

## 1.0 Development Contribution Plan 2 – Wellard

The development contribution area is shown on the Local Planning Scheme No. 2 (LPS2) scheme map as Development Contribution Area 2 (DCA2). The area is replicated in Appendix 1 – Development Contribution Area 2 - Wellard, however, should there be any discrepancies between Appendix 1 – Development Contribution Area 2 - Wellard and the area of DCA2 shown on the scheme map, the scheme map shall prevail.

## 2.0 Purpose

The purpose of this development contribution plan report is to:

- a) Enable the application of development contributions for the development of new, and the upgrade of existing, infrastructure which is required as a result of increased demand generated in the development contribution area;
- b) Provide for the equitable sharing of the costs of infrastructure and administrative items between owners;
- c) Ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area; and
- d) Coordinate the timely provision of infrastructure.

Development within DCA2 and the identification of infrastructure items within the corresponding Development Contribution Plan (DCP) are guided by the following plans and documents:

- Jandakot Structure Plan (2007) – WAPC
- Wellard East Local Structure Plan (April 2014) – Cardno/Roberts Day for the Sunrise Estate development (Armana P/L)
- Wellard East (Lot 90 and part Lot 378 Millar Road) Local Structure Plan (May 2014) – Cardno for the Wellard Glen development /DJ MacCormack Property Group
- Amended Wellard East Local Structure Plan to include Lot 601 Millar Road (2015) – Michael Swift and Associates
- Lot 64 Woolcoot Road, Wellard East Local Structure Plan (2015) – Rowe Group
- Lot 59 Mortimer Road Local Structure Plan (2016) – Peter D Webb and Associates
- Part Lot 9001 and Lot 379 Millar Road – Sunrise Estate southern extension (2015) – Lorraine Elliott Planning Services on behalf of Armana P/L
- State Planning Policy 3.6: Infrastructure Contributions (2021) – WAPC
- Liveable Neighbourhoods (2009) – WAPC
- Development Control Policy 1.7: General Road Planning – WAPC
- Development Control Policy 2.3: Public Open Space in Residential Areas - WAPC

## 3.0 Period of the Plan

This plan will operate for 10 years from 3 October 2017 to 3 October 2027, in accordance with the City of Kwinana Local Planning Scheme No. 2.

## 4.0 Operation of Development Contribution Plan

This plan has been prepared in accordance with State Planning Policy 3.6: Infrastructure Contributions (SPP 3.6) and operates in accordance with the provisions of section 5.15.5 Development Contribution Areas of LPS2.

## 5.0 Application Requirements

Where an application for subdivision, strata subdivision, development or an extension of land use is lodged which relates to land to which this plan applies, the local government shall take the provisions of the plan into account in making a recommendation on or determining that application.

## 6.0 Items included in the plan

This section of the DCP report identifies the infrastructure and land to be funded by development contributions collected from landowners within DCA2. The land valuation is based on the Static Feasibility model contained within Schedule 8 of LPS2.

Asset ID	Item
1.0	Roads
1.1	Millar Road
1.2	Mortimer Road
1.3	Internal Collector Road
2.0	Drainage – Peel Sub Drains
2.1	Peel Sub N Drain
2.2	Peel Sub N1 Drain
2.3	Peel Sub N2 Drain
3.0	District Sporting Ground
3.1	Casuarina District Sporting Ground
4.0	Community Facilities
4.1	Branch Library (District A & B)
5.0	Administration
5.1	Land valuations and advice Administrative expenses General legal expenses Preparation of management tools

### 6.1 Roads – Asset ID 1.0

Appendix 2 – Road Infrastructure Spatial Plan shows the road infrastructure to be coordinated and funded by DCP2.

#### 6.1.1 Millar Road – Asset ID 1.1

Millar Road is classified as an access road but tends to operate as a local district distributor road. Millar Road is a two lane un-kerbed road that operates at a zoned speed of 80 kmph. While current counts are not available, 2004 counts indicate that Millar Road is expected to currently carry in the order of 2,120 vpd<sup>1</sup>.

It is estimated that traffic volumes on Millar Road will increase to 2,520 vpd west of the north-south road internal to DCA2, and to 2,380 vpd west of Woolcoat Road<sup>2</sup>.

To improve the capacity and contribute to overall traffic network efficiency, the portion of Millar Road abutting the Metropolitan Region Scheme Urban zone is to be upgraded to a single carriageway urban standard westward from the north-south internal road, including

<sup>1</sup> Wellard East Local Structure Plan August 2011, Appendix D: Traffic Assessment Report, Shawmac, page 27.

<sup>2</sup> Ibid, page 27.

resealing, kerbing, undergrounding of power, lighting, construction of a 2.5m wide dual use path, and construction of a median island intersection.

Millar Road provides connection to Wellard Road (underneath and west of the Freeway), the Millar Road transfer station and further to Rockingham, and therefore is anticipated to be used by all residents within DCA2 and will thus be apportioned to all development within DCA2.

#### 6.1.2 Mortimer Road – Asset ID 1.2

Mortimer Road is a District Distributor (B) with direct freeway access from both directions and an estimated 2,200 vpd<sup>3</sup>. Mortimer Road is a two lane unkerbed road that operates at a zoned speed of 80kmph.

It is estimated that traffic volumes on Mortimer Road will increase to 3,120 vpd (west of Woolcoot Road) and to 8,450 vpd (west of Wake Way) as a result of additional traffic generated from development within DCA2<sup>4</sup>. Furthermore, the development of at least 2,000 dwellings in the northern adjoining cell, Development Contribution Area 3 – Casuarina, will generate more traffic to Mortimer Road<sup>5</sup>. Due to the significant increase in traffic, there is a need to upgrade Mortimer Road to improve the capacity of the road and to contribute to overall traffic network efficiency.

Whilst under Liveable Neighbourhoods a District Distributor B (Integrator Arterial B) would ordinarily require a 25.2m wide reservation and consist of 2 x 7.5 metre carriageways with on street parking, the upgrades to Mortimer Road will be limited to realignment and reconstruction of the current road to a 7.4m pavement width, as well as the installation of a 2.5m wide dual use path. Additional items include:

- Construction of two roundabouts at the junctions of Woolcoot Road and the Neighbourhood Connector;
- Drainage to both sides of Mortimer Road;
- Street lighting; and
- The undergrounding of power.

