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Nil

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PUBLISHING DETAILS

The Western Australian *Government Gazette* is published by the Government Printer for the State of Western Australia on Tuesday and Friday of each week unless disrupted by Public Holidays or unforeseen circumstances.

Special *Government Gazettes* containing notices of an urgent or particular nature are published periodically.

The following guidelines should be followed to ensure publication in the *Government Gazette*—

- Material submitted to the Executive Council prior to gazettal will require a copy of the signed Executive Council Minute Paper.
- Copy must be lodged with the Publication Officer, State Law Publisher no later than 12 noon on Wednesday (Friday edition) or 12 noon on Friday (Tuesday edition)—

Email address:

slp@dpc.wa.gov.au

- Inquiries regarding publication of notices can be directed to the Publications Officer on (08) 6552 6012.
- **Lengthy or complicated notices should be forwarded early to allow for preparation. Failure to observe this request could result in the notice being held over.**

After lodging any notices, confirmation is not required by post. *If original copy is forwarded later and published, the cost will be borne by the advertiser.*



GOVERNMENT GAZETTE

PUBLISHING DETAILS FOR CHRISTMAS 2020 AND NEW YEAR HOLIDAY PERIOD 2021

Publishing Dates	Closing Dates and Times for copy
Tuesday, 22 December 2020	Friday, 18 December 2020 at 12 noon
Thursday, 24 December 2020	Wednesday, 23 December 2020 at 12 noon
Thursday, 31 December 2020	Wednesday, 30 December 2020 at 12 noon

The Government Gazette will not be published on

Tuesday 29 December 2020

Tuesday 5 January 2021

The next edition will be published on Friday 8 January 2021 and copy will close 12 noon Wednesday 6 January 2021

— PART 2 —

FIRE AND EMERGENCY SERVICES

FE401

EMERGENCY MANAGEMENT ACT 2005

EXTENSION OF STATE OF EMERGENCY DECLARATION

I, Francis Michael Logan, the Minister for Emergency Services, hereby extend the State of emergency declaration made on 15 March 2020 at 12:45 pm.

The state of emergency declaration is extended for a period of fourteen (14) days.

The powers that may be exercised during the period by which the state of emergency declaration is extended are limited as follows: Nil limitations

Time when declaration made: 8.30 am.

Date on which declaration made: 9/12/2020.

This declaration has effect from 12 am on 10 December, 2020 and remains in force until—

(a) 12 am on 24 December 2020; or

(b) It is revoked under section 59 of the *Emergency Management Act 2005*

This declaration of an extension of a state of emergency declaration is made under section 58 of the *Emergency Management Act 2005*.

FRANCIS M. LOGAN MLA, Minister for Emergency Services.

FISHERIES

FI401

PEARLING (GENERAL) REGULATIONS 1991

WAIVER OF FEES

Pursuant to Regulation 9B of the *Pearling (General) Regulations 1991*, in order to assist the commercial pearling industry to manage the impact of the COVID-19 pandemic, I, Heather Brayford, as delegate of the Chief Executive Officer of the Department of Primary Industries and Regional Development, consider it appropriate to do so and do hereby waive the surcharge specified below until 31 March 2021.

- The surcharge of 3.13% of the annual fee as outlined under Clause 4(3) of the *Pearling (Annual Fees) Notice 2021*.

HEATHER BRAYFORD, Deputy Director General,
(as delegate for the CEO).

Dated 8th day of December, 2020.

PARLIAMENT

PA401

PARLIAMENT OF WESTERN AUSTRALIA

Royal Assent to Bills

It is hereby notified for public information that the Governor has Assented in the name and on behalf of Her Majesty the Queen, on the dates shown, to the undermentioned Acts passed by the Legislative Council and the Legislative Assembly during the First Session of the Fortieth Parliament.

Title of Act	Date of Assent	Act No.
Swan Valley Planning Act 2020	9 December 2020	45 of 2020
Births, Deaths and Marriages Registration Amendment (Change of Name) Act 2020	9 December 2020	46 of 2020
Criminal Law Amendment (Uncertain Dates) Act 2020	9 December 2020	47 of 2020
National Disability Insurance Scheme (Worker Screening) Act 2020	9 December 2020	48 of 2020

NIGEL PRATT, Clerk of the Parliaments.

Dated 10 December 2020.

PLANNING

PL401

PLANNING AND DEVELOPMENT ACT 2005
APPROVED LOCAL PLANNING SCHEME AMENDMENT
City of Swan
 Local Planning Scheme No. 17—Amendment No. 169

Ref: TPS/2401

It is hereby notified for public information, in accordance with section 87 of the *Planning and Development Act 2005* that the Minister for Planning approved the City of Swan Local Planning Scheme amendment on 1st December 2020 for the purpose of—

- a. Replace current references to Development Contribution Area No. 4 (DCA 4) in Schedule 13 of the Scheme text with the following—

