

**5.1 - PROPOSED AMENDMENT NO.110 TO TPS NO.4 - PROPOSED MODIFICATION TO EXPIRATION PERIOD - NORTH FORRESTDALDE DEVELOPMENT CONTRIBUTION AREA NO.3**

WARD : All  
FILE No. : - M/730/19  
DATE : 6 January 2020  
REF : RS/CM  
RESPONSIBLE MANAGER : A/EDDS

**In Brief:**

- Amendment No.12, which introduced Development Contribution Plan No.3 (DCP 3) for the North Forrestdale area into TPS No.4 was gazetted on 23 January 2007.
- Schedule 9B, Clause 3.14 of TPS No.4 provides that DCP 3 should expire 15 years from the date of gazettal i.e. 23 January 2022.
- The City has determined that the operating lifespan of DCP 3 should be extended by 5 years beyond its current expiration period to reflect that a significant portion of the DCP area has yet to be subdivided and to ensure all DCP infrastructure can be fully implemented.
- It is recommended that Council initiate Amendment No.110 for public review and submissions

**Tabled Items**

Nil.

**Decision Type**

**Legislative**

The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.

**Executive**

The decision relates to the direction setting and oversight role of Council.

**Quasi-judicial**

The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

**Officer Interest Declaration**

Nil

**Strategic Implications**

- 1.2.2 Provide opportunities to improve health outcomes for everyone.
- 1.3.1 Plan for services and facilities in existing and emerging communities.
- 2.1 Long term planning and development that is guided by a balance between economic, social and environmental objectives.
- 2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities.
- 2.5.1 Implement and administer the City's Town Planning Scheme and Local Planning Strategy to deliver quality development outcomes.
- 2.5.1.2 Implement the Developer Contribution Plan arrangements and review as required.
- 4.3.2 Pursue non-rates revenue opportunities.

### **Legislation Implications**

Planning and Development Act 2005  
Town Planning Scheme No.4  
Planning and Development (Local Planning Schemes) Regulations 2015

### **Council Policy/Local Law Implications**

N/A

### **Budget/Financial Implications**

Through DCP No.3, the City collects Development Contributions which provide a source of funding for the provision of essential facilities and infrastructure that produces considerable benefits for the communities that reside within Harrisdale and Piara Waters. The collection of Development Contributions also has a positive effect on Council finances by virtue of the beneficiary pays framework that is established through the DCP, in contrast to the reliance on conventional municipal funding sources such as rates revenue, external grants and the like.

The City is required to cover future recurrent costs for facilities and infrastructure constructed in Harrisdale and Piara Waters. Notwithstanding, such costs are not a consequence of DCP No.3 outcomes, but more so a consequence of the need to deliver essential facilities and infrastructure to the communities of Harrisdale and Piara Waters.

### **Consultation**

Development Contribution Plans are regarded as complex amendments and are advertised for public comment in accordance with the Regulations for a period of no less than 60 days.

## **BACKGROUND**

In accordance with TPS No.4, all landowners within Development Contribution Area (DCA) No.3 are required to contribute towards the cost of providing common infrastructure works. DCA 3 encompasses the City's growth suburbs of Harrisdale and Piara Waters. It is anticipated that these suburbs will have a combined total population of approximately 38,000 residents by 2041.

Development Contribution Plan (DCP) No.3 (North Forrestdale), included under Schedule 9B of TPS No.4, provides the statutory framework for the City to determine the cost of common infrastructure works within DCA 3 and establish the associated contribution cost per lot.

Established in 2007, DCP 3 provides a mechanism to equitably share the cost of providing common infrastructure items across an environmentally constrained area, where the historical nature of land ownership has been considerably fragmented.

A coordinated approach that DCP 3 has established for the provision of common infrastructure has enabled the City to deliver essential infrastructure and facilities and associated benefits for the Piara Waters and Harrisdale communities.

As of November 2019, the status of the DCP 3 program is approximately 74% complete and the current expiry date for DCP 3 is 2022.

## DETAILS OF PROPOSAL

Amendment No.110 proposes to modify Clause 3.14 of Schedule 9B – Development Contribution Plans (newly adopted plans under Town Planning Scheme No.4). This clause currently reads as follows:

### *3.14 Expiration of Development Contribution Plan*

*This Development Contribution Plan should expire fifteen (15) years from the date of gazettal of Amendment No.12, however, may also be extended for further periods, with or without modification, by subsequent Scheme Amendments.*

The Amendment proposes to change the words “fifteen (15) years” as noted above to “twenty (20) years”, which will effectively result in the operating lifespan of DCP 3 being extended by a further five (5) years. In this regard, instead of expiring on 23 January 2022, DCP 3 would expire on 23 January 2027 should the Amendment be approved.

It is noted that Amendment No.110 is only a textual modification to TPS No.4, and does not necessitate modifications to any of the Scheme Maps.