Due to the connectivity provided by the Neighbourhood Connector to Mortimer Road and Mortimer Road's access to the Kwinana Freeway, it is anticipated that Mortimer Road will be used by all new development within DCA2. Therefore, development within all of DCA2 will contribute to the Mortimer Road upgrade.

#### 6.1.3 Internal collector – Asset ID 1.3

The north–south internal collector (Sunrise Boulevard) has largely been constructed, and that which is yet to be constructed will be undertaken by subdividers on land adjoining the road, as required by the appropriate conditions of subdivision approval. However, there is a short length of this internal collector road that is unlikely to be provided as part of subdivision works and will therefore need to be included as a contribution item. This portion of road is

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<sup>3</sup> Wellard East Local Structure Plan August 2011, Appendix D: Traffic Assessment Report, Shawmac, page 11.

<sup>4</sup> Ibid, page 27.

<sup>5</sup> A traffic assessment of the anticipated development of the Casuarina cell has not yet been undertaken, however it is reasonable to estimate additional traffic on Mortimer Road from the Casuarina cell in the magnitude of 1,000 – 5,000 additional vpd based on a similar methodology as that used for the Wellard East LSP Traffic Assessment Report.

approximately 420m in length and will replace the current temporary access to Mortimer Road for the Sunrise Estate.

The contribution item is for 100% of the full cost of design, land acquisition and construction of the internal collector road between Mortimer Road and Sunrise Boulevard to a single carriageway at an urban standard. The item includes full earthworks, carriageway, drainage, landscaping, undergrounding of power and all structures (including intersections, lighting, kerbing and footpaths).

## **6.2 Drainage – Asset ID 2.0**

The location of the Sub-drains are shown in Appendix 3 – Drainage Infrastructure Spatial Plan.

There are three portions of the Peel Sub-drain system which are generally in an unsuitable state for a residential area. Upgrading of these Sub-drains is necessary to improve their appearance, safety and to better integrate the Sub-drains into any adjoining public open space. Due to the Sub-drains crossing various landholdings, the upgrade costs shall be collected as part of the DCP.

### **6.2.1 Peel Sub Drain N – Asset ID 2.1**

Sub Drain N extends 1,112m through DCA2 and is approximately 1,000mm deep. This includes the 20m wide reserve, bulk earthworks, fine grading, rock pitching, tubestock, advanced tree planting and a 10% contingency.

### **6.2.2 Peel Sub Drain N1 – Asset ID 2.2**

Sub Drain N1 extends 456m through DCA2 within the Urban zoned land, and is less than 1000mm deep. This includes the 8m wide reserve and is based on a 1:4 profile from the edge of the reserve for a width of 3 metres on each side and 1:3 for a 2m wide flow channel in the centre. The cost includes bulk earthworks, fine grading, rockpitching, tubestock, advanced tree planting and a 10% contingency.

### **6.2.3 Peel Sub Drain N2 – Asset ID 2.3**

Sub Drain N2 extends a total of 1,211m through DCA2 and is less than 1,000mm deep, however given a large proportion of this falls within the Conservation Category Wetland, only 111m through Lot 28 and 245m at the southern end of the sub-drain adjacent to Living Edge Estate is included in the DCP as a Living Stream.

This includes the 8m wide reserve and is based on a 1:4 profile from the edge of the reserve for a width of 3m on each side and 1:3 for a 2m wide flow channel in the centre. The Living Stream includes the 8m wide reserve and includes bulk earthworks, fine grading, rockpitching, tubestock, advanced tree planting and a 10% contingency.

## **6.3 District Sporting Ground – Asset ID 3.0**

### **6.3.1 District Sporting Ground (Casuarina) – Asset ID 3.1**

The City's adopted Community Infrastructure Plan 2011 – 2036 (CIP) identifies the need for a District Sporting Ground to service Districts A and B, as defined in CIP, Appendix 4 – Community Infrastructure Plan Spatial Plan. DCA2 is located within District B.

The land acquisition and land improvement costs for this facility are to be shared across development within Districts A and B (DCAs 2-7) on a pro rata gross subdivisible area basis. The costs of buildings on the site will be administered and collected under the City's community infrastructure development contribution plans (DCAs 8-15) pursuant to Amendment 145 to the City's LPS2. The improvement costs associated with DCAs 2-7 include earthworks, drainage, basic landscaping and turfing to part of the site and associated reticulation, general lighting, paths, some additional car parking and establishment costs for two years.

## **6.4 Community Facilities – Asset ID 4.0**

### **6.4.1 Branch Library – Asset ID 4.1**

The City's CIP identified the need for a Branch Library to service Districts A and B, a Local Community Centre to serve District A and a District Youth Centre to serve District A. DCA2 is located within District B and therefore only contributes towards the Branch Library.

The CIP includes multiple community facilities to be provided within the Wandi-Anketell District Centre however as the Wandi-Anketell District Centre will likely be zoned commercial, there may not be a ready 'trigger' for land for these facilities to be provided through the standard POS processes (as is the case for community facilities within residential subdivision). Consequently, it was necessary that land for these facilities be provided through development contribution plans.

The three community facilities to be located within DCP 2 – 7 (as per 2018 CIP) are:

#### **Local Community Centre**

- Conceptual land requirement as a stand-alone facility of 0.5ha
- Serves the future population of Wandi and Anketell North only

#### **District Youth Centre**

- Conceptual land requirement as a stand-alone facility of 0.7ha
- Serves the population of District A only (Wandi, Anketell North and Mandogalup)

#### **Branch Library (serves Districts A and B)**

- Conceptual land requirement as a stand-alone facility of 0.8ha
- Serves the population of Districts A and B (Wandi, Anketell North, Mandogalup, Anketell South, Casuarina, Wellard East and Wellard West / Bertram)

The City has explored the opportunity to provide the local community centre and branch library on a combined site, potentially within a two-storey building. Conceptual designs for the Wandi District Centre have included a 'main street' from Anketell Road through to Cordata Avenue (southern extension of Honeywood Ave). The main street would have retail and entertainment uses at ground level and a two-storey community facility building along this street could be an excellent attractor and focus for the area. The additional benefit is that there is a reduced cost to the applicable DCPs for the land acquisition component.