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
DCA 4	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	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) • Local Structure Plans and associated appendices
		Infrastructure and Administrative items to be funded	Transport Infrastructure items <u>Sub-Regional Transport</u> 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— <ul style="list-style-type: none"> • Roads upgraded and/or constructed— <table border="1" style="margin-left: 20px;"> <tr> <td>S-TRF01 to S-TRF11 and S-ACQ09 to S-ACQ24</td> <td>Stock Road between the Great Northern Highway and Perth-Geraldton Rail line.</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.		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																											
			<table border="1"> <tr> <td data-bbox="847 259 1043 398">S-TRF12 to S-TRF15 and S-ACQ25 to S-SCQ29</td> <td data-bbox="1043 259 1396 398">Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation.</td> </tr> <tr> <td colspan="2" data-bbox="823 405 1396 461"> <ul style="list-style-type: none"> • Crossing treatments upgraded and/or constructed for a— </td> </tr> <tr> <td data-bbox="847 461 1043 562">S-BR01 and SACQ-BR01</td> <td data-bbox="1043 461 1396 562">Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line</td> </tr> <tr> <td data-bbox="847 562 1043 663">S-BR02 and SACQ-BR02</td> <td data-bbox="1043 562 1396 663">Traffic bridge along Stock Road to cross the Ellen Brook</td> </tr> <tr> <td colspan="2" data-bbox="823 663 1396 719"> <ul style="list-style-type: none"> • Intersection treatments upgraded and/or constructed— </td> </tr> <tr> <td data-bbox="847 719 1043 797">S-INT01 and SACQ-INT01</td> <td data-bbox="1043 719 1396 797">Great Northern Highway and Stock Road</td> </tr> <tr> <td data-bbox="847 797 1043 1048">S-INT07 and SACQ-INT07</td> <td data-bbox="1043 797 1396 1048">Great Northern Highway and Main Entrance ('Link 1') and 'Road K', with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.</td> </tr> <tr> <td data-bbox="847 1048 1043 1294">S-INT12 and SACQ-INT12</td> <td data-bbox="1043 1048 1396 1294">Great Northern Highway and Lage Road and Dewar Road, with the costs apportioned to Precinct 3 based on its ultimate infrastructure demand relative to ultimate overall demand. Precincts 1 and 2 are not liable for DCP contributions toward this Sub-Regional Transport item.</td> </tr> <tr> <td data-bbox="847 1294 1043 1429">ACQ-INT02</td> <td data-bbox="1043 1294 1396 1429">Stock Road and 'Road A' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td data-bbox="847 1429 1043 1563">ACQ-INT03</td> <td data-bbox="1043 1429 1396 1563">Stock Road and 'Road B' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td data-bbox="847 1563 1043 1697">ACQ-INT04</td> <td data-bbox="1043 1563 1396 1697">Stock Road and 'Road C' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td data-bbox="847 1697 1043 1832">ACQ-INT05</td> <td data-bbox="1043 1697 1396 1832">Stock Road and 'Road E' This item is for land acquisition only. Construction of the intersection is a local (precinct) item.</td> </tr> <tr> <td colspan="2" data-bbox="823 1832 1396 2101"> <ul style="list-style-type: none"> • Land resumptions necessary to accommodate the proposed designs for all Sub-Regional Level Transport Infrastructure previously listed, where not already provided in existing road reserves or otherwise specifically stated as an exclusion in its description. • Relocation of existing underground and overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Sub-Regional Level Transport Infrastructure previously listed. </td> </tr> </table>	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.	<ul style="list-style-type: none"> • Crossing treatments upgraded and/or constructed for a— 		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— 		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. 	
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DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																		
		<p data-bbox="724 273 919 322"><u>District Transport</u> Nil.</p> <p data-bbox="724 331 1002 358"><u>Local (Precinct) Transport</u></p> <p data-bbox="724 367 1321 456">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 data-bbox="724 465 1027 492"><i>Eastern Precinct 1 (LSP 1)</i>—</p> <ul data-bbox="746 501 1174 528" style="list-style-type: none"> • Roads upgraded and/or constructed— <table border="1" data-bbox="772 528 1321 949"> <tr> <td data-bbox="772 528 967 680">TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B</td> <td data-bbox="973 528 1321 680">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="772 689 967 815">TRF32 to TRF36 and ACQ-TRF32 to ACQ-TRF36</td> <td data-bbox="973 689 1321 815">'Road A' between Stock Road and Warren Road</td> </tr> <tr> <td data-bbox="772 824 967 949">TRF37 to TRF40 and ACQ-TRF37 to ACQ-TRF40</td> <td data-bbox="973 824 1321 949">'Road B' between Stock Road and Warren Road</td> </tr> </table> <ul data-bbox="746 967 1321 1012" style="list-style-type: none"> • Crossing treatments upgraded and/or constructed for a— <table border="1" data-bbox="772 1021 1321 1173"> <tr> <td data-bbox="772 1021 967 1173">BR03 and ACQ-BR03</td> <td data-bbox="973 1021 1321 1173">Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> </table> <ul data-bbox="746 1182 1321 1227" style="list-style-type: none"> • Intersection treatments upgraded and/or constructed— <table border="1" data-bbox="772 1236 1321 1863"> <tr> <td data-bbox="772 1236 967 1361">INT02</td> <td data-bbox="973 1236 1321 1361">Stock Road and 'Road A'. This item is for construction of the intersection. The associated land acquisition is a sub-regional item.</td> </tr> <tr> <td data-bbox="772 1370 967 1496">INT03</td> <td data-bbox="973 1370 1321 1496">Stock Road and 'Road B' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.</td> </tr> <tr> <td data-bbox="772 1505 967 1630">INT11 and ACQ-INT11</td> <td data-bbox="973 1505 1321 1630">Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="772 1639 967 1774">INT08 and ACQ-INT08</td> <td data-bbox="973 1639 1321 1774">Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="772 1783 967 1863">INT09 and ACQ-INT09</td> <td data-bbox="973 1783 1321 1863">Warren Road and 'Road B'</td> </tr> </table> <ul data-bbox="746 1872 1321 2092" 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. 	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	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'
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																			
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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																			
INT02	Stock Road and 'Road A'. This item is for construction of the intersection. The associated land acquisition is a sub-regional item.																			
INT03	Stock Road and 'Road B' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.																			
INT11 and ACQ-INT11	Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand																			
INT08 and ACQ-INT08	Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand																			
INT09 and ACQ-INT09	Warren Road and 'Road B'																			