## COMMENT AND ANALYSIS

Established in 2007, DCP 3 has been operating successfully in delivering material benefits for the Piara Waters and Harrisdale communities for almost 13 years. In order to continue the successful implementation of DCP 3, an extension to the operational lifespan of the DCP is required for the following reasons:

- 1) DCP Operating Lifespan and Undeveloped areas: the DCP operating lifespan should align with development timeframes. There are several residential estates and areas that are highly unlikely to be fully developed prior to the expiry of the DCP.
- 2) Progress of DCP Infrastructure Implementation: there are several DCP projects yet to be fully implemented.
- 3) DCP major review: a major review of the DCP is currently underway and is unlikely to be completed prior to the expiration of the DCP, particularly considering that the review it will take into consideration the Warton Road Precinct that is an *Urban Investigation Area* and currently progressing through the Metropolitan Region Scheme amendment process.
- 4) DCP closure: if and when Council decides to propose closure of DCP 3, the administrative process for this is unlikely to be completed prior to the expiration of the DCP.

## DCP Operating Lifespan

It has been accepted in the past that DCPs may need to operate for periods longer than 10 years, typically for larger greenfield areas where multiple and complex capital works projects are contemplated as part of the suite of common infrastructure works contained in the DCP. The 10 year operating timeframe benchmark for DCPs has been promoted by the WAPC. A number of local governments, including the City, have argued that the operating timeframe for DCPs should be more reflective of development timeframes for the area they relate to. The WAPC has acknowledged this, and has subsequently provided the ability for local governments to increase the lifespan of a DCP through the scheme amendment process.

A 10 year operating timeframe for a DCP can often be too short, will not cater for longer term development settings, and may not allow for all necessary infrastructure to be included in a DCP when formulated, with early developers in effect shifting cost to later developers. Most growth areas develop over a greater than 15 year time period and in this regard, the City has historically held the view that DCPs should have a minimum timeframe of between 15 to 20 years.

At the time that DCP 3 was prepared, due to the large size and complex nature of the North Forrestdale area, an operating period of 15 years was considered appropriate. However, the potential need to extend the operating lifespan of the DCP was also acknowledged by virtue of the wording of Clause 3.14 which suggests the option of extending the operating lifespan of the DCP for further periods. Ultimately, the operating lifespan of the DCP should align with the rate of development occurring within the area noting that the rate of development which has occurred to date within the area would have been difficult to accurately forecast at the time that DCP 3 was first established.

### **Undeveloped Areas**

Based on an assessment of the estimated lot yield from the un-subdivided balance of land within the DCA 3 area, over 2,000 residential lots that are capable of being produced have yet to be subdivided as at November 2019. This represents a significant area that has yet to be developed, and where development contributions pursuant to DCP 3 have yet to be collected.

The following estates/precincts that fall within the DCA 3 have been identified as having un-subdivided area remaining which are unlikely to be fully subdivided by the expiry date for DCP 3 (also refer to attached plan).

Holland Park	Peregrine Estate
Mason Green	Madox Estate
CY O'Connor Estate	Heron Park
Structure Plan Area Shepherd	Structure Plan Area Hatch
Structure Plan Area Balannup	

Following many years of record growth, the average annual rate of lot production within DCP 3 has declined over the past few years which can be partially attributed to the economic conditions that have been experienced within Western Australia. Piara Waters has performed better than some other growth areas, despite the market conditions. In this regard, it is anticipated that lot supply within the remaining un-subdivided North Forrestdale DCA 3 area is unlikely to be exhausted until at least the year 2026, which is 4 years beyond the current operating lifespan of DCP 3.

It is noted that development within the Harrisdale North area (Structure Plan Area Balannup, Structure Plan Area Hatch and Structure Plan Area Shepherd) has been hindered by various constraints including a buffer zone surrounding a local poultry farm which precludes urban development from occurring within areas that fall within the buffer. The timeframe for the resolution of these issues affecting the precinct, including the cessation of the poultry farm use issues is unclear at this stage however it is unlikely that urban development within the precinct will not be significantly progressed prior to the current expiry date for DCP 3.

The South Metropolitan Peel Sub-Region Planning Framework earmarks the General Rural and Rural Living zoned area that falls between Warton Road to the east and the established residential subdivisions within Piara Waters to the west as an *Urban Investigation Area*. This precinct, which is referred to as the Warton Road Precinct, is approximately 127ha in area.

It is noted that the City previously made a submission to DPLH during the public consultation period for the South Metropolitan Peel Sub-Region Planning Framework which noted its support for the inclusion of the Warton Road Precinct as an Urban Investigation Area.

Key landowners within the Warton Road Precinct have commenced more detailed planning of the area including the preparation of environmental studies, which have been used to support an MRS amendment proposal that is currently being considered by the WAPC to rezone the precinct from the MRS Rural zone to the Urban zone.

The potential urbanisation of the Warton Road Precinct will require further consideration of development contribution arrangements to fund infrastructure for the precinct, including consideration of road upgrades, drainage and a new sporting/community complex if required. The key landowners within the precinct are aware and supportive of a DCP over the area. They have also indicated support for DCA 3 to be extended, which will facilitate the coordination of contributions for infrastructure. An additional sporting complex may be considered for inclusion in the DCP to meet the needs of the new population. The new population will also create demand on existing infrastructure.

