

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>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><i>Modified by Amend. 44 – Gov. Gaz. 03.07.2012</i> <i>Replaced by Amend. 57 – 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 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 Bushforever 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 Woollcott Avenue – South;

			<p><i>Transport – Cont.</i></p> <ul style="list-style-type: none"> ○ Henley Brook Avenue and Woollcott Avenue – North; ○ Henley Brook Avenue and Future Neighbourhood Connector B – 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.. <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 refined 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. • 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.
--	--	--	---

		<p>Method for calculating contributions</p>	<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"> 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. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure. 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.
		<p>Priority and timing:</p>	<p>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.</p>
		<p>Period of Operation</p>	<p>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.</p>

		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 'Bushforever Site 200' through to Harrow Street with the cost apportioned between the Braham (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.

			<p><i>Transport - continue</i></p> <ul style="list-style-type: none"> • 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. • 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
--	--	--	---

			<p>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.</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
--	--	--	--

			<p>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).</p> <ul style="list-style-type: none"> • 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.
		<p>Method for calculating contributions</p>	<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</p> <p>C = Cost Contribution (for a chosen network, e.g. Transport)</p> <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 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 No. 17</p>

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;

			<ul style="list-style-type: none"> ○ Benara Road and West Swan Road; and, ○ West Swan Road and Arthur Street. <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.
--	--	--	--

			<ul style="list-style-type: none"> • 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. <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.
		<p>Method for calculating contributions</p>	<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"> 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 The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure 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</p> <p>C = Cost Contribution (for a chosen network, e.g. Transport).</p> <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:	<p>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.</p>
		Period of Operation	<p>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.</p>
		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></p> <p><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="837 1288 1428 1724"> <tr> <td data-bbox="837 1288 1034 1505"> S-TRF01 to S-TRF11 and S-ACQ09 to S-ACQ24 </td> <td data-bbox="1034 1288 1428 1505"> Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. </td> </tr> <tr> <td data-bbox="837 1505 1034 1724"> S-TRF12 to S-TRF15 and S-ACQ25 to S-SCQ29 </td> <td data-bbox="1034 1505 1428 1724"> 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="837 1848 1428 2065"> <tr> <td data-bbox="837 1848 1034 2004"> S-BR01 and SACQ-BR01 </td> <td data-bbox="1034 1848 1428 2004"> Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line </td> </tr> <tr> <td data-bbox="837 2004 1034 2065"> S-BR02 </td> <td data-bbox="1034 2004 1428 2065"> Traffic bridge along Stock </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	Traffic bridge along Stock								

			and SACQ-BR02	Road to cross the Ellen Brook
			<ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: 	
			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.
			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. <p><u>District Transport</u></p> <p>Nil.</p> <p><u>Local (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>Eastern Precinct 1 (LSP 1):</u></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: <table border="1" data-bbox="837 1137 1428 1915"> <tr> <td data-bbox="837 1137 1034 1415">TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B</td> <td data-bbox="1034 1137 1428 1415">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="837 1415 1034 1662">TRF32 to TRF36 and ACQ-TRF32 to ACQ-TRF36</td> <td data-bbox="1034 1415 1428 1662">'Road A' between Stock Road and Warren Road</td> </tr> <tr> <td data-bbox="837 1662 1034 1915">TRF37 to TRF40 and ACQ-TRF37 to ACQ-TRF40</td> <td data-bbox="1034 1662 1428 1915">'Road B' between Stock Road and Warren Road</td> </tr> </table> <ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: 	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
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								

			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: 	
			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'
			<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>Western Precinct 2 (LSP 2):</u></p> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed: <table border="1"> <tr> <td>INT04</td> <td> 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>INT05</td> <td> 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"> <tr> <td> TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B </td> <td> 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> TRF57 to TRF60 and ACQ-TRF57 to ACQ-TRF60 </td> <td> Dewar Road extension between Great Northern Highway and Warren Road </td> </tr> <tr> <td> TRF61 to TRF62 and ACQ-TRF61 to ACQ-TRF62 </td> <td> 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.												
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'												

			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
			<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 	

			<p>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> <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"> <tr> <td>A1.1 ACQ-A1.1 A1.2 ACQ-A1.2 A2 ACQ-A2 CaX ACQ-CaX Ca1 ACQ-Ca1 Ca3 and ACQ-Ca3</td> <td>'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>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</td> <td>'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</td> </tr> </table>	A1.1 ACQ-A1.1 A1.2 ACQ-A1.2 A2 ACQ-A2 CaX ACQ-CaX Ca1 ACQ-Ca1 Ca3 and ACQ-Ca3	'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.	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	'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
A1.1 ACQ-A1.1 A1.2 ACQ-A1.2 A2 ACQ-A2 CaX ACQ-CaX Ca1 ACQ-Ca1 Ca3 and ACQ-Ca3	'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.						
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	'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						

