



City of Kalamunda

Local Planning Scheme No.3

Amendment 113

High Wycombe South Residential Precinct
Development Contribution Area

Form 2A

Planning and Development Act 2005 (as amended)

**RESOLUTION TO PREPARE AMENDMENT
TO LOCAL PLANNING SCHEME**

City of Kalamunda Local Planning Scheme No. 3
Amendment No. 113

RESOLVED that the local government, pursuant to section 75 of the *Planning and Development Act 2005* (as amended), amend the above Local Planning Scheme by:

- (a) Establish a Development Contribution Area (DCA2) as per the proposed scheme amendment map (Attachment 1).
- (b) Adding the following text into Schedule 12 of the Scheme:

DCA2 – High Wycombe South Residential Precinct Development Contribution Area –
Scheme Development Contribution Plan

| | | | |
|---|---|---|----------------------|
| Development contribution area name | High Wycombe South Residential Precinct | | |
| Relationship to other planning instruments | The development contribution plan generally conforms to strategic planning documents outlining the intended delivery of infrastructure including the City of Kalamunda Strategic Community Plan and the long-term financial plan. | | |
| Reference number on Scheme Map(s) | DCA2 | | |
| Infrastructure and Administrative Items to be Funded | Proportional cost of land and works associated with the following infrastructure in accordance with the adopted Development Contribution Plan Report: | | |
| | INFRASTRUCTURE | | APPORTIONMENT |
| | REF. | DESCRIPTION. | % |
| | ROADS | | |
| | RD01 | Milner Road (Sultana Road West to Stewart Road) | 54.17% |
| | RD02 | Milner Road (Stewart Road to Maida Vale Road) | 52.67% |
| RD03 | Raven Street Connector | 100.00% | |

| | | |
|---|--|---------|
| RD04 | TOD Connector (Edge of TOD Precinct to Roe Highway) | 100.00% |
| RD05 | Stewart Road (Milner Road to Brae Road) | 100.00% |
| RD06 | Brand Road (TOD Connector to Brand Road) | 100.00% |
| RD07 | Brae Street <i>Removed through WAPC Modification October 2023</i> | N/A |
| RD08 | Brand Road (TOD Connector to Brae Road) | 100.00% |
| RD09 | Sultana Road West (Edge of TOD Precinct to Cul-de-sac) | 50.00% |
| INTERSECTIONS | | |
| INT01 | Milner Road / Stewart Road | 64.72% |
| INT02 | Milner Rd / Raven Street | 61.43% |
| INT03 | TOD Connector / Brand Road | 100.00% |
| INT04 | TOD Connector / Brae Road | 100.00% |
| INT05 | Brae Rd / Brand Rd | 100.00% |
| INT06 | TOD Connector / Brae Road / Raven Street | 100.00% |
| INT07 | Brae Rd / Stewart Rd | 100.00% |
| PUBLIC OPEN SPACE - IMPROVEMENTS | | |
| POS-02 | Smokebush Place POS | 100.00% |
| POS-03 | Ecological Corridor (Sultana Road West – TOD Connector) | 100.00% |
| POS-04 | Ecological Corridor (TOD Connector – BF01 & EC08) | 100.00% |
| POS-5 | Ecological Corridor (BF01 & EC08 – Brae Road) | 100.00% |
| POS-06 | Poison Gully Creek POS (Brae Road) | 100.00% |
| POS-07 | Poison Gully Creek POS (Milner Road) | 100.00% |
| POS-08 | Residential Precinct Town Park | 100.00% |
| POS-09 | TOD Connector POS | 100.00% |
| DB-02 | Poison Gully East | 100.00% |
| DB-03 | Poison Gully Central | 100.00% |

| | | | |
|---|---|--|---------|
| | DB-04 | Poison Gully West | 100.00% |
| | DB-06 | Sultana Road West | 100.00% |
| | TOD BLVD | <i>Removed through 2024 post advertising modifications</i> | 0.00% |
| | PUBLIC OPEN SPACE - DRAINAGE | | |
| | DB-01 (POS-03) | Drainage Ecological Corridor | 100.00% |
| | DB-02 | Drainage Poison Gully East | 100.00% |
| | DB-03 | Drainage Poison Gully Central | 100.00% |
| | DB-04 | Drainage Poison Gully West | 100.00% |
| | DB-05 (POS08) | Drainage Residential Precinct Town Park | 100.00% |
| | DB-06 | Drainage Sultana Road West | 100.00% |
| | Administrative costs including; costs to prepare and administer the plan during the period of operation, costs to prepare Annual Report and monitoring, costs to prepare and review cost estimates and the cost apportionment schedule, and valuation costs. | | |
| Apportionment | Infrastructure has been apportioned as outlined in the infrastructure table above. | | |
| Method for Calculating Contributions | Landowners within DCA2 shall contribute to the cost of common infrastructure and administration items, based on net contribution areas, as detailed in the Development Contribution Plan Report and in accordance with the apportionment shown in the above table. | | |
| Period of operation | <p>Thirty (30) years from the date of gazettal of DCA3 within <i>Local Planning Scheme No. 3</i>.</p> <p>Potential for Period of Operation to be extended, subject to 5 yearly review and at the end of the designated period.</p> | | |
| Timing and Priority | <p>The supporting Development Contribution Plan Report provides a forecast for the delivery of road infrastructure which has been informed by detailed traffic modelling. Notwithstanding this, infrastructure provision will be required to be responsive to the location of progressive subdivision and development of DCA2.</p> <p>The priority and timing of provision will be guided by the following key principles</p> <p>a) Ensuring a constant turnover of funds – by managing the cash flow of the DCP, the City can optimise the use of funds between land</p> | | |