Based on the current un-subdivided potential of DCP 3, and the potential future expansion of the DCP 3 area to encompass the Warton Road Precinct, extending the operating lifespan of the DCP is considered both prudent and logical.

### **Progress of DCP Infrastructure Implementation**

The DCP 3 program contains a list of 51 projects which can be broadly categorised as follows:

- 1) Construction and/or upgrade of various roads and intersections
- 2) Land acquisitions to facilitate the construction of new roads/intersections and widening of existing roads/intersections
- 3) Construction of regional and district path network
- 4) Implementation of drainage infrastructure
- 5) Water monitoring studies
- 6) Provision of community and sporting facilities
- 7) Contributions towards utilities infrastructure
- 8) Environmental land acquisition and works including wetlands and drainage/living streams

As of November 2019, the status of the DCP 3 program is approximately 74% complete. A table attached to this report illustrates the extent of DCP projects that have been completed to date, which demonstrates the significant scope and scale of the DCP 3 program, the benefits that have been delivered to the Piara Waters and Harrisdale communities to date, and the complexity involved in administering DCP 3.

Whilst the City has been successful in delivering in full a significant proportion of DCP infrastructure and projects, there are several key projects that will not be capable of being fully delivered within the DCPs current operating lifespan. These projects include:

Project Description	Delivery Timeframe
Regional Path Network	Progress of regional path network construction is commensurate with the adjacent development front – to be completed by 2026 once all subdivisions adjoining the regional path network are subdivided and subdivision approval conditions to construct have been triggered
Balannup Drain Water Flow Improvement Works	This program is expected to run until at least 2023 and potentially beyond depending on the rate of surrounding development
Pre and post development water quality monitoring and water management initiatives	This monitoring program will need to continue for up to 2 years following the completion of all development in the DCP area i.e. until 2029
Construction of sporting and community facilities (Harrisdale North)	Progress of delivery of the sporting facility in the Harrisdale North area will be governed by the rate of development – it is noted that very little development has commenced to date and there are several environmental constraints which include a poultry farm buffer and availability of land, with such constraints requiring resolution prior to development progressing
Fencing / bollards, gates and signage, dieback management / mapping, revegetation / landscaping and weed management of Balannup Lake Reserve south of Ranford Road	Issues affecting progress of delivery are as noted above for the Harrisdale North area

In many instances, the non-commencement, or full completion of DCP projects can be attributed to the rate of development in the specific catchment that the project relates to e.g. the subject area has yet been subdivided or reached a point where the project can be initiated and/or completed.

It is considered critical that the City achieves the mandate that was established when DCP 3 was originally promulgated to fully deliver the suite of projects contemplated within the DCP. The current operating lifespan of the DCP should therefore not constrain or mitigate the City's efforts to fully deliver each and every project identified in the DCP.

Based on the extent of projects yet to commence, or yet to be completed within North Forrestdale, and noting the timeframe that will be required to achieve full delivery of all DCP projects, extending the operating lifespan of the DCP is considered both prudent and logical.

### **DCP Major Review**

Given the relatively long period of time that DCP 3 has been in operation i.e. almost 13 years, the City is currently working on a major review of the DCP. This major review is expected to consider the inclusion of the Warton Road Precinct into the DCA 3 area, and will aim to resolve several outstanding legacy issues within the DCP including reviewing the current DCP account balance, the requirements to complete projects and the forecast of revenue and costs to the point of completion. Several projects within the DCP program will also be reviewed.



This major review process is considered to be a complex task due to the duration that the DCP has been in operation, and the incremental expansion of the DCA 3 area from beyond what was originally contemplated in 2007 and changing rates of density. The incremental expansion of the DCA over the preceding years has been considered necessary in order to ensure that the DCA boundaries align with new urban growth areas that have been opening up on the periphery of the DCA which generate demand for DCP infrastructure and to maintain consistency and equity for landowners in the DCA.

The aforementioned review process is likely to extend beyond the current operating lifespan of the DCP and in this regard, extending the operating lifespan of the DCP is considered both prudent and logical.

### **DCP Closure**

Once infrastructure in the DCP has been delivered and contributions collected, the DCP program will need to be formally closed. It is anticipated that the close out process would occur within 12 or more months following the delivery of all items of infrastructure and / or and contributions collected. The close out process would involve several comprehensive steps including, but not limited to:

- 1) A reconciliation of accounts
- 2) A full review of DCP projects
- 3) A scheme amendment to delete DCP 3 from TPS No.4
- 4) Auditing as required

Once the City has prepared a final forecast for the DCP 3 final account balance, a consultation process with Council and contributing landowners will also be required.

Having regard to the current progress of DCP infrastructure implementation as noted in the preceding report and the necessary administrative and consultation arrangements to close the DCP, extending the operating lifespan of the DCP is considered both prudent and logical under the circumstances.