The CIP was consequently revised in 2021 to replace the Branch Library (referred to as District A Library) with a District Multi-purpose Community Facility. This combined facility replaces the Local Community Centre and District Youth Centre. The current scheme continues to refer to the facilities in the 2018 CIP, however Amendment 166 will update the DCP infrastructure items to reflect the revised 2021 CIP items.

Whilst the City is in the process of engaging an architectural firm to design the local community centre and branch library combined facility, conceptual drawings for the facility indicate the buildings and parking, for all three facilities, could be built on approximately 1.61ha of land. The area within the power line easements could potentially be used for car parking, although this will require more detailed design and consultation with Western Power.

As mentioned above, the three facilities serve different purposes and have three different catchments. The cost apportionment for the land acquisition therefore needs to reflect the different catchments in order to satisfy the need and nexus relationship. The recommended way to apportion these costs is demonstrated in the table below:

Facility	Land component as a stand-alone facility	Proposed combined facility proportion of land component
Local community centre	0.5ha	0.35ha
District Youth Centre	0.7ha	0.7ha
Branch Library (serves Districts A and B)	0.8ha	0.56ha
<b>Total</b>	<b>2.0ha</b>	<b>1.61ha</b>

## 6.5 Administrative costs – Asset ID 5.0

### 6.5.1 Administrative Costs

Administrative costs included in the DCP area generally consist of:

- Land valuations and advice
- Administrative expenses
- General legal expenses
- Preparation of management tools

## 7.0 Estimated costs

Details of the cost apportionment can be seen in the Cost Apportionment Schedule.

Refer to Appendix 5 – Schedule of Costs for a breakdown of each infrastructure and administrative item, with a summary of each item provided below.

### 7.1 Roads – Asset ID 1.0

#### 7.1.1 Millar Rd – Asset ID 1.1

The cost contribution for DCA2 towards the Millar Road upgrade is **\$1,166,753.42**.

#### 7.1.2 Mortimer Road – Asset ID 1.2

The cost contribution for DCA2 towards the Mortimer Road upgrade is **\$2,832,480.65**.

#### 7.1.3 Internal collector – Asset ID 1.3

The total cost of the Internal collector road is **\$2,207,894** however the road has been split into three components being:

- 1.3(a) Land acquisition and construction for an Access Street C standard on Lot 28 Mortimer Road - Error! Reference source not found.
- 1.3(b) Land acquisition and construction for an Access Street C standard on Lot 59 Mortimer Road - \$ **928,893**
- 1.3(c) Land acquisition and construction for the difference between Access Street C and Neighbourhood Connector B from Sunrise Boulevard and Mortimer Road, across Lots 28 and 59 Mortimer Road - \$ **279,781**
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The need and responsibility for constructing an Access Street C road for the subdivision of Lots 28 and 59 are attributed to the landowners of Lots 28 and 59 only. However, the costs associated with constructing the road to a standard above and beyond what would be required only by the subdivision of Lots 28 and 59 (i.e. to a Neighbourhood Connector B standard) would be an infrastructure item to be funded by all landholdings within DCA2. This is to ensure that the standard of road is provided consistent with the broader function of a Neighbourhood Connector B – consistent with the rest of Sunrise Boulevard.

Thus, the cost contribution for the broader DCA2 towards the internal collector upgrades (that is, from a 15.4m road to a 19.4m road), including traffic management, land acquisition, design and contingency (20%) is \$ **279,781**

. Development within all of DCA2 will contribute to this internal collector construction.

## 7.2 Drainage – Asset ID 2.0

Three potential treatments for the Sub-drains were outlined and costed in the draft DCP report – Living Stream, Canal and Rock-pitching – and during the advertising process it was considered that the Living Stream treatment was the most cost-effective and contextually appropriate treatment.

Further, the Living Stream treatment is the most suitable option where a Sub-drain adjoins an area of public open space, as the planted nature of a Living Stream is more aesthetically pleasing than the other two treatments, particularly during times of limited stream flow, and the 1 in 4 gradient of the Living Stream embankments (where the reserve width is 20 metres) is compatible with the gradient requirements of public open space. In relation to this latter point, the Living Stream treatment is also better suited where the depth of the sub drain is less than 1m due to the amount of earth moving required to achieve a 1 in 4 gradient for the embankments.

### 7.2.1 Peel Sub N Drain – Asset ID 2.1

The estimated cost to improve the drain with Living Stream treatment is \$**1,387,726**

### 7.2.2 Peel Sub N1 Drain – Asset ID 2.2

The estimated cost to improve the drain with Living Stream treatment is \$**280,462**

### 7.2.3 Peel Sub N2 Drain – Asset ID 2.3

The estimated cost to improve the drain with Living Stream (356m) treatment is \$**328,165**

## 7.3 District Sporting Ground – Asset ID 3.0

### 7.3.1 District Sporting Ground (Casuarina) 3.1

The costs for DCA2 for the District Sporting Ground are estimated at **\$962,478**, with the proportionate sharing of costs over DCAs 2-7 shown in Appendix 5 – Schedule of Costs, District Sporting Ground – Asset ID 3.1.

## 7.4 Community Facilities – Asset ID 4.0

### 7.4.1 Branch Library – Asset ID 4.1

DCA2 will proportionately contribute towards only the Branch Library component of the combined community facility, being **\$133,509**

The apportionment of that facility across the various DCA's is shown in Appendix 5 – Schedule of Costs, Community Facilities - Branch Library (serves Districts A and B) – Asset ID 4.1.

## 7.5 Administrative Costs – Asset ID 5.0

### 7.5.1 Administrative Costs – Asset ID 5.1

Administrative costs are based on actual administration costs incurred for administering the DCP, for the year leading up to the annual review

## 8.0 Method of calculating contributions

Development contributions will be apportioned on a land area basis – either Developable area or Gross Subdivisible Area. This allows for a simple, predictable method of apportioning costs which reduces the administrative burden on the DCP and enables the City to accurately advise prospective developers of the DCP costs.

Gross subdivisible area is defined as per Liveable Neighbourhoods, Western Australian Planning Commission.

