

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.
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			<p>Local Community Infrastructure</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.
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		<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: $C = [ID \times CR] \times I$ <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>
		<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>
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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
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			<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
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			<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.
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			<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.
		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"> 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	
4.	<p>Referred to as South Bullsbrook Industrial Precinct</p> <p>Lots 1, 3, 139, 140, 141, 11, 12, 25, 151, 190, 123, 186 Great Northern Highway</p> <p>Lots 2, 149, Pt Lot 203 Butternab Road</p> <p>Lots 152, 153, 7, 189, 185, 5, 176, 177, 202 Warren Road</p> <p>Lots 150, 204 & 352 Dewar Road</p> <p>Lots 6, 188, 184, 187 Stock Road</p> <p>Lot 300 Almeria Parade</p> <p>Including all road reserves within the subject area.</p>		<p>A Development Contribution Plan (DCP) for this area is to be prepared in accordance with clause 5A.2.6</p> <p><i>Inserted by Amend. 60 – Gov. Gaz. 05.03.2013</i></p>

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 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>		