### **Complex Amendment**

Under the Regulations, any local planning scheme amendment proposal involving a development contribution area or development contribution plan is classified as a complex amendment. As such, if Council agrees to initiate, Amendment No.110 will be progressed as a complex amendment. Following initiation, the Amendment will be required to be forwarded to the EPA for a decision as to whether an environmental assessment is required. Following a decision by the EPA that no assessment is required, the Amendment will need to be publicly advertised for a period of 60 days.

### **OPTIONS**

1. Council may initiate the Scheme Amendment as proposed (with or without modifications).
2. Council may decline the initiation of the Scheme Amendment if it considers the proposed amendment to be contrary to the orderly and proper planning of the area or for any other reason.

## CONCLUSION

Amendment No.110 will ensure that DCP 3 can achieve its mandate to implement in full a wide range of common infrastructure to support the urban development of Harrisdale and Piara Waters in a timely and equitable manner. On this basis, Option 1 is recommended.

Once initiated, following the closure of the advertising period, the proposed amendment and any submissions received during the advertising period will be forwarded to Council to consider whether the amendment should be supported.

## ATTACHMENTS

1. ↓ Special Control Area - Map 3 - Amendment No.110
2. ↓ ICS Review 2019/20 DCP 3 Program Status Table by Project - Amendment No.110
3. ↓ Unsubdivided Developable Areas Remaining - Amendment No.110

## RECOMMEND

D9/1/20

### That Council:

1. Pursuant to Section 75 of the Planning and Development Act 2005, initiate Amendment No.110 to Town Planning Scheme No.4 as follows:

- A. Amend Clause 3.14 in Schedule 9B – Development Contribution Plan No.3 by changing the words “fifteen (15) years” to “twenty (20) years”.

2. The amendment is complex under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reason(s):

- The amendment relates to amending a Development Contribution Plan.

3. Refer the above Amendment to Town Planning Scheme No.4 to the Environmental Protection Authority (EPA) pursuant to Section 81 of the Planning and Development Act 2005.

Should the EPA advise that the amendment does not require assessment, the City will forward the Amendment to WAPC to obtain consent to advertise the Amendment as proposed.

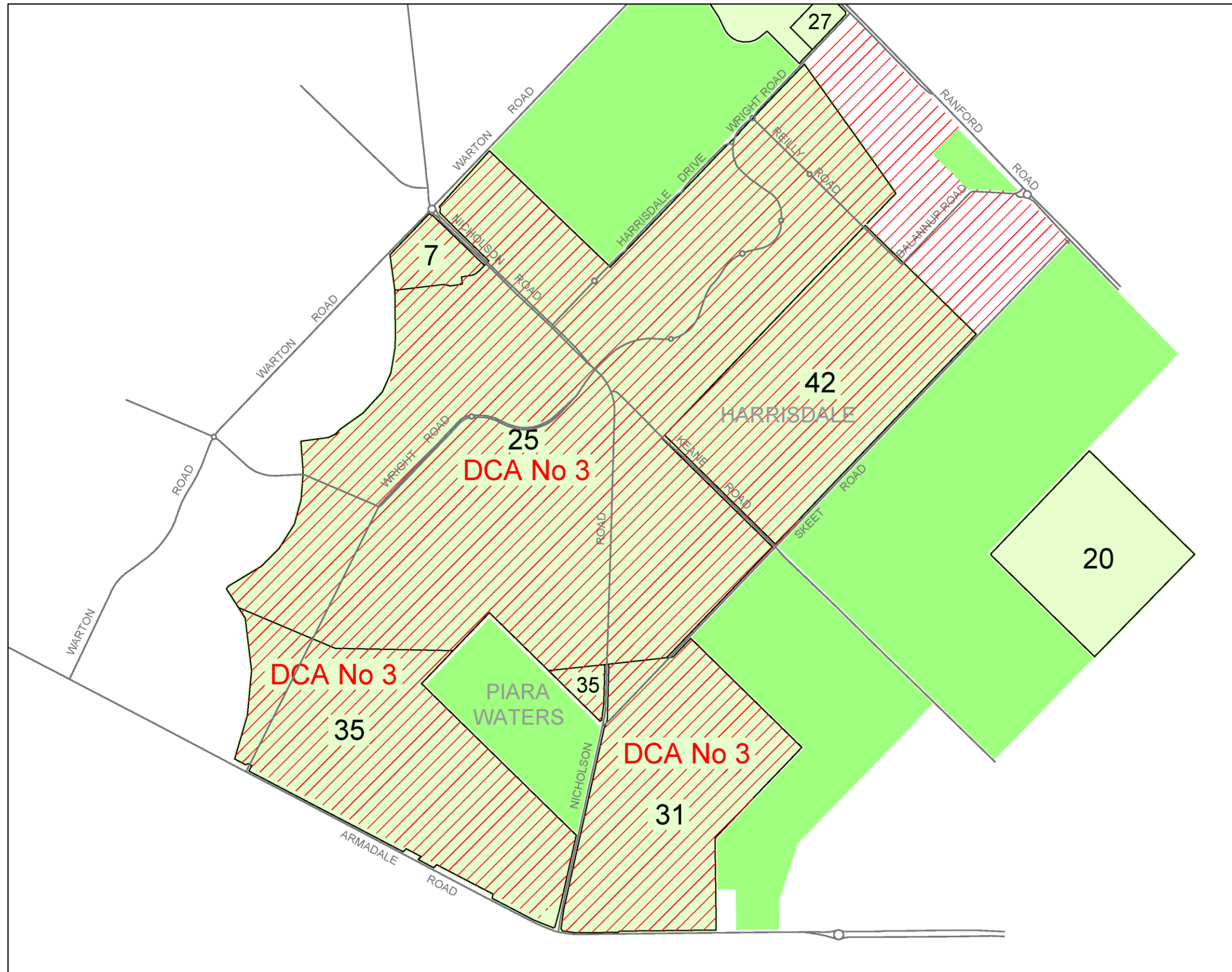
Should the WAPC advise that the amendment does not require modification, advertise the Amendment for no less than 60 days.