Developable area is defined as the total site area less areas for schools, community facilities, dedicated drainage reserves, regional open space, Conservation Category Wetland (CCW) areas, transmission and infrastructure corridors, and land for regional roads.

## 9.0 Priority and timing of infrastructure delivery

Due to the fragmented land ownership of DCA2 it is difficult to accurately predict the delivery of infrastructure within the cell. Nonetheless, Table 1: Estimated timing of infrastructure delivery below estimates the timing of development and the order of priority.

Priority	Infrastructure item	Anticipated timing	Comment
1	Peel Sub Drains	0-4 years	Currently are being constructed by developers with POS adjoining the sub drains at time of subdivision works.
2	Millar Road	0-5 years	Largely constructed by developer of Lot 90 and Part Lot 378 Millar Road development (Wellard Glen Private Estate).
3	District Sporting Ground (land	5-8 years	Required prior to and to tie-in with the City's Community Infrastructure

	component – acquisition and basic improvements)		Plan Capital Expenditure Schedule (2018). Community infrastructure construction currently scheduled for 2028-2030.
4	Community Facilities (land component – acquisition and basic improvements)	5-8 years	Required prior to and to tie-in with the City’s Community Infrastructure Plan Capital Expenditure Plan.
5	Internal collector road	1-9 years	Will likely be constructed at time of future subdivision of Lots 28 and 59, or when Main Roads WA advises the City that the temporary access to Mortimer Road (through the Sunrise Estate) shall be removed.
6	Mortimer Road	7-9 years	May be provided in part during subdivision of lots adjoining Mortimer Road.

Table 1: Estimated timing of infrastructure delivery

## 10.0 Payment of contributions

### 10.1 Payment of contributions

The landowners’ liability for cost contributions will arise in accordance with clause 5.15.5.13 of LPS2 and Local Planning Policy 4: Administration of Development Contributions.

The Cost Apportionment Schedule will determine the cost of each infrastructure item as follows:

Total estimate/actual cost of infrastructure item less any payments made from developers in the DCA area less any interest earned for the DCA area where there are surplus funds and interest has been earned = total liability of undeveloped lots payable.

The total liability of undeveloped lots payable for each infrastructure item will then be divided by the total gross subdivisible area or developable area (depending on the basis of the infrastructure calculation) to calculate a per hectare rate for the infrastructure item.

The landowner’s liability for cost contributions is calculated based on the total gross subdivisible area or developable area (whichever is applicable) multiplied by the per hectare rate for the total liability of undeveloped lots payable for each infrastructure item.

### 10.2 Pre-funded infrastructure works

LPS2 allows for development contributions to be paid for in the form of works-in-kind provided that the contribution is provided in accordance with the Priority of Works, at the standard and costs, pre-approved by the City of Kwinana. This provision allows the dedication of land, construction of capital works or other service in lieu of a monetary contribution for future urban development. Refer to the City’s Local Planning Policy 4: Administration of Development Contributions for the procedures and required information.

It must be noted that all “works-in-kind” to be undertaken by the landowner/developer that relate to an infrastructure item within the DCP will only be accepted on the proviso that the City has approved the scope, cost estimate and detail of the works in accordance with Clause 5.15.5.14.1(c) of the LPS2 prior to the works occurring and has entered into a Letter

of Agreement with the relevant landowner/developer. Any reimbursement of DCP funds will occur in line with section 10.3.4 Reimbursement of DCP funds.

### 10.3 Other Matters

#### 10.3.1 Grant Funding

Generally, DCP infrastructure items do not attract grant funding. As part of the formulation of the liability of road infrastructure, developers are liable for costs based on the traffic they generate and only to an urban standard. All other liability falls with the City and the City is responsible for this share of the infrastructure works. Therefore, in the event that the grant funds received relate to works carried out over and above the developer contribution requirements, the developer will not benefit from this. The developer will not receive a reduction in liability. The City's contribution for constructing the road infrastructure over and above the urban standard will be reduced based on any grants received.

Such circumstances would be demonstrated via traffic modelling and the like, whereby existing and external users of a particular road may necessitate the need for a higher order road, but the need and nexus of proposed users within the respective DCA would justify the need for an urban standard, lower order road.

Where the City receives a grant for DCP infrastructure where the developer is liable to contribute to the works, the developer will receive a reduced liability for that DCP infrastructure item when the grant has been formally approved and the CAS has been adjusted accordingly as undertaken on an annual basis.

#### 10.3.2 CPI for Infrastructure Constructed within DCA

As a result of the CAS being reviewed annually, there is no requirement to include CPI in any infrastructure items that have not been constructed. The cost of the infrastructure works is reviewed annually which would factor in any price increases or decreases of all future works and the amount required to be collected will be applied across the remaining lots to be developed.

For works already constructed, no CPI will be applied to any infrastructure works that a developer has carried out as an in-kind contribution, as the development company generally ceases to operate once development has occurred.

#### 10.3.3 Interest

##### Interest applied across the DCA infrastructure items

Interest earned as part of funds in the DCA area is to be applied across all of the infrastructure items based on a pro rata amount paid towards each infrastructure item. The interest applied will be the actual interest earned for that period for the DCA area.

##### Interest applied to an infrastructure item where there are insufficient funds in the DCA to refund the developer who has carried out the works in kind

If there are insufficient funds in the DCA to refund the developer as a result of being approved credits for any works carried out, interest will only commence being calculated once the next Cost Apportionment Schedule review has been undertaken and approved by Council.

A Cost Apportionment Schedule is reviewed annually and therefore once both the City of Kwinana and the Developer agree on the credit provided and determine whether there are

sufficient funds to refund the developer, will interest commence calculating. Interest will be calculated and credited to the developer using the Reserve Bank of Australia Cash Rate Target monthly average rate, which is the volume-weighted average interbank overnight interest rate on a per annum basis, and commence after Council has reviewed the Cost Apportionment Schedule for credits claimed after the previous Cost Apportionment Schedule approved by Council and the latest Cost Apportionment Schedule approved by Council.

Interest will be calculated monthly using the previous months released monthly average rate divided by 12 months and multiplied by the amount outstanding to the developer (the amount due to be refunded to the developer). The interest calculated will be included in the cost of the relevant infrastructure item and updated in the CAS annually for the remaining developers in the DCA area to contribute to. The developer that is due the refund will not receive the interest calculated until such time as there is sufficient funds in the DCA account.