			ACQ-Cb2 Cb3 ACQ-Cb3 Cb4 ACQ-Cb4 Cb5 ACQ-Cb5 Cb6 ACQ-Cb6 Cb7 and ACQ-Cb7	
			<ul style="list-style-type: none"> Basins (inclusive of Bio-Retention Areas and Flood Storage Areas and any key culverts) upgraded and/or constructed: 	
			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)
			<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, 	

			<p>where not already provided in existing reserves.</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 Local (Precinct) Level Drainage Infrastructure as previously listed. <p><u>Western Precinct 2 (LSP 2):</u></p> <p>Nil</p> <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"> <tr> <td>AS2 and ACQ-AS2</td> <td>'Arterial Swale 2' linking surface flows entering Precinct 3 from the Great Northern Highway to 'Arterial Swale 3'</td> </tr> <tr> <td>AS3 and ACQ-AS3</td> <td>'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>AS7 and ACQ-AS7</td> <td>'Arterial Swale 7' linking surface flows between Basin 5.1 to Basin 7.1 near 'Road K'</td> </tr> <tr> <td>AS8 and ACQ-AS8</td> <td>'Arterial Swale 8' linking surface flows between Basin 7.1 to Basin 8.1 near 'Road K'</td> </tr> <tr> <td>AS9 and ACQ-AS9</td> <td>'Arterial Swale 9' linking surface flows between Basin 8.1 to 'Arterial Swale 10'</td> </tr> <tr> <td>AS10 and ACQ-AS10</td> <td>'Arterial Swale 10' linking surface flows between 'Arterial Swale 9' to Basin B9.1 and the Nambad Brook</td> </tr> <tr> <td>AS15 and ACQ-AS15</td> <td>'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>AS16/17 and ACQ-</td> <td>'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into</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-	'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into
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-	'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into																		

			AS16/17	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
			<ul style="list-style-type: none"> Basins (inclusive of Bio-Retention Areas and Flood Storage Areas) upgraded and/or constructed: 	
			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	Basin 9.1 near the Nambad

			and ACQ-B9.1	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
			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

			<p style="text-align: right;">Swale 20'</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.
		<p>Method for calculating contributions</p>	<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 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

			<p>Demand.</p> <p>c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure.</p> <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	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 ten (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	<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	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).

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
<p>DCA 5</p> <p><i>Inserted by Amend. 96 – Gov. Gaz. 04.04.2014</i></p>	<p>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.</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 North East Corridor Extension Strategy (2003) • The City of Swan's Long Term Financial Plan
		<p>Infrastructure items to be funded</p>	<p>Traffic bridge over the Ellen Brook in the vicinity of Lot 9000 Railway Parade, Upper Swan.</p>
		<p>Method for calculating contributions</p>	<p>The amount of an owner's Cost Contribution will be calculated:</p> <p>(i) 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.</p> <p>(ii) Levied pro-rata per lot created within those landholdings.</p> <p>This is expressed as follows:</p> $C = \frac{[IC \times \%TV]}{TI} \times I$ <p>Where:</p> <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>
		<p>Priority and Timing</p>	<p>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.</p>
		<p>Period of Operation</p>	<p>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.</p>
<p>Review Process</p>	<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</p>		