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																					
		<p><i>Western Precinct 2 (LSP 2)</i>—</p> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed— <table border="1" data-bbox="850 349 1402 613"> <tr> <td data-bbox="850 349 1043 479">INT04</td> <td data-bbox="1043 349 1402 479">Stock Road and 'Road C' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.</td> </tr> <tr> <td data-bbox="850 479 1043 613">INT05</td> <td data-bbox="1043 479 1402 613">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><i>North-Eastern Precinct 3 (LSP 3)</i>—</p> <ul style="list-style-type: none"> Roads upgraded and/or constructed— <table border="1" data-bbox="850 909 1402 1473"> <tr> <td data-bbox="850 909 1043 1066">TRF25 to TRF31 and ACQ-TRF25A to ACQ-TRF31B</td> <td data-bbox="1043 909 1402 1066">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="850 1066 1043 1205">TRF57 to TRF60 and ACQ-TRF57 to ACQ-TRF60</td> <td data-bbox="1043 1066 1402 1205">Dewar Road extension between Great Northern Highway and Warren Road</td> </tr> <tr> <td data-bbox="850 1205 1043 1344">TRF61 to TRF62 and ACQ-TRF61 to ACQ-TRF62</td> <td data-bbox="1043 1205 1402 1344">Butternab Road between Great Northern Highway and 'Road K'</td> </tr> <tr> <td data-bbox="850 1344 1043 1473">TRF49 to TRF56 and ACQ-TRF49 to ACQ-TRF56</td> <td data-bbox="1043 1344 1402 1473">'Road K' between Great Northern Highway and Warren Road</td> </tr> </table> <ul style="list-style-type: none"> Crossing treatments upgraded and/or constructed for a— <table border="1" data-bbox="850 1536 1402 1688"> <tr> <td data-bbox="850 1536 1043 1688">BR03 and ACQ-BR03</td> <td data-bbox="1043 1536 1402 1688">Traffic bridge along Warren Road to cross the Nambad Brook with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> </table> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed— <table border="1" data-bbox="850 1751 1402 2110"> <tr> <td data-bbox="850 1751 1043 1877">INT11 and ACQ-INT11</td> <td data-bbox="1043 1751 1402 1877">Great Northern Highway and Warren Road with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="850 1877 1043 2029">INT08 and ACQ-INT08</td> <td data-bbox="1043 1877 1402 2029">Warren Road, 'Road A' and Dewar Road extension with the costs apportioned between Precinct 1 and 3, based on their respective ultimate infrastructure demand</td> </tr> <tr> <td data-bbox="850 2029 1043 2110">INT10 and ACQ-INT10</td> <td data-bbox="1043 2029 1402 2110">Warren Road 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'	TRF49 to TRF56 and ACQ-TRF49 to ACQ-TRF56	'Road K' between Great Northern Highway 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	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'
INT04	Stock Road and 'Road C' This item is for construction of the intersection. The associated land acquisition is a sub-regional item.																						
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TRF61 to TRF62 and ACQ-TRF61 to ACQ-TRF62	Butternab Road between Great Northern Highway and 'Road K'																						
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INT10 and ACQ-INT10	Warren Road and 'Road K'																						

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
		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 overhead services where they would otherwise interfere with the proposed design for the upgrade/construction for all Local (Precinct) Level Transport Infrastructure previously listed. 	
		Drainage Infrastructure items	
		<u>Local (Precinct) items</u>	
		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)—	
		<i>Eastern Precinct 1 (LSP 1)—</i>	
		<ul style="list-style-type: none"> • Arterial swales upgraded and/or constructed— 	
		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 ACQ-Cb2 Cb3 ACQ-Cb3 Cb4 ACQ-Cb4 Cb5 ACQ-Cb5 Cb6 ACQ-Cb6 Cb7 and ACQ-Cb7	'Arterial Swale B' linking surface flows entering Precinct 1 from Warren Road, along Warren Road (southern side), then 'Road A', then Stock Road (northern side) to exit at Stock Road, inclusive of 7 key arterial culverts