#### 10.3.4 Reimbursement of DCP funds

Any reimbursement of DCP funds to the relevant landowner – in respect of agreements entered into between the City and the landowner for payment of cost contributions and the adjustment of final cost contributions thereof, or reimbursement to the landowner for approved DCP works undertaken – will only occur if sufficient funds are available within the relevant DCP account.

Once a DCP has been gazetted, the accompanying cost apportionment schedule adopted and all legal agreements for the particular DCP reconciled, then no further reimbursement(s) of DCP funds shall occur until all stages of the development are completed in instances where a particular development comprises several stages.

In addition, no interest earned on funds to be reimbursed shall apply to individual claims for reimbursement once the DCP has been finalised, the accompanying cost apportionment schedule adopted and all legal agreements for the particular DCP reconciled. Instead, all interest earned within the individual DCP account will serve to reduce the total cost contribution liability for the respective DCA as a whole.

#### 10.3.5 Claims on Actuals

The costing attributable to a particular DCP item is comprised of either an estimate (where works for the item have not commenced or claims on actuals have not been received, and are reviewed and updated annually by independent, professional technical experts) and/or an actual amount for the approved works that have been undertaken.

Prior to works proposed to be undertaken on any approved infrastructure item as per this DCP, all plans and cost estimates are firstly to be approved by the relevant City Officer(s). A Deed of Agreement or Exchange Letter may first be required to be entered into between the City and the landowner(s) for this purpose.

To assist in the timely preparation of the annual cost apportionment schedule review by the City, all claims on actuals for approved works undertaken for DCP items must be received by the City by the end of December in any calendar year for inclusion as actuals against costings of the relevant DCP item.

Claims on actuals are required to be presented with the following information:

- A coversheet summary of the approved works undertaken for the relevant item;

- An itemised spreadsheet of claims relevant to the works undertaken detailing specific costs (GST exclusive) vis a vis works undertaken and the dates on which the works were undertaken; and
- Copies of the invoices relevant to the works undertaken.

It must be noted that the costing of actuals, if greater than the City's estimate for the particular item of infrastructure, will only be credited or reimbursed to the extent of the City's estimate as included in the CAS.

### 10.3.6 Two Year Establishment Cost

A two-year establishment period is applicable to all landscaping works for DCP items, including landscaping to roads, POS areas and Living Streams in the context of Sub-drains.

Similar to claims on actuals, actuals attributable to the two-year establishment period are to be provided to the City annually by the end of December in any calendar year, in order to be included in the ensuing annual update of the CAS.

Further, and similarly to claims on actuals, actuals attributable to two-year establishment costs are to be presented with the following information:

- A coversheet summary of the two years' establishment costs incurred to date;
- An itemised spreadsheet of claims relevant to the two years' establishment detailing specific costs (GST exclusive), establishment works undertaken and the date on which the specific establishment work was undertaken; and
- Copies of the invoices relevant to the works undertaken.

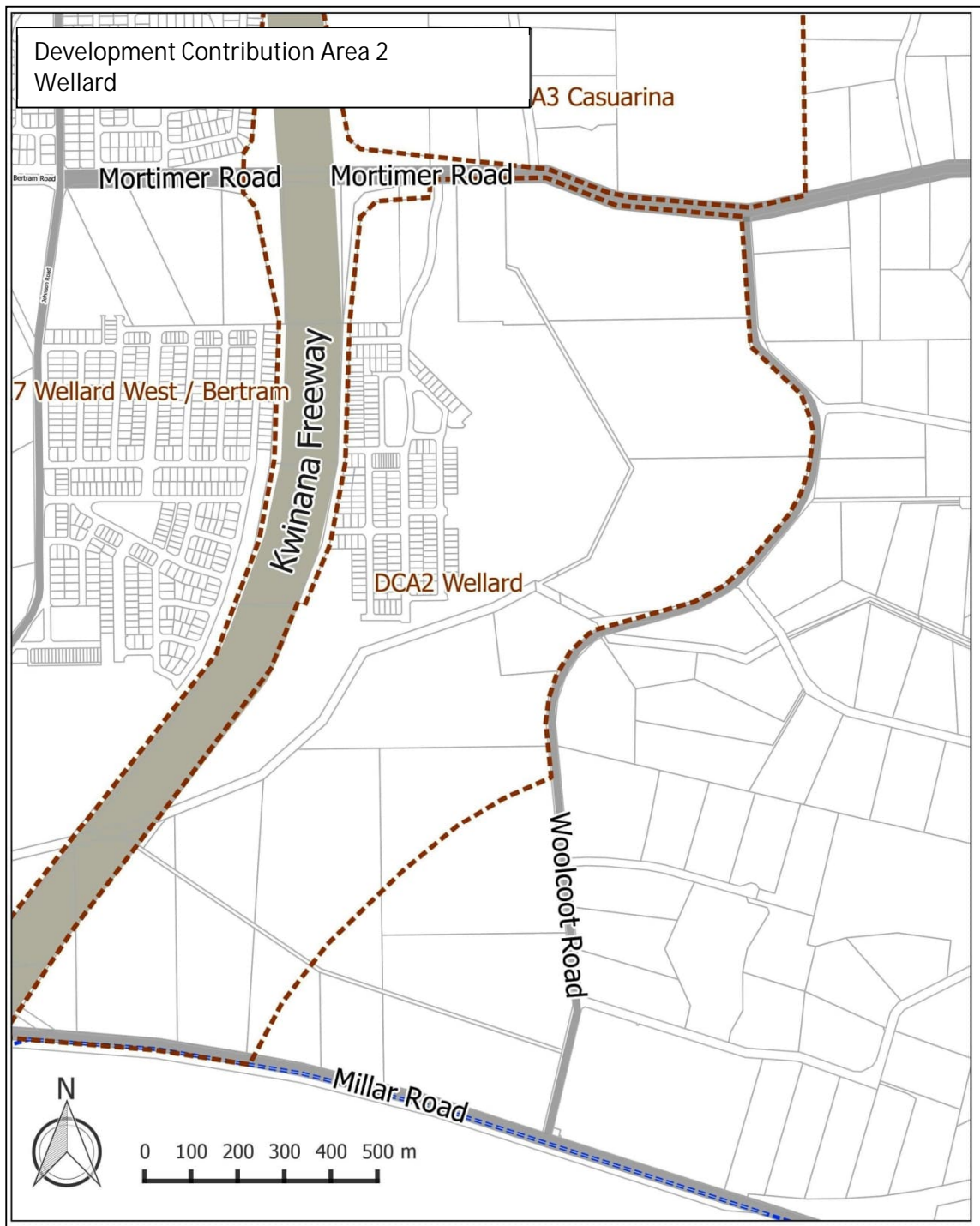
## 11.0 Review

The DCP will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment areas since the last review and the degree of development potential still existing.

