





Revision Schedule

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1. Introduction

1.1 Background

The Mundijong Urban Development zoned areas under the Shire of Serpentine Jarrahdale's Town Planning Scheme No.2 are generally bound by Bishop Road and Norman Road to the north, Mundijong Road and Watkins Road to the south, South Western Highway to the east and Kargotich Road to the west.

Provision 1 of Development Area 1, and Provision 1 of Development Area 2, listed under Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, provides that a single District Structure Plan is to be adopted to guide subdivision and development and will cover the areas of Development Areas No. 1 and 2. This updated Draft District Structure Plan, adopted by Council for advertising at the 17 December 2018 meeting, represents the latest version of the District Structure Plan and is advertised concurrently, though independently, to this amendment, for community consultation in its draft form. If Council adopts this Draft District Structure Plan following advertising, it will become the latest version of the single District Structure Plan, in accordance with Provision 1 of Development Area 1, and Provision 1 of Development Area 2.

As a District Structure Plan, it is not being prepared or determined under the Deemed Provisions of the Scheme. Rather, it is being considered in accordance with the specific Development Area provisions.

The proposed 2020 Council Approved Mundijong District Structure Plan (CAMDSP) is an informing, relevant and strategic document that enables the consideration and exercising of discretion for Structure Plans and Local Development Plans, which fall under the auspices of the deemed provisions.

The CAMDSP forms the basis for the Mundijong Urban Development Contribution Plan, the inclusion of Development Contribution Area 3 (DCA3) and insertion into Appendix 10 into the Local Planning Scheme.

A copy of the CAMDSP Map is contained in Section 8 (Figure 1).

Section 8 Figure 2 shows the proposed Development Contribution Area 3 (DCA3) to which this Development Contribution Plan will apply.

NOTE: The cost estimates and assumptions in this documentation are based on the best available information at this point in time. This documentation has been prepared for the basis of public advertising and may change during the statutory planning approval process.

1.2 Purpose of Development Contribution Arrangement

There are multiple landholdings within the DCA3 area and therefore the Shire has decided to prepare the Mundijong Urban Development Contribution Plan to share the cost of traditional infrastructure, land and other items required to support the development area.

1.3 Purpose of Development Contribution Plan Report

This development contribution plan report has been prepared to set out in detail:

- The traditional infrastructure, land and other items for which development contributions are



to be collected;

- How land values are calculated and the valuation methodology applied;
- The cost estimates of infrastructure and other items;
- The cost contribution rates applicable to individual precincts within the Mundijong Urban development contribution area.
- The methodology to calculate development contributions applicable to landowners/developers and the operational aspects of the methodology;
- Principles for the priority and timing of infrastructure provision and land acquisition;
- The period of operation and review of the Mundijong Urban Development Contribution Plan;
- Various other operational matters;
- Examples of how development contributions will be calculated.

1.4 Status

This Mundijong Urban Development Contribution Plan report has been prepared pursuant to Clause 9.3.10 of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2 (TPS2).

The report should be read in conjunction with Clause 9.3 of TPS2, Appendix 10 of TPS2, the Mundijong District Structure Plan and any relevant precinct-level LSP.

This Mundijong Urban Development Contribution Plan report does not form part of TPS2.

1.5 Principles

This Mundijong Urban Development Contribution Plan report has been prepared pursuant to the guiding principles for development contribution plans, as set out in State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6) and Clause 9.3.6 of TPS 2 as detailed below:

a) Need and the nexus

The need for the infrastructure included in the plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus).

b) Transparency

Both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer.

c) Equity

Development contributions should be levied from all developments within a development contribution area, based on their relative contribution to need.

d) Certainty

All development contributions should be clearly identified and methods of accounting for cost adjustments determined at the commencement of a development.

e) Efficiency

Development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs



f) Consistency

Development contributions should be applied uniformly across a development contribution area and the methodology for applying contributions should be consistent.

g) Right of consultation and review

Owners have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe the calculation of the costs of the contributions is not reasonable.

h) Accountable

There must be accountability in the manner in which development contributions are determined and expended.

i) Risk Minimisation

The financial risk to the local government and other stakeholders is to be mitigated through the minimisation of items included.

1.6 Areas of Operation

The Mundijong Urban Development Contribution Plan report applies to the Mundijong Urban development contribution area referred to as DCA3 and as indicated on the TPS2 Scheme Maps and detailed within Part 9 of TPS2.

2. Infrastructure, Land and Other Items

This section of the Mundijong Urban Development Contribution Plan report identifies the infrastructure, land and other items for which development contributions will be collected in the Mundijong Urban precinct. These items include:

- District distributor and local roads playing a district function;
- Grade Separated Crossings;
- Land for public open space, district open space and drainage;
- Administration costs; and
- Water Quality Management

2.1 Land Value

Many of these items include a land component. To determine the total cost of the items, an estimate of land value therefore needs to be identified. Land for infrastructure is required in a number of land zones in the Mundijong District Structure Plan, including but not limited to residential, retail, commercial, highway commercial and mixed-use areas. To accommodate this variation in use, there is a requirement for two separate rates for 'Residential' and 'Mixed Use/Non-Residential' land uses.