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																							
		<ul style="list-style-type: none"> • Basins (inclusive of Bio-Retention Areas and Flood Storage Areas and any key culverts) upgraded and/or constructed— <table border="1" data-bbox="847 342 1402 949"> <tr> <td data-bbox="847 342 1043 495">Bio1 ACQ-Bio1 FSA1 and ACQ-FSA1</td> <td data-bbox="1043 342 1402 495">Near the intersection of Stock Road (northern side) and 'Road A' (western side)</td> </tr> <tr> <td data-bbox="847 495 1043 647">Bio2/3 ACQ-Bio2/3 Cc1 and ACQ-Cc1</td> <td data-bbox="1043 495 1402 647">Near the intersection of Stock Road (northern side) and 'Road B' (eastern side), inclusive of 1 key arterial culvert</td> </tr> <tr> <td data-bbox="847 647 1043 799">Bio4 ACQ-Bio4 FSA4 and ACQ-FSA4</td> <td data-bbox="1043 647 1402 799">Near the Nambad Brook foreshore on Lot 1 on Warren Road, Bullsbrook</td> </tr> <tr> <td data-bbox="847 799 1043 949">Bio5 ACQ-Bio5 FSA5 and ACQ-FSA5</td> <td data-bbox="1043 799 1402 949">Near the Ki It Monger Brook foreshore and Warren Road (southern side)</td> </tr> </table> • Land Resumptions necessary to accommodate the proposed designs for all Local (Precinct) Level Arterial Swales and Basins (inclusive of Bio-Retention Areas and Flood Storage Areas) previously listed, where not already provided in existing reserves. • Relocation of existing underground and overhead services where they would otherwise interfere with the upgrading/construction of the proposed designs for all Local (Precinct) Level Drainage Infrastructure as previously listed. <p data-bbox="799 1247 1102 1279"><i>Western Precinct 2 (LSP 2)—</i></p> <p data-bbox="799 1279 836 1310">Nil</p> <p data-bbox="799 1310 1171 1341"><i>North-Eastern Precinct 3 (LSP 3)—</i></p> <ul style="list-style-type: none"> • Arterial swales upgraded and/or constructed— <table border="1" data-bbox="847 1373 1402 2096"> <tr> <td data-bbox="847 1373 1043 1480">AS2 and ACQ-AS2</td> <td data-bbox="1043 1373 1402 1480">'Arterial Swale 2' linking surface flows entering Precinct 3 from the Great Northern Highway to 'Arterial Swale 3'</td> </tr> <tr> <td data-bbox="847 1480 1043 1588">AS3 and ACQ-AS3</td> <td data-bbox="1043 1480 1402 1588">'Arterial Swale 3' linking surface flows between 'Arterial Swale 2' to the Basin B2.1 and Basin B3.1 near 'Road K'</td> </tr> <tr> <td data-bbox="847 1588 1043 1695">AS7 and ACQ-AS7</td> <td data-bbox="1043 1588 1402 1695">'Arterial Swale 7' linking surface flows between Basin 5.1 to Basin 7.1 near 'Road K'</td> </tr> <tr> <td data-bbox="847 1695 1043 1803">AS8 and ACQ-AS8</td> <td data-bbox="1043 1695 1402 1803">'Arterial Swale 8' linking surface flows between Basin 7.1 to Basin 8.1 near 'Road K'</td> </tr> <tr> <td data-bbox="847 1803 1043 1910">AS9 and ACQ-AS9</td> <td data-bbox="1043 1803 1402 1910">'Arterial Swale 9' linking surface flows between Basin 8.1 to 'Arterial Swale 10'</td> </tr> <tr> <td data-bbox="847 1910 1043 2018">AS10 and ACQ-AS10</td> <td data-bbox="1043 1910 1402 2018">'Arterial Swale 10' linking surface flows between 'Arterial Swale 9' to Basin B9.1 and the Nambad Brook</td> </tr> <tr> <td data-bbox="847 2018 1043 2096">AS15 and ACQ-AS15</td> <td data-bbox="1043 2018 1402 2096">'Arterial Swale 15' linking surface flows between Basin 13.1, the Dewar Road extension and Basin 15.1 to 'Arterial Swale 18'</td> </tr> </table> 		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)	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'
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																								
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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'																								

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
		AS16/17 and ACQ-AS16/17	'Arterial Swale 16/17' linking surface flows entering Precinct 3 from the Great Northern Highway to Basin 16.1, Basin 17.1 and into Precinct 1
		AS18 and ACQ-AS18	'Arterial Swale 18' linking surface flows between 'Arterial Swale 15', Basin 14.1, Basin 15.1 and the Nambad Brook.
		AS19 and ACQ-AS19	'Arterial Swale 19' linking surface flows along Warren Road (northern side) between Basin 18.1 and Basin 19.1
		AS20 and ACQ-AS20	'Arterial Swale 20' linking surface flows along Warren Road (northern side) between Basin 19.1 and Basin 20.1
		• 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 and ACQ-B9.1	Basin 9.1 near the Nambad Brook (northern side) linking 'Arterial Swale 10'
		B10.1 and ACQ-B10.1	Basin 10.1 near 'Road K', the Nambad Brook (north-western side) and Warren Road (northern side)
		B11.1 and ACQ-B11.1	Basin 11.1 near the Nambad Brook (southern side) and predominately on Lot 2 Butternab Road, Bullsbrook
		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'

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN													
			<table border="1"> <tr> <td data-bbox="847 259 1045 365">B15.1 and ACQ-B15.1</td> <td data-bbox="1045 259 1396 365">Basin 15.1 near the Dewar Road extension predominately on Lot 151 Great Northern Highway Bullsbrook</td> </tr> <tr> <td data-bbox="847 365 1045 470">B16.1 and ACQ-B16.1</td> <td data-bbox="1045 365 1396 470">Basin 16.1 near Warren Road (northern side) and 'Arterial Swale 16/17' (western side) linking to outflow into Precinct 1</td> </tr> <tr> <td data-bbox="847 470 1045 575">B17.1 and ACQ-B17.1</td> <td data-bbox="1045 470 1396 575">Basin 17.1 near Warren Road (northern side) and 'Arterial Swale 116/17' (eastern side) linking to outflow into Precinct 1</td> </tr> <tr> <td data-bbox="847 575 1045 680">B18.1 and ACQ-B18.1</td> <td data-bbox="1045 575 1396 680">Basin 18.1 near Warren Road (northern side) on Lot 153 Warren Road, Bullsbrook linking 'Arterial Swale 19'</td> </tr> <tr> <td data-bbox="847 680 1045 808">B19.1 and ACQ-B19.1</td> <td data-bbox="1045 680 1396 808">Basin 19.1 near Warren Road (northern side) on Lot 7 Warren Road, Bullsbrook linking 'Arterial Swale 19' and 'Arterial Swale 20'</td> </tr> <tr> <td data-bbox="847 808 1045 936">B20.1 and ACQ-B20.1</td> <td data-bbox="1045 808 1396 936">Basin 20.1 near 'Road K', the Nambad Brook (south-eastern side) and Warren Road (northern side) linking 'Arterial Swale 20'</td> </tr> </table> <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. 	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 116/17' (eastern side) linking to outflow into Precinct 1	B18.1 and ACQ-B18.1	Basin 18.1 near Warren Road (northern side) on Lot 153 Warren Road, Bullsbrook linking 'Arterial Swale 19'	B19.1 and ACQ-B19.1	Basin 19.1 near Warren Road (northern side) on Lot 7 Warren Road, Bullsbrook linking 'Arterial Swale 19' and 'Arterial Swale 20'	B20.1 and ACQ-B20.1	Basin 20.1 near 'Road K', the Nambad Brook (south-eastern side) and Warren Road (northern side) linking 'Arterial Swale 20'
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														
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B20.1 and ACQ-B20.1	Basin 20.1 near 'Road K', the Nambad Brook (south-eastern side) and Warren Road (northern side) linking 'Arterial Swale 20'														
		Method for calculating contributions	<p>The amount of an owner's Cost Contribution will be determined by the proportional share of the Infrastructure Demand that the proposed development generates in accordance with the Cost Apportionment Schedule.</p> <ol style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall 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. 												