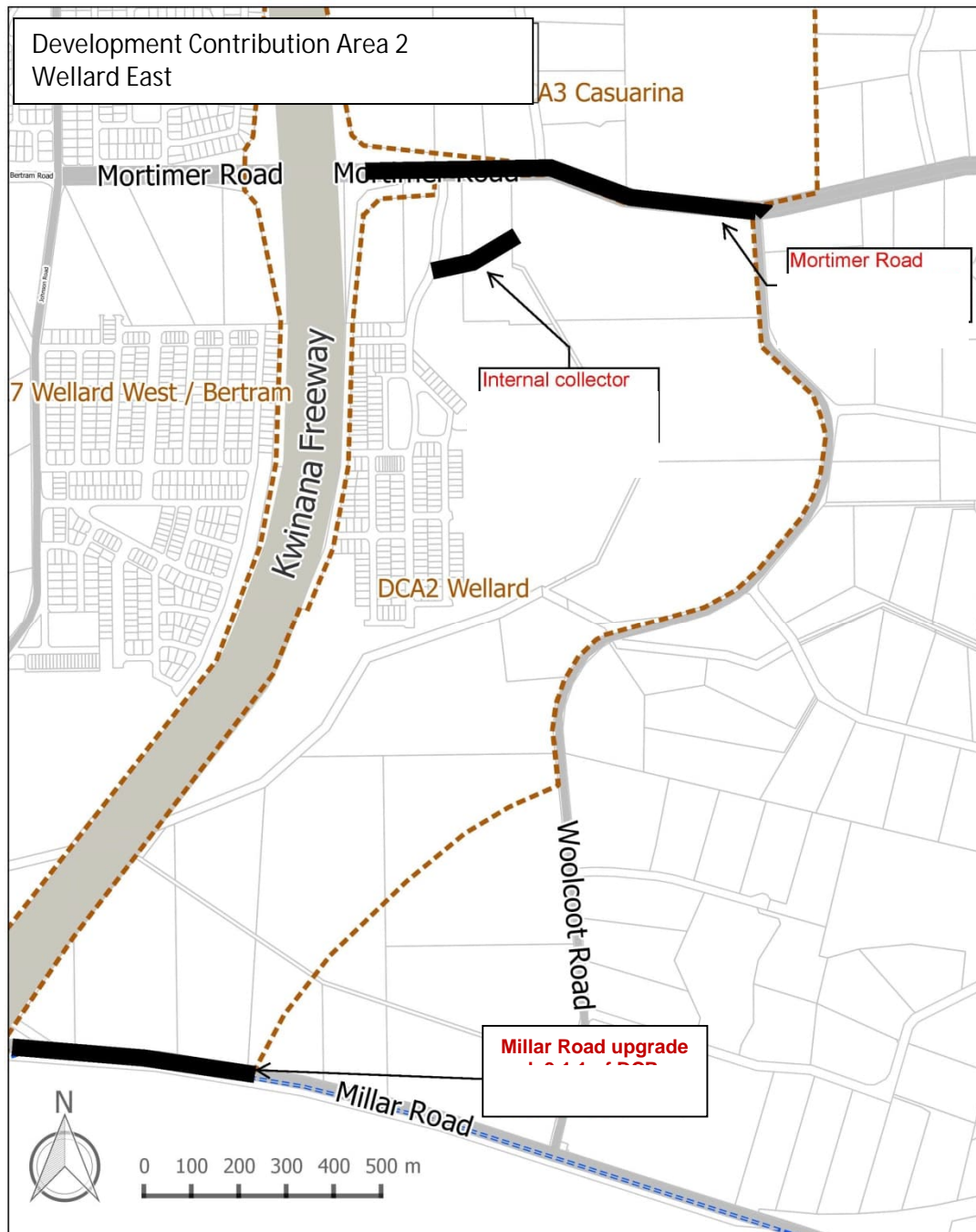
The estimated infrastructure costs contained in the Cost Apportionment Schedule will be reviewed at least annually to reflect changes in funding and revenue sources.