4. Authorise the Mayor and the Chief Executive Officer to execute the Amendment documents.

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MOTION CARRIED

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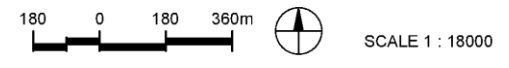


**LEGEND**

- 7 Development Area (Structure Plan) (Schedule 12)
- Development Contribution Area (Schedule 13)
- Metropolitan Regional Scheme Parks & Recreation

**CITY OF ARMADALE SPECIAL CONTROL AREA MAP 3**  
Development (Structure Planning) Areas (refer to Part 6A of Scheme Text), Development Contribution Areas (refer to Part 6B of the Scheme Text), and Environmental Conditions (refer to Part 5.6 of Scheme Text).

DATE 3 April 2013 - REVISION 1302



Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate, Photomaps by NearMap.



**DCP 3 Program Status Table by Project**

DCP 3 Program Status Table by Project				
100% Complete (44%)				
75% - 99% Complete (20%)				
51% - 74% Complete (10%)				
25% - 50% Complete (8%)				
0% - 24% Complete (18%)				
Project / Item Ref.	Project / Item Description	Status	Comment	Percentage Complete. Based on Costs Claimed.
<b>1</b>	<b>Wright Road between Ranford Road and the northern boundary of Lot 50 Wright Road:</b>			
1a	1a 100% of the total cost to acquire any road widenings for the ultimate road reserve, minus contributions from Lots 82, 106 and 107 Wright Road.	Acquisition on one Shepherd Court lot remaining.	Pending finalisation of Shepherd Court Structure Plan.	67%
1b	1b 100% of the total cost of all road works and structures between the northern boundary of Lot 50 and Ranford Road, minus contributions or land ceded free of cost from adjoining lots and / or from any other developments or subdivisions with a nexus to the road works.	Complete		100%
<b>2</b>	<b>Warton Road between the southern boundary of Lot 201/northern boundary of Lot 388 and Armadale Road:</b>			
2a	2a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Warton Road and roundabout at the intersection of Warton Road and Mason Road, minus any contributions and grants from external sources.	Complete		100%
2b	2b 100% of the total cost of constructing the full earthworks, one carriageway, roundabout intersection, cycle facilities and all structures, minus any contributions and grants from external sources.	Main Scope Complete only landscaping consolidation remaining and Mason Intersection Minor Work.		98%
<b>3</b>	<b>Nicholson Road between Warton Road and Armadale Road:</b>			
3a	3a 100% of the total cost to acquire any road widenings for the ultimate road reserve and the ultimate traffic signalised intersection in the proposed North Forrestdale town centre	Complete		100%
3b	3b 100% of the total cost of constructing the full earthworks, two dual carriageways and all structures.	Final stage that ties into Armadale Road remaining plus installation of Nicholson Road subsoil drainage and payments for the Hakea Water Main.	MRWA currently undertaking construction.	91%
3c	3c 100% of the total cost of upgrading the intersection and installing traffic signals in the proposed North Forrestdale town centre. (Included under Item 3b Nicholson Road Construction Project)	Complete		100%
3d	3d 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Nicholson Road, including any road widenings, minus any contributions and grants from external sources.	Refer to Item 3b.	Included in Final Stage Works	N/A
3e	3e A contribution towards landscaping works.	Final stage from Riva Entrance to Armadale Road plus infill works remaining.	Timing to finalise aligned with 3b	56%
<b>4</b>	<b>Mason Road between Warton Road and 550 metres east of Warton Road</b>			
4a	4a 100% of the total cost to acquire any road widenings for the ultimate road reserve.	Complete		100%
4b	4b 100% of the total cost of constructing the full earthworks, one carriageway and all structures.	Main Scope Complete	Allocation for Footpath remaining. Likely to be deferred until development of adjoining land progresses.	72%
<b>5</b>	<b>Intersections with Ranford and Armadale Roads:</b>			
5a	5a 100% of the total cost to acquire any road widenings located within the City of Armadale for the ultimate traffic signalised intersection, at Ranford Road and Wright Road except those areas ceded free of cost from adjacent lots.	Ranford Road intersection widening on Shepherd Court lots to be completed.	Pending finalisation of Shepherd Court Structure Plan.	0%
5b	5b A contribution to the cost of upgrading the intersection at Ranford Road and Wright Road and installing traffic signals.	Complete		100%
5c	5c 100% of the cost of temporary intersection works/upgrading of the intersection of Armadale Road and Wright Road, including any road widenings, minus any contributions and grants from external sources.	To be completed by MRWA as part of Armadale Road upgrade project.	Road Widening Complete. MRWA currently completing construction.	66%
5d	5d 75% of the cost of temporary intersection works/ upgrading of the intersection of Armadale Road and the distributor road to the Primary School, including any road widenings, minus any contributions and grants from external sources.	Complete		100%
<b>6</b>	<b>Regional Path Network:</b>			
6a	6a A contribution towards the total cost of constructing the Regional Path Network within Development Control Area No.3 as identified in the adopted Infrastructure Cost Schedule.	Ongoing Program		66%
6b	6b A contribution towards the total cost of constructing the principal shared path on Wright Road between Nicholson Road and Ranford Road. (Included under Item 1b Wright Road Construction Project)	Complete		100%
6c	6c A contribution towards the cost of a shared path along Armadale Road from Warton Road to Anstey Road.	To be completed by MRWA as part of Armadale Road upgrade project.	MRWA currently undertaking construction.	76%
6d	6d A contribution towards the cost of shared paths within Lot 5000 Reilly Road and Skeet Road between Keane Road and Ranford Road as identified in the adopted Infrastructure Cost Schedule.	Heron Park Skeet Road Section Remaining. Reilly to Ranford included in 14f.	Pending Development of Adjoining Land and Road Construction.	29%
<b>7</b>	<b>Arterial Drainage and Water Management:</b>			
7a	7a 100% of the cost of acquiring land for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for Balannup Drain and the arterial drainage land for the open channel adjacent to Reilly Road as identified in the adopted Infrastructure Cost Schedule.	Lot 67 Allocation Remaining.	Acquisition of easement area to be confirmed and progressed.	90%
7b	7b A contribution of approximately 100% of the cost of constructing an open channel in the multiple use corridor and 100% of the cost of constructing the arterial drainage channel adjacent to Reilly Road.	Allocation for Perregrine Estate Remaining and Piara Gardens.	Pending handover of works to the City.	99%
7c	7c 100% of the cost of constructing Skeet Road pipe work, culverts and pavement reconstruction and reinstatement of Nicholson Road, Mason Road and any other portion of road pavement modified to install arterial drainage.	Complete		100%