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
			<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 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 style="text-align: center;">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 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).

D. LUCAS, Mayor.
M. FOLEY, Chief Executive Officer.

PL402

PLANNING AND DEVELOPMENT ACT 2005
APPROVED LOCAL PLANNING SCHEME AMENDMENT

City of Swan

Local Planning Scheme No. 17—Amendment No. 170

Ref: TPS/2337

It is hereby notified for public information, in accordance with section 87 of the *Planning and Development Act 2005* that the Minister for Planning approved the City of Swan Local Planning Scheme amendment on 1st December 2020 for the purpose of—

- a. Amending the Scheme Maps to identify a new Development Contribution Area No. 7 (DCA 7) as shown on the Amendment No. 170 map;
- b. Listing DCA7 in '*SCHEDULE 13—DEVELOPMENT CONTRIBUTION AREAS*' and including the appropriate details in Schedule 13 as follows—

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN							
DCA 7	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 <u>Sub-Regional Transport</u> 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="847 1536 1402 1928"> <tr> <td data-bbox="847 1536 1043 1760">S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24</td> <td data-bbox="1043 1536 1402 1760">Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners</td> </tr> <tr> <td data-bbox="847 1760 1043 1928">S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29</td> <td data-bbox="1043 1760 1402 1928">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="847 1984 1402 2085"> <tr> <td data-bbox="847 1984 1043 2085">S-BR01 and SACQ-BR01</td> <td data-bbox="1043 1984 1402 2085">Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line</td> </tr> </table> 	S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners	S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29	Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation	S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line
S-TRF01 to S-TRF11 and S-ACQ19 to S-ACQ24	Stock Road between the Great Northern Highway and Perth-Geraldton Rail line. For this DCA 7 the cost sharing arrangements for this portion of road excludes acquiring land that is north of existing road reserve from DCA 4 landowners								
S-TRF12 to S-TRF15 and S-ACQ28 to S-ACQ29	Stock West Road between the Perth-Geraldton Rail line and the Primary Regional Roads designation								
S-BR01 and SACQ-BR01	Railway crossing along Stock Road / Stock West Road to bridge the Perth-Geraldton Rail Line								

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																	
			<table border="1"> <tr> <td data-bbox="775 264 967 349">S-BR02 and SACQ-BR02</td> <td data-bbox="971 264 1315 349">Traffic bridge along Stock Road to cross the Ellen Brook</td> </tr> </table> <ul style="list-style-type: none"> Intersection treatments upgraded and/or constructed at— <table border="1"> <tr> <td data-bbox="775 409 967 495">S-INT01 and SACQ-INT01</td> <td data-bbox="971 409 1315 495">Great Northern Highway and Stock Road</td> </tr> <tr> <td data-bbox="775 501 967 586">S-INT07 and SACQ-INT07</td> <td data-bbox="971 501 1315 586">Great Northern Highway and Main Entrance ('Link 1') and 'Road K'</td> </tr> <tr> <td data-bbox="775 593 967 678">S-INT12 and SACQ-INT12</td> <td data-bbox="971 593 1315 678">Great Northern Highway and Lage Road and Dewar Road</td> </tr> </table> 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> Nil</p> <p><u>Neighbourhood (Precinct) Transport</u> Construction and/or upgrade of the following existing and future roads, crossings and intersections which are required to service growth within a Precinct(s) with the costs apportioned within nominated Precinct(s)—</p> <p><i>Northern Precinct 1</i></p> <ul style="list-style-type: none"> Roads upgraded and/or constructed— <table border="1"> <tr> <td data-bbox="775 1205 967 1413">B-TRF08 to B-TRF09 and BACQ-TRF08 to BACQ-TRF09</td> <td data-bbox="971 1205 1315 1413">Chittering Road between Main Entrance ('Link 1') and Quin Road; with the costs apportioned to Precinct 1 based on its ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.</td> </tr> <tr> <td data-bbox="775 1420 967 1505">B-TRF10A and BACQ-TRF10A</td> <td data-bbox="971 1420 1315 1671">Chittering Road between Main Entrance ('Link 1') and Maroubra Avenue with the costs apportioned to Precinct 1 and 2—based on their respective ultimate infrastructure demand relative to ultimate overall demand. The remainder of the cost for this item shall be met by the local government.</td> </tr> <tr> <td data-bbox="775 1677 967 1762">B-TRF37A and BACQ-TRF37A</td> <td data-bbox="971 1677 1315 1973">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 data-bbox="775 1980 967 2065">B-TRF10B and BACQ-TRF10B</td> <td data-bbox="971 1980 1315 2098">Chittering Road extension between 'Link 8' and the Great Northern Highway with the costs apportioned to Precinct 1 and 2—based on their respective</td> </tr> </table> 	S-BR02 and SACQ-BR02	Traffic bridge along Stock Road to cross the Ellen Brook	S-INT01 and SACQ-INT01	Great Northern Highway and Stock Road	S-INT07 and SACQ-INT07	Great Northern Highway and Main Entrance ('Link 1') and 'Road K'	S-INT12 and SACQ-INT12	Great Northern Highway and Lage Road and Dewar Road	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
S-BR02 and SACQ-BR02	Traffic bridge along Stock Road to cross the Ellen Brook																		
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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																		
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																		

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
			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-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-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.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
		<ul style="list-style-type: none"> 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><i>Central Precinct 2</i></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 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-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.

