arterial Swale 18'
			B15.1 and ACQ-B15.1 Basin 15.1 near the Dewar Road extension predominately on Lot 151 Great Northern Highway, Bullsbrook
			B16.1 and ACQ-B16.1 Basin 16.1 near Warren Road (northern side) and 'Arterial Swale 16/17' (western side) linking to outflow into Precinct 1
			B17.1 and ACQ-B17.1 Basin 17.1 near Warren Road (northern side) and 'Arterial Swale 16/17' (eastern side) linking to outflow into Precinct 1
			B18.1 and ACQ-B18.1 Basin 18.1 near Warren Road (northern side) on Lot 153 Warren Road, Bullsbrook linking 'Arterial Swale 19'
			B19.1 and ACQ-B19.1 Basin 19.1 near Warren Road (northern side) on Lot 7 Warren Road, Bullsbrook linking 'Arterial Swale 19' and 'Arterial Swale 20'
	B20.1 and ACQ-B20.1 Basin 20.1 near 'Road K', the Nambad Brook (south-eastern side) and Warren Road (northern side) linking 'Arterial Swale 20'		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 4 Cont.	<p>South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4</p>		<ul style="list-style-type: none"> • Land Resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Arterial Swales and Basins (inclusive of Bio-Retention Areas and Flood Storage Areas) previously listed, where not already provided in existing reserves. • Relocation of existing underground and overhead services where they would otherwise interfere with the upgrading/construction of the proposed designs for all Local (Precinct) Level Drainage Infrastructure as previously listed. <p>Administrative items</p> <ul style="list-style-type: none"> • Costs to prepare and administer the Development Contribution Plan (including legal expenses, valuation fees, cost of design and cost estimates, consultant and contract services, financing costs, proportion of staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court or Tribunal or arbitration, whether incurred before or after the incorporation of the DCP in Schedule 13). • Cost to review estimates including the costs for appropriately qualified independent persons. • Costs to update the cost apportionment schedules, register of cost contributions, and infrastructure. • A DCP Precinct's liability for the cost of administrative items as described above shall be proportionate to the amount of work required to undertake relevant tasks as they relate to that Precinct.
		Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of the Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule.</p> <ul style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall define units of Infrastructure Demand used to calculate a Cost Contribution. b. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand. c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4		<p>d. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined:</p> <p>C=[ID x CR] x I</p> <p>Where:</p> <p>C = Cost Contribution (for a chosen network, e.g. Transport)</p> <p>ID = Infrastructure Demand, calculated using the Cost Apportionment Schedule</p> <p>CR = Contribution Rate as set out in the Cost Apportionment Schedule; and</p> <p>I = Indexation factor set out in the Cost Apportionment Schedule to take into account inflation and other matters relevant to the capital cost of infrastructure.</p> <p>e. The Cost Contribution for Sub-Regional Transport infrastructure shall utilise a Contribution Rate as set out in Cost Apportionment Schedule and which has been determined on the following basis:</p> <p>CR = [TV% x A] / TID</p> <p>Where:</p> <p>TV% = Percentage of the traffic using the Sub-regional Transport infrastructure as modelled by the Bullsbrook Townsite Land Use Master Plan Precinct Traffic Contributions report (Transcore October 2019)</p> <p>A = Asset Cost</p> <p>TID = Total Infrastructure Demand for a Precinct within South Bullsbrook Industrial DCA</p>
		Priority and timing	<p>The detailed scope and cost of each infrastructure network shall be described in the Development Contribution Plan Report which shall outline the assumptions necessary to determine Infrastructure Contribution Rates and inform the Cost Apportionment Schedules.</p>
		Period of Operation	<p>This Development Contribution Plan shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of ten (10) years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended or replaced.</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 4 Cont.	South Bullsbrook Industrial - The Development Contribution Area (DCA) comprises all the land referred to as South Bullsbrook Industrial identified by the scheme maps as DCA 4	Review Process	<p>The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than five (5) years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme No.17.</p>
		Annual Status Report	<p>The City shall publish an Annual Status Report for DCA 4 in accordance with the requirements of State Planning Policy 3.6 Infrastructure Contributions (as amended).</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 5 <i>Inserted by Amend. 96 – Gov. Gaz. 04.04.2014</i>	Ellenbrook Village 7B, Lot 9000 Railway Parade & Oakover land, Upper Swan - The Development Contribution Area (DCA) comprising all the land as referred to above as identified by scheme maps as DCA 5.	Relationship to other planning instruments	The development contribution plan generally conforms to the following endorsed plans: <ul style="list-style-type: none"> The North East Corridor Extension Strategy (2003) The City of Swan's Long Term Financial Plan
		Infrastructure items to be funded	Traffic bridge over the Ellen Brook in the vicinity of Lot 9000 Railway Parade, Upper Swan.