## Appendices

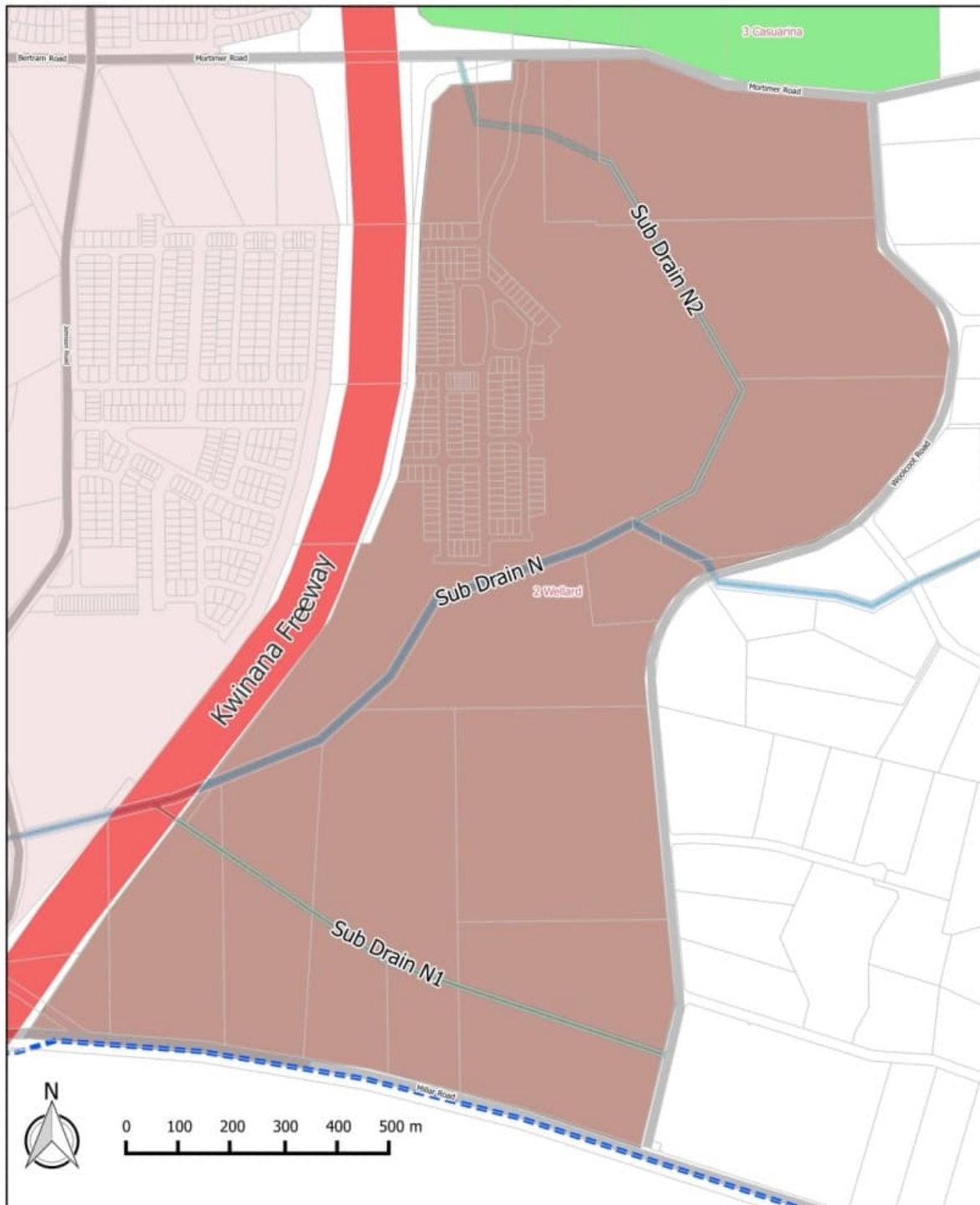
### Appendix 1 – Development Contribution Area 2 - Wellard



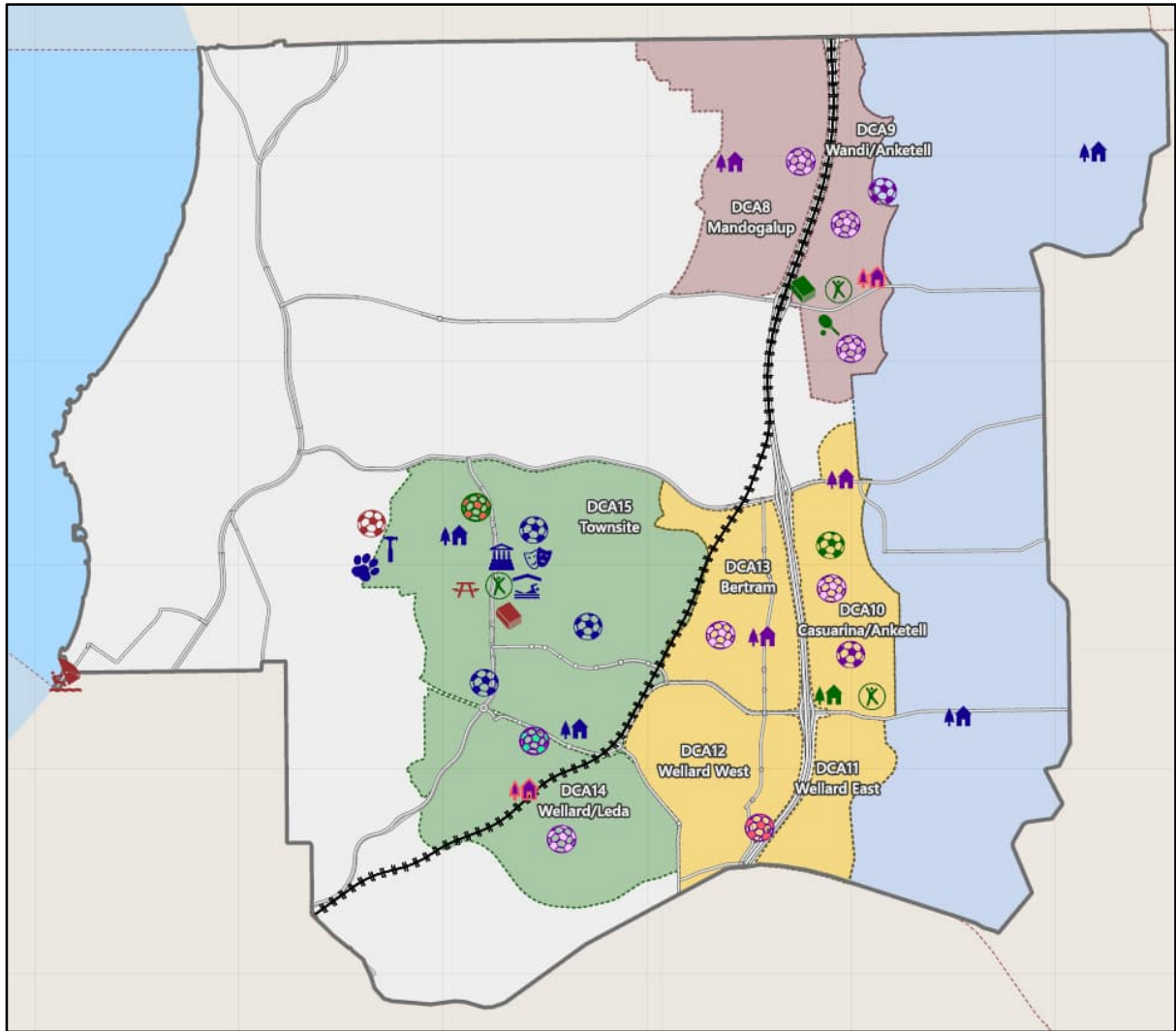
Appendix 2 – Road Infrastructure Spatial Plan



Appendix 3 – Drainage Infrastructure Spatial Plan



Appendix 4 – Community Infrastructure Plan Spatial Plan



## Appendix 5 – Schedule of Costs

### Millar Rd – Asset ID 1.1

The cost contribution for DCA2 towards the Millar Road upgrade, including traffic management, design and construction is **\$1,166,753**. This includes a landscaping component **\$126,982.42** and a road construction cost of **\$1,039,771** and is comprised of both estimated costings (**\$158,429**) and actuals (**\$881,342**) obtained from the relevant landowner. In this regard, the portion of Millar Road abutting the Wellard Glen Estate has been upgraded in line with the DCP and with the City's prior agreement.