The values are GST inclusive and are discounted by 2.5% as an allowance for selling costs.

The applicable land rates are detailed in **Appendix D**.



2.1.1 Standard Residential/Non-Standard Residential

This rate is based on current valuation advice for an indicative R25 zoned 5 hectare site with no servicing constraints within the Mundijong Urban DCA3 area. An analysis of remaining undeveloped land within DCA3 shows an average lot size of 4.82 hectares, thus supporting the continued use of 5 hectares for the englobo valuation.

The R25 zoning (350m² average dwelling) has been selected as the most appropriate for the Mundijong Urban area, given the current and forecasted trends for subdivision applications, and high likelihood that much of the development will cater towards first-time homebuyers.

2.1.2 Non-Residential

This rate is based on a Mixed Use R60 zoned area within the planned commercial/town centre precincts within. It has been assumed the typical land parcel is a regular shaped 5 hectare area which requires servicing but within close proximity to services so there are no major servicing constraints and no major geotechnical/environmental issues.

2.1.3 Land Valuations

Pursuant to Clause 9.3.11 of TPS 2, the cost estimate land value will be reviewed at least annually.

The net land value is to be determined in accordance with the definition of "value" in TPS 2 Clause 9.3.12 and having general regard to the International Valuation Standards Committee's definition of market value as adopted by the Australian Property Institute. To account for the direct transfer of land, the fair market value should be discounted by standard marketing costs including fees, commissions and advertising costs estimated at 2.5% for the purposes of the Development Contributions Plan.

For the purposes of the Development Contribution Plan for Mundijong Urban, two englobo land values will apply to the Mundijong Urban Development Contribution Area (DCA3), irrespective of precinct or structure plan classification or similar. These land values are as described in 2.1.1 and 2.1.2 above. This approach is considered to be the simplest, effective and equitable method of addressing land valuation.

2.2 Roads

Contributions to the upgrading, construction and land acquisition of the following roads (see Section 8 **Figure 3**) are included within the Mundijong Urban Development Contribution Plan:

- Paterson Street/Soldiers Road;
- Bishop Road (East);
- Taylor Road/Adams Street;
- Mundijong Road (East)/Watkins Road;
- Town Centre Distributor Road (New Whitby Rd);
- North-South Road;
- Galvin Road New (Evelyn St/Galvin Rd/Keirnan St);
- Skyline Boulevard;
- Tinspar Avenue.



Note: The road construction costs are supplied by IQ Pty Ltd and Lycopodium and itemised in **Appendix A**.

2.2.1 Paterson Street / Soldiers Road

The road currently exists, but will require changes in width, alignment and configuration to support development envisaged under the Mundijong District Structure Plan.

The minimum width of the Paterson Street/Soldiers Road reserve will be 30 metres.

The upgrade of Paterson Street/Soldiers Road will occur between Bishop Road and Mundijong Road.

In accordance with State Planning Policy No. 3.6 – Development Contributions for Infrastructure (SPP 3.6), the following items are included within the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m to achieve a 30 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing (*refer to item 2.2.10.1 for cost estimate*);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management (where costs are identifiable for the infrastructure item actual costs are applied. General costs are Included under the Administration cost item and allocated pro rata).

The following items are not included in the DCP for the Paterson Street / Soldiers Road:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.2 Bishop Road (East)

The road currently exists, but will require changes in width, alignment and configuration to support development envisaged under the Mundijong District Structure Plan. The road is also proposed to provide a direct connection to the future extension of Tonkin Highway.

The minimum width of Bishop Road will be 35.6 metres.

The upgrade of Bishop Road will occur between the Tonkin Highway MRS Primary Regional Road reserve and Soldiers Road.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a 35.6 metre road reserve;



- Earthworks for the whole road reserve;
- Complete road construction based on both a dual lane and single lane split carriageway with central median, at various connections;
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including one set of traffic lights and one roundabout;
- Upgrade of one existing at-grade rail crossing;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the Mundijong Development Contribution Plan for Bishop Road:

- Any works carried out between Kargotich road and the Tonkin Highway. This section of the road upgrade will be borne by the West Mundijong Industrial Development Contribution Plan.
- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.3 Taylor Road / Adams Street

The road currently exists, but will require changes in width, alignment and configuration to support development envisaged under the Mundijong District Structure Plan.

The minimum width of Adams Street will generally be 30 metres and a 35 metres road reservation will occur in proximity of the proposed local centre at the intersection with Keirnan Street.

The upgrade and construction of Adams Street will occur between Bishop Road and Mundijong Road.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a 30 metre and 35 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the DCP for the Taylor Road / Adams Street:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.



- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.4 Mundijong Road (East) / Watkins Road

The road currently exists, but will require changes in width, alignment and configuration to support development envisaged under the Mundijong District Structure Plan.

The minimum width of Mundijong Road/Watkins Road will typically be 25 metres, with a 35 metre width required on the section between Kargotich Road and Paterson Street.