		Method for calculating contributions	The amount of an owner's Cost Contribution will be calculated: <ol style="list-style-type: none"> As a percentage of the total cost of the bridge correlating to the percentage of traffic volume utilising the bridge from the respective landholdings as modelled by the ARRB traffic modelling report of 2011. Levied pro-rata per lot created within those landholdings. This is expressed as follows: $C = \frac{[IC \times \%TV]}{TI} \times I$ Where: <p>IC is the infrastructure cost</p> <p>%TV = the percentage of modelled traffic volumes generated from each of the landholdings in the DCA utilising the bridge at the year 2031.</p> <p>TI = the total number of lots to be created out of the respective individual landholdings.</p> <p>I = the number of lots proposed to be created on the deposited plan.</p>
		Priority and Timing	The priority and timing of the construction of the bridge over the Ellen Brook shall be informed by the Project Program within the DCP Report, and be described in the 'Infrastructure Cost Schedule' which shall outline the costs and timing assumptions necessary to determine infrastructure contribution rates and inform the Cost Apportionment Schedule.
Period of Operation	This Development Contribution Plan (DCP) shall retain its force and effect until the completion of the construction of the bridge over the Ellen Brook and shall operate for an initial period of five years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended, replaced or repealed.		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 5 Cont. <i>Inserted by Amend. 96 - Gov. Gaz.</i>	Ellenbrook Village 7B, Lot 9000 Railway Parade & Oakover land, Upper Swan - The Development Contribution Area (DCA) comprising all the land as referred to above as identified by scheme maps as DCA 5.	Review Process	<p>The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than five (5) years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with clause 5A.2.13 of Local planning Scheme No.17.</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 7 <i>Inserted by Amend. 170 – Gov. Gaz. 15.12.2020</i>	Bullsbrook Residential Townsite - The Development Contribution Area (DCA) comprises all the land referred to as Bullsbrook Residential Townsite identified by the scheme maps as DCA 7	Relationship to other planning instruments	The Development Contribution Plan has generally been informed by: <ul style="list-style-type: none"> • Bullsbrook Townsite Land Use Master Plan (District Structure Plan) and appendices. • Bullsbrook Townsite Land Use Master Plan Precinct Traffic Contributions Report (Transcore October 2019) • South Bullsbrook Industrial Precinct Local Structure Plans and associated appendices
		Infrastructure and Administrative items to be funded	Note: <ol style="list-style-type: none"> 1. With respect to Precinct 1, only those areas identified as 'Developable Land' in the Development Contribution Plan figure titled 'Infrastructure Demand' are liable for a contribution. As such, areas identified as 'Existing Development' are not liable for a contribution. 2. Unless otherwise noted, where cost apportionment is based on the ultimate infrastructure demand of Precinct 1, this only relates to the demand resulting from the 'Developable Land' in Precinct 1 as described in Note 1 above. As such it excludes any demand from areas identified as 'Existing Development'. <p>Transport Infrastructure items</p> <p><u>Sub-Regional Transport</u></p> <p>Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth in Bullsbrook Residential Townsite (DCA 7) with the cost apportioned to each precinct based on its respective ultimate infrastructure demand relative to ultimate overall demand, unless otherwise noted. The remainder of the cost for these items shall be met by the local government:</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN															
DCA 7 Cont. <i>Inserted by Amend. 170 – Gov. Gaz. 15.12.2020</i>	Bullsbrook Residential Townsite - The Development Contribution Area (DCA) comprises all the land referred to as Bullsbrook Residential Townsite identified by the scheme maps as DCA 7		<ul style="list-style-type: none"> • Roads upgraded and/or constructed: <table border="1" data-bbox="841 322 1428 864"> <tr> <td data-bbox="841 322 1070 602"> S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24 </td> <td data-bbox="1070 322 1428 602"> Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners </td> </tr> <tr> <td data-bbox="841 602 1070 864"> S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29 </td> <td data-bbox="1070 602 1428 864"> Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation </td> </tr> </table> • Crossing treatments upgraded and/or constructed for a: <table border="1" data-bbox="841 938 