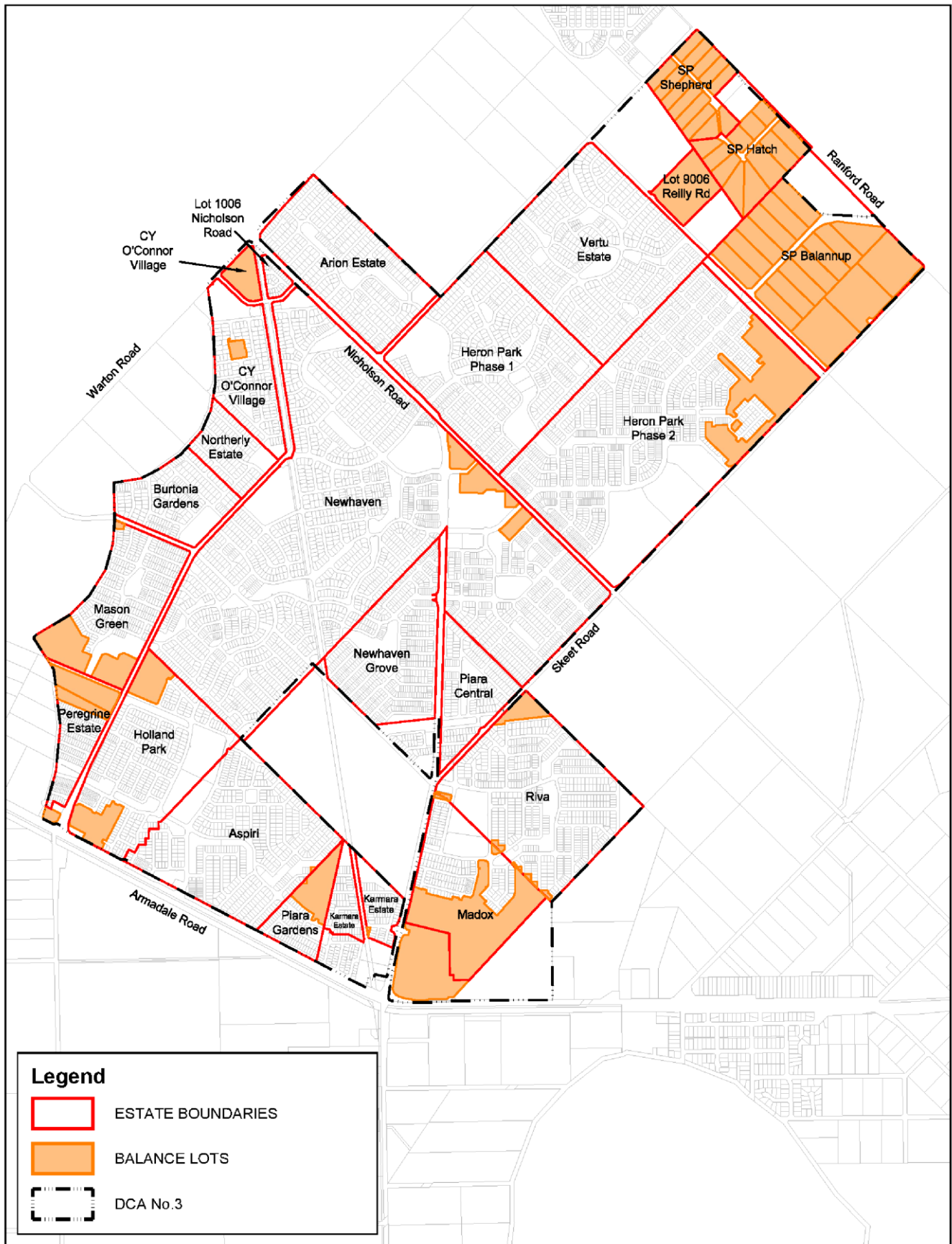
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Project / Item Ref.	Project / Item Description	Status	Comment	Percentage Complete. Based on Costs Claimed.
7d	7d Maintenance works in Balannup Drain.	Ongoing Program		64%
7e	7e A contribution to the cost of providing pre and/or post development water quality data, monitoring and Water Management initiatives as specified in the Infrastructure Cost Schedule.	Ongoing Program		26%
7f	7f 100% of the cost of acquiring land or easements for the arterial drainage multiple use corridors up to 10 year average recurrence interval event for part of James Drain north of the Armadale Road, and James Drain south of Armadale Road to Forrestdale Lake, as identified in the adopted Infrastructure Cost Schedule.	Allocation for Peregrine Estate Remaining and Piara Gardens.	Pending construction	75%
7g	7g 100% of the cost of implementing administrative measures to ensure access in perpetuity along James Drain from Armadale Road to Commercial Road for the City of Armadale and	Complete		100%
7h	7h Initial maintenance works in James Drain from the northern boundary of Armadale Road to Forrestdale Lake including upgrading of the drainage channel and including upgrading culverts at the road crossings including those at Armadale Road and Nicholson Road.	Under Review	Scoping Study Completed	0%
<b>8</b>	<b>Community and Recreation Facilities:</b>			
8a	8a A contribution to the cost of district sporting and community facilities, including sporting/community buildings, change rooms, toilets, playground, multiple purpose courts, associated facilities and the upgrade of an existing multiple purpose sporting oval.	Allocations for William Skeet Remaining		23%
8b	8b 100% of the total cost of a community facility on Lot 48 Nicholson Road including change rooms, toilets and associated facilities.	Complete		100%
8c	8c 100% of the total cost to acquire the land and existing building on Lot 49 Keane Road and 72% of the cost of the refurbishment of the existing homestead dwelling, car parking, playground and landscaping for a community facility.	Complete		100%
8d	8d Contribution towards the provision of sporting facilities at Carey Baptist College – Lot 1000 Wright Road to provide public sporting facilities including 50% of the cost of car parking, change rooms and toilets.	Complete		100%
8e	8e 100% of the total cost to construct sporting and community facilities, including sporting / community buildings, change rooms, car parking, toilets and playgrounds on public open space identified on the Structure Plan abutting proposed primary schools.	Novelli Reserve Building and Structures and Harrisdale North Facility Remaining		23%
8f	8f A contribution as defined in Infrastructure Cost Schedule to the total cost to construct a senior multiple purpose sporting oval adjoining each of the public primary schools minus contributions from the Department of Education when they become available for ovals shared with public primary schools and a senior multiple purpose sporting oval on Lot 48 Nicholson Road.	Three out of four complete - Harrisdale North remaining.		75%