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN																	
			<ul style="list-style-type: none"> <li data-bbox="826 264 1399 315">• Crossing treatments upgraded and/or constructed for a— <table border="1" data-bbox="847 315 1399 524"> <tr> <td data-bbox="847 315 1043 524">B-BRI01</td> <td data-bbox="1043 315 1399 524">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</td> </tr> </table> <li data-bbox="826 524 1399 575">• Intersection treatments upgraded and/or constructed at— <table border="1" data-bbox="847 575 1399 808"> <tr> <td data-bbox="847 575 1043 808">B-INT02 and BACQ-INT02</td> <td data-bbox="1043 575 1399 808">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.</td> </tr> <tr> <td data-bbox="847 808 1043 1041">B-INT18 and BACQ-INT18</td> <td data-bbox="1043 808 1399 1041">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.</td> </tr> <tr> <td data-bbox="847 1041 1043 1137">B-INT23 and BACQ-INT23</td> <td data-bbox="1043 1041 1399 1137">Main Entrance ('Link 1') and 'Link 3'</td> </tr> <tr> <td data-bbox="847 1137 1043 1361">B-INT26 and BACQ-INT26</td> <td data-bbox="1043 1137 1399 1361">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.</td> </tr> </table> <li data-bbox="826 1361 1399 1464">• Land resumptions necessary to accommodate the proposed designs for all Neighbourhood Level Transport Infrastructure previously listed, where not already provided in existing road reserves. <li data-bbox="826 1464 1399 1592">• 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 data-bbox="799 1608 1010 1637"><i>Southern Precinct 3</i></p> <ul style="list-style-type: none"> <li data-bbox="826 1637 1399 1666">• Roads upgraded and/or constructed— <table border="1" data-bbox="847 1666 1399 2092"> <tr> <td data-bbox="847 1666 1043 1778">B-TRF24A and BACQ-TRF24A</td> <td data-bbox="1043 1666 1399 1778">Portion of 'Link 3' between Burley Road extension and the northern boundary of this Precinct</td> </tr> <tr> <td data-bbox="847 1778 1043 1874">B-TRF26 and BACQ-TRF26</td> <td data-bbox="1043 1778 1399 1874">Stock Road extension between Great Northern Highway and Burley Road extension</td> </tr> <tr> <td data-bbox="847 1874 1043 2092">B-TRF28 to B-TRF29 and BACQ-TRF28 to BACQ-TRF29</td> <td data-bbox="1043 1874 1399 2092">Lage Road between the Great Northern Highway and Burley Road extension</td> </tr> </table> 	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	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.	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-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																		
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.																		
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DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN													
		<ul style="list-style-type: none"> • Intersection treatments upgraded and/or constructed at— <table border="1" data-bbox="774 315 1321 488"> <tr> <td data-bbox="774 315 965 398">B-INT15 and BACQ-INT15</td> <td data-bbox="971 315 1321 398">Burley Road extension and Lage Road and 'Link 9'</td> </tr> <tr> <td data-bbox="774 405 965 488">B-INT17 and BACQ-INT17</td> <td data-bbox="971 405 1321 488">Burley Road extension and Stock Road</td> </tr> </table> • 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 data-bbox="722 725 1114 752">Community Infrastructure items</p> <p data-bbox="722 754 1094 781"><u>District Community Infrastructure</u></p> <p data-bbox="722 784 1321 902">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—</p> <table border="1" data-bbox="751 909 1321 1301"> <tr> <td data-bbox="751 909 943 1070">B-DOS01 B-DOS01B B-DOS1BL B-DOS01C and B-DOS01CL</td> <td data-bbox="949 909 1321 1173">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)</td> </tr> <tr> <td data-bbox="751 1180 943 1301">B-DOS02</td> <td data-bbox="949 1180 1321 1301">Construction of a multi-purpose District Community Centre co-located in Pickett Park (Precinct 1) as identified in the Bullsbrook Townsite District Structure Plan</td> </tr> </table> <p data-bbox="722 1308 1321 1473">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.</p> <p data-bbox="722 1476 1286 1503"><u>Neighbourhood (Precinct) Community Infrastructure</u></p> <p data-bbox="722 1505 1321 1601">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—</p> <p data-bbox="722 1603 916 1630"><i>Central Precinct 2</i></p> <table border="1" data-bbox="751 1637 1321 1805"> <tr> <td data-bbox="751 1637 943 1720">B-NOS05 and B-NOS05L</td> <td data-bbox="949 1637 1321 1805">Land acquisition and construction of a 3.4ha Neighbourhood Active Open Space to provide playing fields, hard courts and supporting infrastructure and amenities at a site co-located with the District Open Space</td> </tr> </table> <p data-bbox="722 1812 932 1839"><i>Southern Precinct 3</i></p> <table border="1" data-bbox="751 1845 1321 2103"> <tr> <td data-bbox="751 1845 943 1921">B-NOS02 and B-NOS02L</td> <td data-bbox="949 1845 1321 2103">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)</td> </tr> </table>		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-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	B-NOS05 and B-NOS05L	Land acquisition and construction of a 3.4ha Neighbourhood Active Open Space to provide playing fields, hard courts and supporting infrastructure and amenities at a site co-located with the District Open Space	B-NOS02 and B-NOS02L	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)
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DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
			<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> <ol style="list-style-type: none"> a. The DCP Report and Cost Apportionment Schedule shall defined units of Infrastructure Demand used to calculate a Cost Contribution. b. The DCP Report shall estimate the Infrastructure Demand and both the Administrative and Infrastructure Cost for each network of Infrastructure to calculate the Infrastructure Contribution Rate expressed in \$/unit of Infrastructure Demand. c. The Cost Apportionment Schedule shall report the Infrastructure Contribution Rates for each network of Infrastructure. d. The Cost Contribution applicable to development for each network of Infrastructure will be calculated in accordance with the general method outlined— <ul style="list-style-type: none"> $C = [ID \times CR] \times I$ Where— C = Cost Contribution (for a chosen network, e.g. Transport) ID = Infrastructure Demand, calculated using the Cost Apportionment Schedule CR = Contribution Rate as set out in the Cost Apportionment Schedule; and I = Indexation factor set out in the Cost Apportionment Schedule to take into account inflation and other matters relevant to the capital cost of infrastructure. 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— <ul style="list-style-type: none"> $CR = [TV\% \times A] / TID$ Where— 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) A = Asset Cost TID = Total Infrastructure Demand for the Bullsbrook Residential Townsite DCA