1428 1234"> <tr> <td data-bbox="841 938 1070 1088"> S-BR01 and SACQ-BR01 </td> <td data-bbox="1070 938 1428 1088"> Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line </td> </tr> <tr> <td data-bbox="841 1088 1070 1234"> S-BR02 and SACQ-BR02 </td> <td data-bbox="1070 1088 1428 1234"> Traffic bridge along Stock Road to cross the Ellen Brook </td> </tr> </table> • Intersection treatments upgraded and/or constructed at: <table border="1" data-bbox="841 1352 1428 1783"> <tr> <td data-bbox="841 1352 1070 1503"> S-INT01 and SACQ-INT01 </td> <td data-bbox="1070 1352 1428 1503"> Great Northern Highway and Stock Road </td> </tr> <tr> <td data-bbox="841 1503 1070 1653"> S-INT07 and SACQ-INT07 </td> <td data-bbox="1070 1503 1428 1653"> Great Northern Highway and Main Entrance ('Link 1') and 'Road K' </td> </tr> <tr> <td data-bbox="841 1653 1070 1783"> S-INT12 and SACQ-INT12 </td> <td data-bbox="1070 1653 1428 1783"> Great Northern Highway and Lage Road and Dewar Road </td> </tr> </table> 	S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners	S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29	Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation	S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line	S-BR02 and SACQ-BR02	Traffic bridge along Stock Road to cross the Ellen Brook	S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road	S-INT07 and SACQ-INT07	Great Northern Highway and Main Entrance ('Link 1') and 'Road K'	S-INT12 and SACQ-INT12	Great Northern Highway and Lage Road and Dewar Road
S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners																
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S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line																
S-BR02 and SACQ-BR02	Traffic bridge along Stock Road to cross the Ellen Brook																
S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road																
S-INT07 and SACQ-INT07	Great Northern Highway and Main Entrance ('Link 1') and 'Road K'																
S-INT12 and SACQ-INT12	Great Northern Highway and Lage Road and Dewar Road																

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN							
DCA 7 Cont. <i>Inserted by Amend. 170 – Gov. Gaz. 15.12.2020</i>	Bullsbrook Residential Townsite - The Development Contribution Area (DCA) comprises all the land referred to as Bullsbrook Residential Townsite identified by the scheme maps as DCA 7		<ul style="list-style-type: none"> Land resumptions necessary to accommodate the proposed designs for all Sub-Regional Level Transport Infrastructure previously listed, where not already provided in existing road reserves or otherwise specifically stated as an exclusion in its description. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Sub-Regional Level Transport Infrastructure previously listed. <p><u>District (DCA-wide) Transport</u></p> <p>Nil</p> <p><u>Neighbourhood (Precinct) Transport</u></p> <p>Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s):</p> <p><u>Northern Precinct 1</u></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: <table border="1" data-bbox="837 1008 1428 2027"> <tbody> <tr> <td data-bbox="837 1008 1069 1332"> B-TRF08 to B-TRF09 and BACQ-TRF08 to BACQ-TRF09 </td> <td data-bbox="1069 1008 1428 1332"> Chittering Road between Main Entrance ('Link 1') and Quin Road; with the costs apportioned to Precinct 1 based on its ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government. </td> </tr> <tr> <td data-bbox="837 1332 1069 1668"> B-TRF10A and BACQ-TRF10A </td> <td data-bbox="1069 1332 1428 1668"> Chittering Road between Main Entrance ('Link 1') and Maroubra Avenue with the costs apportioned to Precinct 1 and 2 - based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government. </td> </tr> <tr> <td data-bbox="837 1668 1069 2027"> B-TRF37A and BACQ-TRF37A </td> <td data-bbox="1069 1668 1428 2027"> Portion of Chittering Road ('Link 8') between Maroubra Avenue, 'Link 8' and the Chittering Road extension with the costs apportioned to Precinct 1 and 2 - based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government. </td> </tr> </tbody> </table>	B-TRF08 to B-TRF09 and BACQ-TRF08 to BACQ-TRF09	Chittering Road between Main Entrance ('Link 1') and Quin Road; with the costs apportioned to Precinct 1 based on its ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.	B-TRF10A and BACQ-TRF10A	Chittering Road between Main Entrance ('Link 1') and Maroubra Avenue with the costs apportioned to Precinct 1 and 2 - based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.	B-TRF37A and BACQ-TRF37A	Portion of Chittering Road ('Link 8') between Maroubra Avenue, 'Link 8' and the Chittering Road extension with the costs apportioned to Precinct 1 and 2 - based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.