			<p>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> <ul style="list-style-type: none"> • Roads upgraded and/or constructed: <table border="1" data-bbox="842 1798 1433 2072"> <tr> <td data-bbox="842 1798 1070 2072"> S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24 </td> <td data-bbox="1070 1798 1433 2072"> 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 </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						
			<table border="1"> <tr> <td>S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29</td> <td>Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation</td> </tr> </table>	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-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								
			<ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a: 						
			<table border="1"> <tr> <td>S-BR01 and SACQ-BR01</td> <td>Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line</td> </tr> <tr> <td>S-BR02 and SACQ-BR02</td> <td>Traffic bridge along Stock Road to cross the Ellen Brook</td> </tr> </table>	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-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								
			<ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed at: 						
			<table border="1"> <tr> <td>S-INT01 and SACQ-INT01</td> <td>Great Northern Highway and Stock Road</td> </tr> <tr> <td>S-INT07 and SACQ-INT07</td> <td>Great Northern Highway and Main Entrance ('Link 1') and 'Road K'</td> </tr> <tr> <td>S-INT12 and SACQ-INT12</td> <td>Great Northern Highway and Lage Road and Dewar Road</td> </tr> </table>	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-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								
			<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"> <tr> <td>B-TRF08 to B-TRF09 and BACQ-TRF08 to BACQ-TRF09</td> <td>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>B-TRF10A and BACQ-TRF10A</td> <td>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>B-TRF37A and BACQ-TRF37A</td> <td>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> <tr> <td>B-TRF10B and BACQ-TRF10B</td> <td>Chittering Road extension between 'Link 8' and the Great Northern Highway with the costs apportioned</td> </tr> </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.	B-TRF10B and BACQ-TRF10B	Chittering Road extension between 'Link 8' and the Great Northern Highway with the costs apportioned
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.										
B-TRF10B and BACQ-TRF10B	Chittering Road extension between 'Link 8' and the Great Northern Highway 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-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-BR101	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.
			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.
			<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>Central Precinct 2</u></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed: 	
			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	Portion of Chittering Road ('Link 8') between Maroubra Avenue, 'Link 8' and the Chittering Road

			BACQ-TRF37A	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.
			B-TRF10B and BACQ-TRF10B	Chittering Road extension between 'Link 8' and the Great Northern Highway 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-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-TRF35 to B-TRF36 and BACQ-TRF35 to BACQ-TRF36	Main Entrance ('Link 1') between 'Link 3' and the Great Northern Highway
			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.
			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-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: <table border="1"> <tr> <td>B-TRF24A and BACQ-TRF24A</td> <td>Portion of 'Link 3' between Burley Road extension and the northern boundary of this Precinct</td> </tr> <tr> <td>B-TRF26 and BACQ-TRF26</td> <td>Stock Road extension between Great Northern Highway and Burley Road extension</td> </tr> <tr> <td>B-TRF28 to B-TRF29 and BACQ-TRF28 to BACQ-TRF29</td> <td>Lage Road between the Great Northern Highway and Burley Road extension</td> </tr> </table> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed at: <table border="1"> <tr> <td>B-INT15 and BACQ-INT15</td> <td>Burley Road extension and Lage Road and 'Link 9'</td> </tr> <tr> <td>B-INT17 and BACQ-INT17</td> <td>Burley Road extension and Stock Road</td> </tr> </table> <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. 	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	B-TRF28 to B-TRF29 and BACQ-TRF28 to BACQ-TRF29	Lage Road between the Great Northern Highway and Burley Road extension	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
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												
B-TRF28 to B-TRF29 and BACQ-TRF28 to BACQ-TRF29	Lage Road between the Great Northern Highway and Burley Road extension												
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												

- 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.

Community Infrastructure items

District Community Infrastructure

The construction and land acquisition of the following district community facilities required to service growth within the Development Contribution Area with the cost apportioned between the precincts based on their ultimate infrastructure demand:

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)
B-DOS02	Construction of a multi-purpose District Community Centre co-located in Pickett Park (Precinct 1) as identified in the Bullsbrook Townsite District Structure Plan

The maximum cost contribution from DCA7 via the Development Contribution Plan for district community infrastructure items will be 78 per cent of the total cost of their provision, to account for demand for the infrastructure attributable to the population of the existing catchment. The remainder of the cost shall be met by the local government.

Neighbourhood (Precinct) Community Infrastructure

The construction and land acquisition of the following neighbourhood community facilities required to service growth within a Precinct with the costs apportioned within nominated Precinct:

Central Precinct 2

B-NOS05 and	Land acquisition and construction of a 3.4ha Neighbourhood Active Open
----------------	--

			<p>B-NOS05L</p> <p>Space to provide playing fields, hard courts and supporting infrastructure and amenities at a site co-located with the District Open Space</p> <hr/> <p><i>Southern Precinct 3</i></p> <hr/> <p>B-NOS02 and B-NOS02L</p> <p>Land acquisition and construction of a 3.4ha Neighbourhood Active Open Space to provide playing fields, hard courts, a co-located 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)</p> <hr/> <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> <p>a. The DCP Report and Cost Apportionment Schedule shall be defined units of Infrastructure Demand used to calculate a Cost Contribution.</p> <p>b. The DCP Report shall estimate the</p>

			<p>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.</p> <p>c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure.</p> <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 style="text-align: center;">$C = [ID \times CR] \times I$</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 style="text-align: center;">$CR = [TV\% \times A] / TID$</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 the Bullsbrook Residential Townsite DCA</p>
		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 ten (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	<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	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).