DCA No.	AREA NAME	DEVELOPMENT CONTRIBUTION PLAN	
		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	The Development Contribution Plan will be reviewed when considered appropriate, but at a time that is no longer than 5 years after the date of gazettal of this amendment, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing. The estimated infrastructure costs shown in the cost apportionment schedule will be reviewed at least annually in accordance with Clause 5A.2.13 of Local Planning Scheme No. 17.
		Annual Status Report	The City shall publish an Annual Status Report for DCA 7 in accordance with the requirements of State Planning Policy 3.6 Infrastructure Contributions (as amended).

D. LUCAS, Mayor.
M. FOLEY, Chief Executive Officer.

PREMIER AND CABINET

PR401

INTERPRETATION ACT 1984 MINISTERIAL ACTING ARRANGEMENTS

It is hereby notified for public information that the Governor, in accordance with section 12(c) of the *Interpretation Act 1984*, has approved the following temporary appointment—

Hon W J Johnston MLA to act temporarily in the office of Minister for Regional Development; Agriculture and Food; Ports; Minister Assisting the Minister for State Development, Jobs and Trade in the absence of the Hon A MacTiernan MLC for the period 9 to 13 January 2021 (both dates inclusive).

R. BROWN, A/Director General, Department of the Premier and Cabinet.

TREASURY AND FINANCE

TR401

STATE SUPPLY COMMISSION ACT 1991 REVOCATION OF SUPPLY POLICIES

It is hereby notified for general information that, pursuant to section 28(3) of the *State Supply Commission Act 1991*, the State Supply Commission has revoked the following supply policies, effective from 21 December 2020—

- Open and Effective Competition policy; and
- Procurement Planning, Evaluation Reports and Contract Management policy.

Dated this 15th day of December 2020.

JODI CANT, A/Chief Executive Officer, State Supply Commission.

TR402

STATE SUPPLY COMMISSION ACT 1991 SUPPLY POLICIES

It is hereby notified for general information that, pursuant to section 28(3) of the *State Supply Commission Act 1991*, the State Supply Commission has issued the following supply policies, which are effective from 21 December 2020—

- Open and Effective Competition policy; and
- Procurement Planning, Evaluation Reports and Contract Management policy.

Dated this 15th day of December 2020.

JODI CANT, A/Chief Executive Officer, State Supply Commission.

WATER

WA401

COUNTRY AREAS WATER SUPPLY ACT 1947

COUNTRY AREAS WATER SUPPLY (YALGOO WATER RESERVE) ORDER 2020

Made by the Governor in Executive Council under the *Country Areas Water Supply Act 1947* section 9(1)(b).

1. Citation

This order is the *Country Areas Water Supply (Yalgoo Water Reserve) Order 2020*.

2. Commencement

This order comes into operation as follows—

- clauses 1 and 2—on the day on which this order is published in the *Gazette*;
- the rest of the order—on the day after that day.

3. Terms used

(1) In this order—

coordinates means Map Grid of Australia 1994 grid coordinates in Zone 50 of the Universal Transverse Mercator Grid System based on the Geocentric Datum of Australia.

Yalgoo Water Reserve means the Yalgoo Water Reserve constituted under section 9 of the Act by Order in Council published in the *Gazette* on 23 March 1990 at p. 1539.

4. Yalgoo Water Reserve boundaries altered

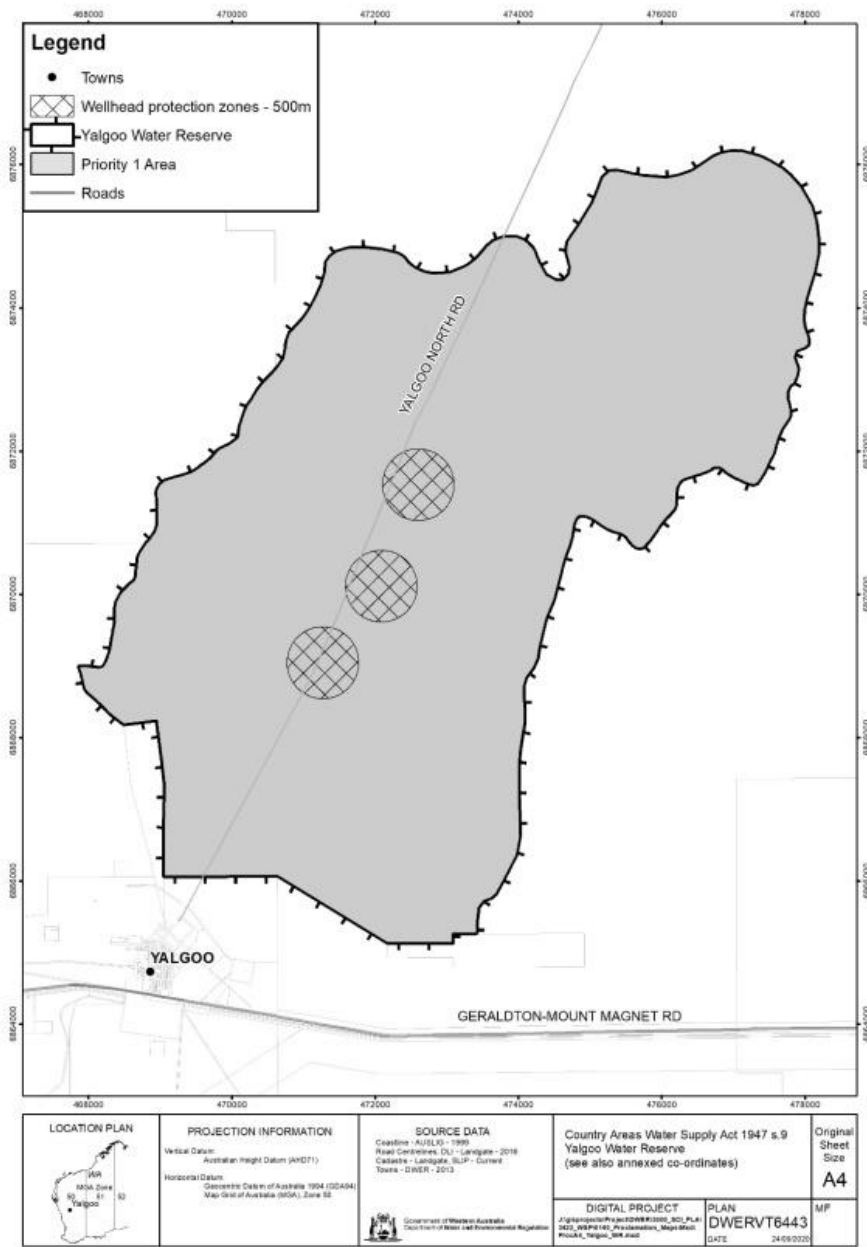
The boundaries of the Yalgoo Water Reserve are altered so that the boundaries are—