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B-TRF37A and BACQ-TRF37A	Portion of Chittering Road ('Link 8') between Maroubra Avenue, 'Link 8' and the Chittering Road extension with the costs apportioned to Precinct 1 and 2 - based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.								

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			B-TRF11 and BACQ-TRF11	Maroubra Avenue between Great Northern Highway and Chittering Road with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.	
			B-CULD01	Cul de Sac and closure of Chittering Road between the Great Northern Highway and 'Link 8' with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.	
			<ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: 		
			B-BRI01	Traffic tie-in bridge upgrade along the Great Northern Highway tying in with Main Entrance ('Link 1') to cross the Ki-It Brook with the costs apportioned between Precinct 1 and 2, based on their respective ultimate infrastructure demand	

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B-INT02 and BACQ-INT02	Great Northern Highway and Maroubra Avenue with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.								
B-INT18 and BACQ-INT18	Chittering Road and Maroubra Avenue with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.								
B-INT26 and BACQ-INT26	Chittering Road extension and 'Link 8' with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.								

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			B-TRF24B and BACQ-TRF24B Portion of 'Link 3' between Main Entrance ('Link 1') and the southern boundary of this Precinct
			B-CULD01 Cul de Sac and closure of Chittering Road between the Great Northern Highway and 'Link 8' with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.
		<ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: 	
			B-BRI01 Traffic tie-in bridge upgrade along the Great Northern Highway tying in with Main Entrance ('Link 1') to cross the Ki-It Brook with the costs apportioned between Precinct 1 and 2, based on their respective ultimate infrastructure demand
		<ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed at: 	
			B-INT02 and BACQ-INT02 Great Northern Highway and Maroubra Avenue with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.

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			B-INT23 and BACQ-INT23 Main Entrance ('Link 1') and 'Link 3'
			B-INT26 and BACQ-INT26 Chittering Road extension and 'Link 8' with the costs apportioned to Precinct 1 and 2, based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.
		<ul style="list-style-type: none"> Land resumptions necessary to accommodate the proposed designs for all Neighbourhood Level Transport Infrastructure previously listed, where not already provided in existing road reserves. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Neighbourhood Level Transport Infrastructure previously listed. <p><u>Southern Precinct 3</u></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: 	
			B-TRF24A and BACQ-TRF24A Portion of 'Link 3' between Burley Road extension and the northern boundary of this Precinct
			B-TRF26 and BACQ-TRF26 Stock Road extension between Great Northern Highway and Burley Road extension

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B-TRF28 to B-TRF29 and BACQ-TRF28 to BACQ-TRF29	Lage Road between the Great Northern Highway and Burley Road extension																				
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B-INT15 and BACQ-INT15	Burley Road extension and Lage Road and 'Link 9'																				
B-INT17 and BACQ-INT17	Burley Road extension and Stock Road																				
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B-DOS01 B-DOS01B B-DOS1BL B-DOS01C and B-DOS01CL	Land acquisition and construction of 5.6ha of a 9ha District Active Open Space to provide playing fields, hard courts, a co-located district-level multi-purpose building and supporting infrastructure and amenities at a site generally identified in the Bullsbrook Townsite District Structure Plan and the relevant Local Structure Plan(s)																				