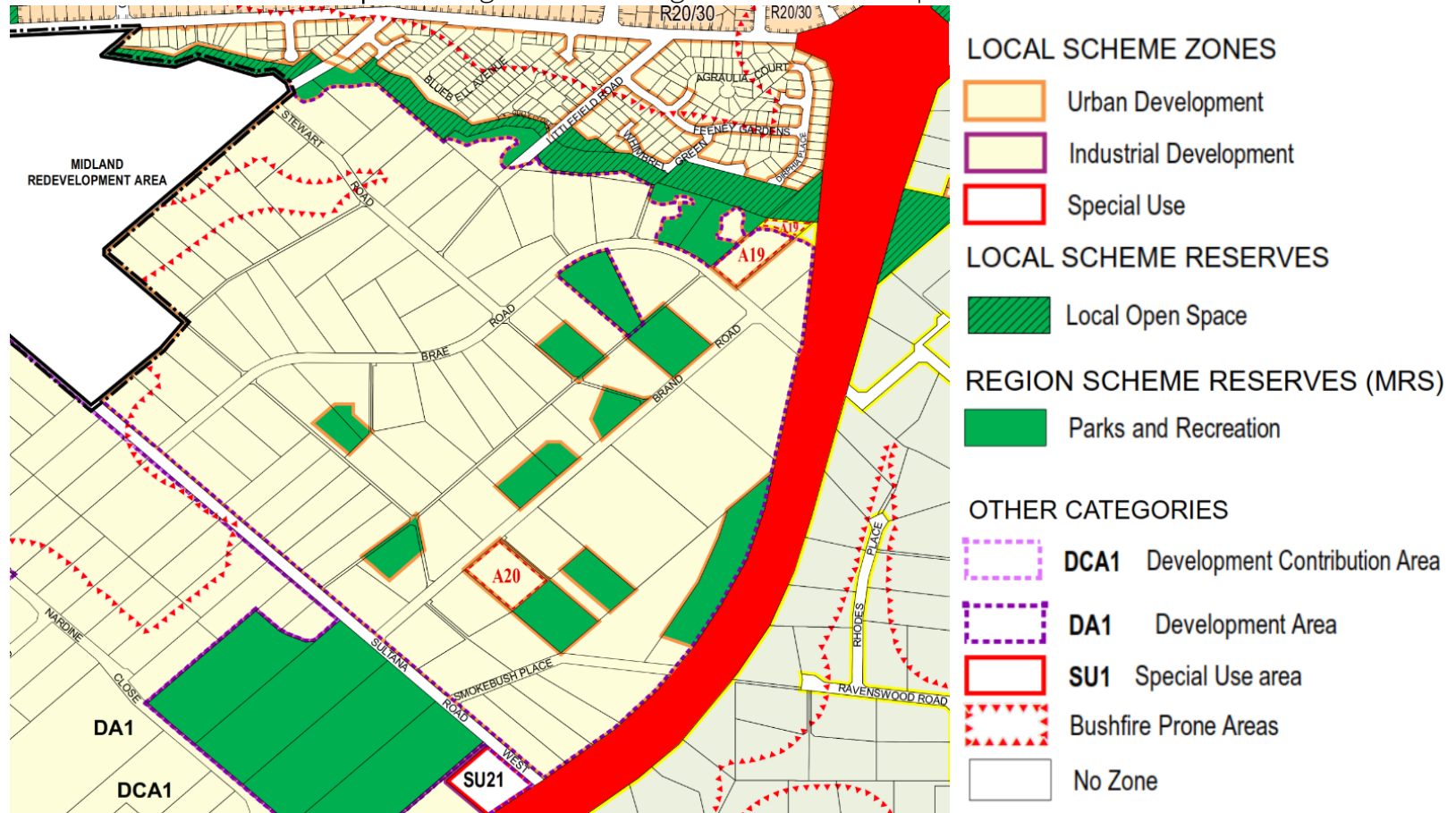
| | |
|---------------------------------------|--|
| | <p>acquisition and civil works and recoupment for developer pre-funding.</p> <p>b) Prioritising the purchase of land identified for public purposes that encompassed all or a substantial portion of one landholding.</p> <p>c) Constructing infrastructure on an “as needs” basis to facilitate development – this is especially apparent in the context of road upgrades.</p> <p>d) Undertaking works and land acquisition in areas of fragmented ownership – assisting in the successful and coordinated development of these areas. In areas of consolidated ownership, most infrastructure and land are provided by the developer as offsets to cost contributions.</p> <p>e) Grant funding opportunities – the City will actively seek grant funding to assist in the provision of DCP infrastructure. In most instances, the use of grant funding is reliant on the City providing matching or partial contribution. The City may utilise DCP funds to elevate the priority and timing of an infrastructure item to capitalise on grant funding opportunities. This approach is beneficial to the long-term financial viability of the DCP.</p> |
| Review process | <p>a) The plan will be reviewed five (5) years from the date of gazettal of the local planning scheme or amendment to the local planning scheme to incorporate the plan, or earlier should the local government consider it appropriate having regard to the rate of development in the area 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 to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by the qualified person undertaking the certification of costs.</p> |
| Participants and Contributions | In accordance with the Cost Contribution Schedule adopted by the Local Government for DCA2. |
| Reporting Requirements | <p>Annual Review of DCP.</p> <p>A status report (annual report)</p> |

Pursuant to Regulation 72 of the Planning and Development (Local Planning Schemes) Regulations 2015 Amendment 113 is considered a complex amendment as it relates to a Development Control Area.

Dated this _____ day of _____ 20____.

Chief Executive Officer

Attachment 1 – Scheme Maps Existing Local Planning Scheme No. 3 Map



Proposed Local Planning Scheme No. 3 Map