- defined by reference to the coordinates annexed to the Department of Water and Environmental Regulation Plan DWERVT6443; and
- shown outlined in bold on that plan.

5. Information plan of Yalgoo Water Reserve

The boundaries of the Yalgoo Water Reserve are shown, for information purposes, on the plan in Schedule 1.

Schedule 1 — (Yalgoo Water Reserve)



V. MOLAN, Clerk of Executive Council.

PUBLIC NOTICES

ZZ401

TRUSTEES ACT 1962

DECEASED ESTATES

Notice to Creditors and Claimants

Estate of Garth Donald Wilson (also known as Garth Macdonald Wilson) late of Opal Applecross, Riverway, Applecross and formerly of 4 Turner Street, Augusta in the State of Western Australia, deceased.

Creditors and other persons having claims (to which Section 63 of the *Trustees Act 1962* relates) in respect of the estate of the deceased, who died on 16 December 2016, are required by the trustee, Michael Laurino of Shaddicks Lawyers, PO Box 515, Busselton, 6280, to send particulars of their claims to him by the 31st day of January 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

ZZ402**TRUSTEES ACT 1962****DECEASED ESTATES**

Notice to Creditors and Claimants

Peter John Miles late of 1422 Osmington Road, Osmington in the State of Western Australia, deceased.

Cynda Miles late of 1422 Osmington Road, Osmington in the State of Western Australia, deceased.

Creditors and other persons having claims (to which Section 63 of the *Trustees Act 1962* relates) in respect of the estate of the abovenamed deceased persons, who died on 11 May 2018, are required by the trustee, Raymond Francis Page of care of Shaddicks Lawyers, PO Box 515, Busselton, 6280, to send particulars of their claim to him by the 31st day of January 2021, after which date the trustee may convey or distribute the assets, having regard only to the claims of which he then has notice.

ZZ403**TRUSTEES ACT 1962****DECEASED ESTATES**

Notice to Creditors and Claimants

Christopher Charles Amooore, late of 33 Camfield Road, Darlington in the State of Western Australia, Sales Professional.

Creditors and other persons having claims (to which Section 63 of the *Trustees Act 1962*, relates) in respect of the Estate of the deceased, who died on 6 September 2020, are required by the Executor, being David Alan Earnshaw, to send particulars of their claims to him at Earnshaw Lawyers, PO Box 2235, Midland WA 6936, within 1 month of publication of this notice after which date the Executor may convey or distribute the assets, having regard only to the claims of which he then has notice.

EARNSHAW LAWYERS.

ZZ404**TRUSTEES ACT 1962****DECEASED ESTATES**

Notice to Creditors and Claimants

Ralph Robert Brown late of 6 Arbon Way, Lockridge in the State of Western Australia, Boilermaker, deceased.

Creditors and other persons having claims (to which Section 63 of the *Trustee Act 1962* relates) in respect of the Estate of the Deceased who died on 19 May 2020 at St John of God Midland Public Hospital, 1 Clayton Street, Midland in the State of Western Australia are required by the personal representative, being Kristy Nicole Brown to send particulars of their claims to care of Brook Legal, PO Box 93, Wembley in Western Australia 6913 within 30 days of publication of this notice after which date the personal representative may convey or distribute the assets, having regard only to the claims of which she then has notice.

Dated 9 December 2020.

BROOK LEGAL.

ZZ405**TRUSTEES ACT 1962****DECEASED ESTATES**

Notice to Creditors and Claimants

Paul St Clair King, late of Unit 8, 8 Hefron Street Rockingham Western Australia, deceased.

Creditors and other persons having claims (to which Section 63 of the *Trustees Act 1962* relates) in respect of the estate of the deceased, who died 27 February 2020, are required by the trustee of the late Paul St Clair King, C/- Mountains Lawyers, PO Box 5379, Rockingham Beach WA 6969 to send particulars of their claims to the trustee within 30 days of this notice, after which date the trustee may convey or distribute the assets, having regard only to the claims of which the trustee then has notice.

MOUNTAINS LAWYERS PTY LTD, Solicitors for the Trustee.
Telephone: (08) 9592 7326.