### Mortimer Road – Asset ID 1.2

The cost contribution for DCA2 towards the Mortimer Road upgrade, including land acquisition (1,361m<sup>2</sup> in total), traffic management, design, construction, landscaping and contingency (20%) is **\$2,832,481**

Mortimer Road will also be used by new development within the northern adjoining development cell, DCA 3 - Casuarina, so the costs of the upgrades have been distributed based on a proportionate land area basis, as demonstrated in the below table:

Development Contribution Area	Developable Land Area	Proportion	Contribution
2 – Wellard	83.8240ha	33.94%	<b>\$ 2,832,481</b>
3 – Casuarina	163.1571ha	66.06%	<b>\$ 5,513,197</b>
Total	246.9813ha	100%	<b>\$ 7,824,540</b> (road costs) + <b>\$ 351,013</b> (landscaping costs) + <b>\$ 170,125</b> (land acquisition) = <b>\$ 8,345,678</b>

### Internal collector – Asset ID 1.3

The three components are apportioned differently, as follows:

	Infrastructure item	Apportionment	Total Costs Per Section (incl. 20%)
1.3(a)	Land acquisition and construction for an Access Street C standard on Lot 28 Mortimer Road	Lot 28 Mortimer Rd to pay 100% of these costs.	<b>\$ 670,925</b> (road costs) + <b>\$ 52,171</b> (landscaping 15.4m) + <b>\$276,125</b> (land valuation) = <b>\$ 999,220</b>
1.3(b)	Land acquisition and construction for an Access Street C standard on Lot 59 Mortimer Road	Lot 59 Mortimer Road to pay 100% of these costs.	<b>\$ 659,835</b> (road costs) + <b>\$ 51,309</b> (landscaping 15.4m) + <b>\$217,750</b> (land valuation) = <b>\$ 928,893</b>

1.3(c)	Land acquisition and construction for the difference between Access Street C and Neighbourhood Connector B from Sunrise Boulevard and Mortimer Road, across Lots 28 and 59 Mortimer Road	All landholdings within DCA2	<b>\$ 106,158</b> (road costs) + <b>\$ 105,125</b> (1680m2 land acquisition) + <b>\$ 68,498</b> (landscaping) = <b>\$ 279,781</b>
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#### Peel Sub N Drain – Asset ID 2.1

The breakdown of cost estimates for this item is detailed in the City of Kwinana DCP Cost Update 2025 Report prepared by Rawlinson’s Cost Management dated December 2025.

The cost does not include tip fees or the preparation of a geotechnical report and includes a two-year standard establishment cost.

#### Peel Sub-drain N1 – Asset ID 2.2

The breakdown of cost estimates for this item is detailed in the City of Kwinana DCP Cost Update 2025 Report prepared by Rawlinson’s Cost Management dated December 2025.

The cost does not include tip fees or the preparation of a geotechnical report and includes a two-year standard establishment cost.

#### Peel Sub-drain N2 – Asset ID 2.3

The breakdown of cost estimates for this item is detailed in the City of Kwinana DCP Cost Update 2025 Report prepared by Rawlinson’s Cost Management dated December 2025.

The cost does not include tip fees or the preparation of a geotechnical report and includes a two-year standard establishment cost.

#### District Sporting Ground – Asset ID 3.1

The costs for DCA2 for the District Sporting Ground are estimated at **\$962,478.26** with the proportionate sharing of costs over DCAs 2-7 shown below:

Development Contribution Area	Total site area (ha)	Deductions for GSA	GSA	District Sporting Ground for DCA
DCA 2 - Wellard	134.86	51.04	83.82	<b>\$ 962,478.26</b>
DCA 3 - Casuarina**	266.98	145.42	121.56	<b>\$ 1,395,808.31</b>
DCA 4 - Anketell	132.25	36.67	95.58	<b>\$ 1,097,502.07</b>
DCA 5 - Wandi	209.79	66.91	129.31	<b>\$ 1,484,717.82</b>
DCA 6 - Mandogalup	111.39	18.66	92.73	<b>\$ 1,064,718.37</b>
DCA 7 - Wellard West/ Bertram	209.67	99.80	109.87	<b>\$ 1,261,517.05</b>
Total	1,064.95	418.50	632.88	<b>\$ 7,266,741.88</b>

\*\* estimated figures only as no local structure plan for Casuarina has been adopted

Community Facilities - Branch Library (serves Districts A and B) – Asset ID 4.1

	<b>Total site area (ha)</b>	<b>Deductions for GSA</b>	<b>GSA</b>	<b>Branch Library for DCA</b>
<b>DCA 2 - Wellard East</b>	134.862	51.038	83.824	<b>\$ 133,509.36</b>
<b>DCA 3 - Casuarina**</b>	266.98	145.42	121.56	<b>\$ 193,618.38</b>
<b>DCA 4 - Anketell</b>	132.253	36.669	95.584	<b>\$ 152,239.08</b>
<b>DCA 5 - Wandi</b>	209.796	66.912	129.307	<b>\$ 205,951.39</b>
<b>DCA 6 - Mandogalup</b>	111.390	18.662	92.729	<b>\$ 147,691.51</b>
<b>DCA 7 - Wellard West/ Bertram</b>	209.666	99.798	109.868	<b>\$ 174,990.28</b>
	1,064.95	418.50	632.88	<b>\$ 1,008,000.00</b>

Administrative Costs – Asset ID 5.1

Administrative costs are based on actual administration costs incurred in administering the DCP, for the year leading up to the annual review.