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		Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of the Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule.</p> <ol style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall be defined units of Infrastructure Demand used to calculate a Cost Contribution. b. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand. c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure. d. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined: $C = [ID \times CR] \times I$ Where: C = Cost Contribution (for a chosen network, e.g. Transport) ID = Infrastructure Demand, calculated using the Cost Apportionment Schedule CR = Contribution Rate as set out in the Cost Apportionment Schedule; and

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		Priority and timing	<p>The detailed scope and cost of each infrastructure network shall be described in the Development Contribution Plan Report which shall outline the assumptions necessary to determine Infrastructure Contribution Rates and inform the Cost Apportionment Schedules.</p>
		Period of Operation	<p>This Development Contribution Plan shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of ten (10) years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended or replaced.</p>
		Review Process	<p>The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than five (5) years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme No. 17.</p>
		Annual Status Report	<p>The City shall publish an Annual Status Report for DCA 7 in accordance with the requirements of State Planning Policy 3.6 Infrastructure Contributions (as amended).</p>

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN											
DCA 8 <i>Inserted by Amend. 200 Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.	Relationship to other planning instruments	The Development Contribution Plan generally conforms to strategic planning documents outlining the intended delivery of infrastructure including: <ul style="list-style-type: none"> • Local Structure Plans and associated appendices. • Henley Brook Community Infrastructure Plan and Capital Expenditure Plan. Local Government's Strategic Community Plan and the 10-year Financial Management Plan.										
		Infrastructure and Administrative items to be funded	Transport Infrastructure items: Construction and/or upgrade and land acquisition of the following existing and future roads and intersections which are required to service growth within the Henley Brook Urban Precinct (DCA 8) with the cost apportioned to DCA 8, unless otherwise noted - <ul style="list-style-type: none"> • Roads upgraded and/or construction - <table border="1" data-bbox="836 965 1430 1809"> <tbody> <tr> <td data-bbox="836 965 1106 1115"> H-TRF01 and H-ACQTRF01 </td> <td data-bbox="1106 965 1430 1115"> 'Losino Boulevard' between Gngangara Road and Andrea Drive. </td> </tr> <tr> <td data-bbox="836 1115 1106 1265"> H-TRF02 and H-ACQTRF02 </td> <td data-bbox="1106 1115 1430 1265"> 'Andrea Drive' between Losino Boulevard and Henley Street. </td> </tr> <tr> <td data-bbox="836 1265 1106 1462"> H-TRF03A to H-TRF03D and H-ACQTRF03A to H-ACQTRF03D </td> <td data-bbox="1106 1265 1430 1462"> 'Henley Street' between Starflower Road and Henley Brook Avenue. </td> </tr> <tr> <td data-bbox="836 1462 1106 1612"> H-TRF04 and H-ACQTRF04 </td> <td data-bbox="1106 1462 1430 1612"> 'Partridge Street Extension' between Brooklands Drive and Park Street. </td> </tr> <tr> <td data-bbox="836 1612 1106 1809"> H-TRF05A to H-TRF05B and H-ACQTRF05A to H-ACQTRF05B </td> <td data-bbox="1106 1612 1430 1809"> 'Brooklands Drive' between Henley Street and 'Local Road 1'. </td> </tr> </tbody> </table>	H-TRF01 and H-ACQTRF01	'Losino Boulevard' between Gngangara Road and Andrea Drive.	H-TRF02 and H-ACQTRF02	'Andrea Drive' between Losino Boulevard and Henley Street.	H-TRF03A to H-TRF03D and H-ACQTRF03A to H-ACQTRF03D	'Henley Street' between Starflower Road and Henley Brook Avenue.	H-TRF04 and H-ACQTRF04	'Partridge Street Extension' between Brooklands Drive and Park Street.	H-TRF05A to H-TRF05B and H-ACQTRF05A to H-ACQTRF05B	'Brooklands Drive' between Henley Street and 'Local Road 1'.
H-TRF01 and H-ACQTRF01	'Losino Boulevard' between Gngangara Road and Andrea Drive.												
H-TRF02 and H-ACQTRF02	'Andrea Drive' between Losino Boulevard and Henley Street.												