8g	8g 100% of the cost of building a combined sporting pavilion / community meeting rooms on the proposed public open space in the area known as Structure Plan (SP) South, inclusive of change rooms, toilets, storage, community meeting space, car parking, a playground and landscaping, minus any probable or received grant funding.	Main Scope Complete	Allocation for minor consolidation works remaining.	99%
8h	8h 100% of the cost of building a combined sporting pavilion / community building on the proposed open space in the area known as Structure Plan (SP) East, including, but not limited to, change rooms, ovals, toilets, storage, community meeting spaces, car parking, a playground, landscaping, irrigation, earthworks and site fill minus any probable or received grant funding, and any contribution obtained from the Department of Education for a shared oval facility as specified in the Infrastructure Cost Schedule.	Complete		100%
<b>9</b>	<b>Regional Sewer Infrastructure and 132KV Power Lines:</b>			
9a	9a 100% of the total cost to acquire the land for the sewer pump station buffer zone (public open space that is non-creditable) on Lot 49 Keane Road and Lot 50 Wright Road.	Complete		100%
9b	9b Reimbursement of the portion of the cost of constructing the sewer pumping station and temporary pressure mains, which are not prefunded by the Water Corporation.	Complete		100%
9c	9c Contribution towards the cost to reconfigure the 132 KV power lines to an urban standard on current alignment as specified in the Infrastructure Cost Schedule. Other relocation costs to be met by individual subdividers.	Madox (part), Riva and Piara Central allocation remaining		60%
<b>10</b>	<b>Conservation Category Wetlands:</b>			
10a	10a 100% of the total cost to acquire the core area of the rehabilitated conservation category wetlands on Lot 49 Wright Road.	Complete		100%
<b>11</b>	<b>Keane Road between Skeet Road and Anstey Road:</b>			
11a	11a A 33% contribution to the total cost of constructing this section of Keane Road, including any roundabouts and/or traffic management devices. If environmental approval is not granted for the construction of Keane Road, then the City is required to refund the contributions paid by subdivider's towards the construction of Keane Road (together with	Complete	Contributions refunded for this item, as it did not get EPA environmental approval.	100%
<b>12</b>	<b>Balannup Road between the southern boundary of Lot 5000 Reilly Road and Ranford Road:</b>			
12a	12a 100% of the total cost to acquire any road widenings for the ultimate road reserve for Balannup Road.	Main Scope Complete	Roundabout Acquisitions Remaining - Construction of main carriageway can still proceed.	80%
12b	12b 100% of the total cost of constructing the full earthworks, one carriage way and all structures, including a culvert, shared path, pedestrian crossings over Balannup Drain and a roundabout at the intersection of Reilly Road.	Estimated completion end of 2019.	Not all actual costs yet claimed. Full cost should be claimed by 30 June 2020.	52%
<b>13</b>	<b>Reilly Road between the existing cul-de-sac of Reilly Road and Balannup Road:</b>			
13a	13a 100% of the total cost of constructing the full earthworks, one carriage way and all structures including shared path, roundabout, traffic calming devices and associated road	Complete		100%
<b>14</b>	<b>Skeet Road:</b>			