H-TRF03A to H-TRF03D and H-ACQTRF03A to H-ACQTRF03D	'Henley Street' between Starflower Road and Henley Brook Avenue.												
H-TRF04 and H-ACQTRF04	'Partridge Street Extension' between Brooklands Drive and Park Street.												
H-TRF05A to H-TRF05B and H-ACQTRF05A to H-ACQTRF05B	'Brooklands Drive' between Henley Street and 'Local Road 1'.												

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN			
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		H-TRF06A to H-TRF06D and H-ACQTRF06A to H-ACQTRF06D	'Park Street' between Starflower Road and Henley Brook Avenue.	
			H-TRF07A to H-TRF07C and H-ACQTRF07A to H-ACQTRF07C	'Starflower Road' between Park Street and Gngangara Road.	
			H-TRF08A to H-TRF08B and H-ACQTRF08A to H-ACQTRF08B	'Henley Brook Avenue' between Park Street and Asturian Drive. The maximum cost contribution that can be levied from DCA 8 for this item shall not exceed the cost of - <ul style="list-style-type: none"> ○ Construction of earthworks for the whole road reserve; ○ Construction of one carriageway comprised of two lanes (Integrator A - Type 1 standard) and associated drainage works and shared paths, and; ○ Land acquisition for the whole road reserve. The remainder of the cost shall be met by the local government.	
			<ul style="list-style-type: none"> • Intersection treatments upgraded and/or constructed at - 		
			H-INT01 and H-ACQINT01	Starflower Road and Henley Street	
	H-INT02 and H-ACQINT02	Starflower Road and Fairmount Boulevard and Park Street.			

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN		
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		H-INT03 and H-ACQINT03	Park Street and Partridge Street and Partridge Street Extension.
			H-INT04 and H-ACQINT04	Henley Street and Andrea Drive.
			H-INT05 and H-ACQINT05	Henley Street and Brooklands Drive.
			H-INT06 and H-ACQINT06	Andrea Drive and Losino Boulevard.
			H-INT07 and H-ACQINT07	Henley Street and Asturian Drive.
			H-INT10 and H-ACQINT10	Henley Brook Avenue and Henley Street.
			H-INT12 and H-ACQINT12	10.22% of the cost of upgrading the intersection treatment at Ghangara Road and Henley Brook Avenue.
			H-INT13 and H-ACQINT13	52.5% of the cost of upgrading the intersection treatment at Ghangara Road and Losino Boulevard
		<ul style="list-style-type: none"> Land acquisition necessary to accommodate the proposed designs for all Transport Infrastructure previously listed, where not already provided in existing road reserves or otherwise specifically stated as an exclusion in its description. Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Transport Infrastructure previously listed. 		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN					
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		<p>Capped Community Infrastructure Items</p> <p>The following items within the 3.7ha Eastern Neighbourhood Active Open Space and the 3.4ha Central Neighbourhood Active Open Space are community infrastructure items subject to a contribution cap of no more than \$5,000 per dwelling, or unit of equivalent demand in the case of non-residential zoned land:</p> <hr/> <table border="1" data-bbox="839 546 1428 1762"> <tbody> <tr> <td data-bbox="839 546 1086 1126"> H-POSF05CAP and H-CIF01CAP </td> <td data-bbox="1086 546 1428 1126"> Community Centre/Sporting Pavillion building; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.7ha Eastern Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap. </td> </tr> <tr> <td data-bbox="839 1126 1086 1762"> H-POSF06CAP and H-CIF02CAP </td> <td data-bbox="1086 1126 1428 1762"> Community Centre/Sporting Pavillion building; Double BBQ; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.4ha Central Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap. </td> </tr> </tbody> </table>	H-POSF05CAP and H-CIF01CAP	Community Centre/Sporting Pavillion building; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.7ha Eastern Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap.	H-POSF06CAP and H-CIF02CAP	Community Centre/Sporting Pavillion building; Double BBQ; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.4ha Central Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap.
H-POSF05CAP and H-CIF01CAP	Community Centre/Sporting Pavillion building; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.7ha Eastern Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap.						