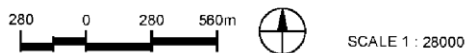
DCP 3 Program Status Table by Project

DCP 3 Program Status Table by Project					
100% Complete (44%)					
75% - 99% Complete (20%)					
51% - 74% Complete (10%)					
25% - 50% Complete (8%)					
0% - 24% Complete (18%)					
Project / Item Ref.	Project / Item Description	Status	Comment	Percentage Complete. Based on Costs Claimed.	
14a	14a 100% of the cost of constructing Skeet Road, the full earthworks, one carriage way and all structures (including roundabouts) between Keane Road and the northern boundary of the proposed primary school in the area referred to as Structure Plan (SP) East, minus a 50% contribution from the Department of Education for the portion(s) of Skeet Road directly abutting the proposed primary school site and high school sites.	Main Scope Complete only landscaping consolidation remaining.		99%	
14b	14b 100% of the cost of constructing the Skeet Road culverts, pedestrian crossings, associated road pavement tie in, and pavement reconstruction between the southern boundary of Lot 5000 Reilly Road and the existing Skeet Road pavement adjacent to Lot 515 Skeet Road.	Complete	Was Included in Item 7b	100%	
14c	14c 100% of the cost of fencing along the Skeet Road reserve abutting Lots 171, 67 and 65 Skeet Road, Forrestdale	Refer to Item 14f		65%	
14d	14d 100% of the total cost of constructing a roundabout at the intersection of Skeet Road and Reilly Road including the cost to acquire any road widenings for the ultimate road reserve.	Refer to Item 14f		N/A	
14e	14e 100% of the total cost to acquire any road widenings for the ultimate road reserve for Skeet Road between Reilly Road and Ranford Road	Complete		100%	
14d and 14f	14f 100% of the total cost of constructing Skeet Road between Reilly Road and Ranford Road, including the full earthworks, drainage, one carriage way, intersection at Ranford Road and all structures.	Final Design Approaching completion / Construction scheduled to commence in 2020		0%	
15	<b>Existing High Conservation Value Reserves:</b>				
15a	100% of the cost of fencing / bollards, gates and signage, dieback management / mapping, revegetation / landscaping and weed management of Shepherd Court Reserve.	Pending Development of Adjoining Land.		0%	
16a	16a 100% of the cost of fencing / bollards, gates and signage, dieback management / mapping, revegetation / landscaping and weed management of Balannup Lake Reserve south of Ranford Road.	Pending Development of Adjoining land.		0%	
			<b>Percentage of Program Complete</b>	<b>74%</b>	





**Harrisdale and Piara Waters**  
 Unsubdivided Developable Areas Remaining  
 December 2019



DATE: 17 December 2019 - REVISION 1601  
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