H-POSF06CAP and H-CIF02CAP	Community Centre/Sporting Pavillion building; Double BBQ; AFL and Soccer Goal posts; Cricket practice nets and pitches; Car parking; Lighting for playing fields. Other than these listed items, the balance of the infrastructure for the 3.4ha Central Neighbourhood Active Open Space - inclusive of land acquisition and construction of the park – constitutes standard community infrastructure and not subject to the cap.						

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN											
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		<p>Standard Community Infrastructure</p> <p>The construction and land acquisition of the following standard community infrastructure required to service growth within the Henley Brook Urban Precinct (DCA 8) with the cost apportioned to DCA 8 -</p> <ul style="list-style-type: none"> Construction of the following Passive Parks in locations identified in the relevant Structure Plan - <table border="1" data-bbox="810 517 1406 1798"> <tbody> <tr> <td data-bbox="810 517 1062 667"> H-POS01 and H-ACQPOS01 </td> <td data-bbox="1062 517 1406 667"> 'Passive Park 1' generally identified near Petrana Place and Gngara Road. </td> </tr> <tr> <td data-bbox="810 667 1062 987"> H-POS02 and H-POS02G and H-ACQPOS02 and H-ACQPOS02G </td> <td data-bbox="1062 667 1406 987"> 'Passive Park 2' generally identified near Andrea Drive and Losino Boulevard. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space. </td> </tr> <tr> <td data-bbox="810 987 1062 1137"> H-POS03 and H-ACQPOS03 </td> <td data-bbox="1062 987 1406 1137"> 'Passive Park 3' generally identified near Starflower Road, north of Henley Street. </td> </tr> <tr> <td data-bbox="810 1137 1062 1458"> H-POS04 and H-POS04G and H-ACQPOS04 and H-ACQPOS04G </td> <td data-bbox="1062 1137 1406 1458"> 'Passive Park 4' generally identified near Andrea Drive and Henley Street. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space. </td> </tr> <tr> <td data-bbox="810 1458 1062 1798"> H-POS07 and H-POS07G and H-ACQPOS07 and H-ACQPOS07G </td> <td data-bbox="1062 1458 1406 1798"> 'Passive Park 7' generally identified near Henley Street and Brooklands Drive. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space. </td> </tr> </tbody> </table>	H-POS01 and H-ACQPOS01	'Passive Park 1' generally identified near Petrana Place and Gngara Road.	H-POS02 and H-POS02G and H-ACQPOS02 and H-ACQPOS02G	'Passive Park 2' generally identified near Andrea Drive and Losino Boulevard. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.	H-POS03 and H-ACQPOS03	'Passive Park 3' generally identified near Starflower Road, north of Henley Street.	H-POS04 and H-POS04G and H-ACQPOS04 and H-ACQPOS04G	'Passive Park 4' generally identified near Andrea Drive and Henley Street. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.	H-POS07 and H-POS07G and H-ACQPOS07 and H-ACQPOS07G	'Passive Park 7' generally identified near Henley Street and Brooklands Drive. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.
H-POS01 and H-ACQPOS01	'Passive Park 1' generally identified near Petrana Place and Gngara Road.												
H-POS02 and H-POS02G and H-ACQPOS02 and H-ACQPOS02G	'Passive Park 2' generally identified near Andrea Drive and Losino Boulevard. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.												
H-POS03 and H-ACQPOS03	'Passive Park 3' generally identified near Starflower Road, north of Henley Street.												
H-POS04 and H-POS04G and H-ACQPOS04 and H-ACQPOS04G	'Passive Park 4' generally identified near Andrea Drive and Henley Street. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.												
H-POS07 and H-POS07G and H-ACQPOS07 and H-ACQPOS07G	'Passive Park 7' generally identified near Henley Street and Brooklands Drive. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.												

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		H-POS08 and H-ACQPOS08 'Passive Park 8' generally identified near the eastern extent of the Henley Brook Bridle Trail, north and east of Brooklands Drive.
			H-POS09 and H-ACQPOS09 'Passive Park 9' generally identified near Brooklands Drive and the future Henley Brook Avenue.
			H-POS10 and H-ACQPOS10 'Passive Park 10' generally identified near Park Street, Diane Place and the Partridge Street extension.
			H-POS11 and H-ACQPOS11 'Passive Park 11' generally identified near 'Local Road 1', Park Street and Partridge Street extension.
			H-POS12 and H-POS12G and H-ACQPOS12 and H-ACQPOS12G 'Passive Park 12' generally near 'Access Road 1' and Brooklands Drive. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.
			H-POS13 and H-POS13G and H-ACQPOS13 and H-ACQPOS13G 'Passive Park 13' located generally near 'Access Road 1' and Park Street. This item includes construction works and land acquisitions necessary to include the high-pressure gas pipeline easements within this recreational space.
			<ul style="list-style-type: none"> Land acquisition and construction of the following Active Parks in locations identified in the relevant Structure Plan: <table border="1" data-bbox="826 1686 1401 1935"> <tr> <td data-bbox="826 1686 1074 1935"> H-POS05 and H-ACQPOS05 </td> <td data-bbox="1074 1686 1401 1935"> The 3.7ha Eastern Neighbourhood Active Open Space at the site near Henley Street and Asturian Drive, but excluding those items identified as Capped Community Infrastructure Items. </td> </tr> </table>
H-POS05 and H-ACQPOS05	The 3.7ha Eastern Neighbourhood Active Open Space at the site near Henley Street and Asturian Drive, but excluding those items identified as Capped Community Infrastructure Items.		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.	H-POS06 and H-ACQPOS06	<p>The 3.4ha Central Neighbourhood Active Open Space at the site near Henley Street and Brooklands Drive, but excluding those items identified as Capped Community Infrastructure Items.</p> <ul style="list-style-type: none"> Relocation of existing underground and overhead services where they would otherwise interfere with the upgrading/construction of the proposed designs for all Standard Community Infrastructure items as previously listed. <p>Administration items including -</p> <ul style="list-style-type: none"> Costs to prepare and administer the Development Contribution Plan (including legal expenses, valuation fees, cost of design and cost estimates, consultant and contract services, financing costs, proportion of staff salaries, technical support and office expenses for the purposes of administering the plan and expenses incurred by the City in relation to litigation in any Court or Tribunal or arbitration, whether incurred before or after the incorporation of the DCP in Schedule 13). Cost to review estimates including the costs for appropriately qualified independent persons. Costs to update the cost apportionment schedules, register of cost contributions, and infrastructure.
		Method for calculating contributions	<ol style="list-style-type: none"> The contributions outlined in this plan have been based on the need for community infrastructure and/or non-community infrastructure generated by additional development in the development contribution plan. The local government's Community Infrastructure Plan identifies the community infrastructure needs that impact on the Development Contribution Plan. The amount of an owner's Cost Contribution will be determined by the proportional share of the Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule The DCP Report and Cost Apportionment Schedule shall define units of Infrastructure Demand used to calculate a Cost Contribution. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 8 Cont. <i>Inserted by Amend. 200 – Gov. Gaz. 03.03.2023</i>	Henley Brook Urban Precinct - The Development Contribution Area (DCA) comprises all the land referred to as Henley Brook Urban Growth Precinct identified by the scheme maps as DCA 8.		5. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure. 6. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined - $C = [ID \times CR] \times I$ Where: C = Cost Contribution (for a chosen network, e.g. Transport) ID = Infrastructure Demand, calculated using the Cost Apportionment Schedule CR = Contribution Rate as set out in the Cost Apportionment Schedule; and I = Indexation factor set out in the Cost Apportionment Schedule to take into account inflation and other matters relevant to the capital cost of infrastructure.
		Priority and timing	The detailed scope and cost of each infrastructure network shall be described in the Development Contribution Plan Report which shall outline the assumptions necessary to determine Infrastructure Contribution Rates and inform the Cost Apportionment Schedules.
		Period of Operation	This Development Contribution Plan shall retain its force and effect until the completion of the development of all en-globo landholdings within the Development Contribution Area (DCA) and shall operate for an initial period of 10 years from the date of gazettal of this amendment, after which the DCP will be reviewed and if necessary, amended or replaced.
		Review Process	The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than 5 years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing. The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme No.17.
		Annual Status Report	The City shall publish an Annual Status Report for DCA 7 in accordance with the requirements of State Planning Policy 3.6 Infrastructure Contributions (as amended).