The upgrade and construction of Mundijong Road/Watkins Road will occur between the Tonkin Highway MRS Primary Regional Road Reserve and South Western Highway.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan

- Land required over and above the standard 20m road reserve to achieve up to a 35 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Associated drainage works including water sensitive urban design measures;
- Construction of one grade-separated rail crossing (*refer to item 2.2.10.2 for cost estimate*);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the Mundijong Urban Development Contribution Plan for Mundijong Road/Watkins Road:

- Any works carried out between Kargotich road and the Tonkin Highway. This section of the road upgrade will be borne by the West Mundijong Industrial Development Contribution Plan.
- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.5 Town Centre Distributor Road (New Whitby Road)

The road does not currently exist and will be required through subdivision to support the development envisaged under the Mundijong District Structure Plan.

The minimum width of the Town Centre Distributor Road will be 30 metres, with a 35 metre road reservation required in the proximity of the proposed District Centre at the intersection with Soldiers Road.

The upgrade and construction of the Town Centre Distributor Road will occur between Taylor Road and South Western Highway.



In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a 30 metre and 35 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing (*refer to item 2.2.10.1 for cost estimate*);
- Costs associated with one rail crossing closure (Keirnan Street);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the DCP for the Town Centre Distributor Road:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.6 North-South Road

The road does not currently exist and will be created through subdivision to support the development envisaged under the Mundijong District Structure Plan.

The minimum width of the North–South Road will be 30 metres.

The upgrade and construction of the North–South Road will occur between Watkins Road and the Town Centre Distributor Road.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a 30 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the DCP for the North-South Road:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.



- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.7 Galvin Road New (Evelyn Street/Galvin Road/Keirnan Street)

The road currently exists, but will require changes in width, alignment and configuration to support development envisaged under the Mundijong District Structure Plan.

The minimum width of the Galvin Road will be 30 metres.

The upgrade and construction of Galvin Road will occur between Paterson Street and South Western Highway.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan

- Land required over and above the standard 20m road reserve to achieve the proposed 30 metre road reserve;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Construction of one grade-separated rail crossing (*refer to item 2.2.10.2 for cost estimate*);
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the DCP for the Galvin Road New:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.8 Skyline Boulevard

The road does not currently exist and will be required through subdivision to support the development envisaged under the Mundijong District Structure Plan.

The minimum width of Skyline Boulevard will be 30 metres.

The upgrade and construction of Skyline Boulevard will occur between Bishop Road and Tinspar Avenue

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a 30 metre road reserve;
- Earthworks for the whole road reserve;



-
- Complete road construction based on a single lane split carriageway with central median.
 - Associated drainage works including water sensitive urban design measures;
 - Traffic control devices including intersection treatments and associated works;
 - Shared paths;
 - Utility removal, relocation and insertion; and
 - Associated costs including design, administration and management.

The following items are not included in the DCP for Skyline Boulevard:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.

2.2.9 Tinspar Avenue

The road does not currently exist and will be required through subdivision to support the development envisaged under the Mundijong District Structure Plan.

The minimum width of Tinspar Avenue will be 30 metres.

The upgrade and construction of Tinspar Avenue will occur between Skyline Boulevard and South Western Highway.

In accordance with SPP 3.6, the following items are included in the Mundijong Urban Development Contribution Plan:

- Land required over and above the standard 20m road reserve to achieve a road reserve of 30 metres;
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median.
- Associated drainage works including water sensitive urban design measures;
- Traffic control devices including intersection treatments and associated works;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design, administration and management.

The following items are not included in the DCP for the Tinspar Avenue:

- Minor intersections treatments from the adjoining subdivisional road network. These will be subject to standard subdivisional truncation requirements.
- Land required to achieve a standard 20m road reserve, which will be ceded free of cost as part of the subdivision process.

A detailed breakdown of costs is contained in **Appendix A**.



2.2.10 Grade-Separated Crossings

Grade-separation of rail and road is required within the Mundijong Whitby District Structure Plan Area. Two grade-separated crossings have been identified. Given the proximity of these crossings, it is a requirement that the two Grade Separated Crossings be constructed simultaneously:

- Soldiers Road and Town Centre Distributor Road; and
- Mundijong/Watkins Road and Galvin Road New

A detailed breakdown of the costs is contained within a spreadsheet at **Appendix B**.

2.2.10.1 Road over Rail: Soldiers Rd and Town Centre Distributor Rd

The grade-separation of Soldiers Road and Town Centre Distributor Road is to be constructed as one project, with road bridge structures over the single rail line. This is due to the proximity of the intersection of Soldiers Road and Town Centre Distributor Road and the incline at those points to achieve the necessary 9.0m vertical clearance to accommodate double stacked containers along the freight rail crossings.

Road inclines and declines are based upon maximum permitted gradients and minimum ramp lengths, being 5% grade for road. Due to the maximum assumed 5% decline of Soldiers Road, the Future Town Centre Distributor Road must incline to tie into the future intersection of this road with Soldiers Road.

Typical road and rail cross-section details were adopted as follows:

- 7 metre wide pavement;
- Crowned with 3% crossfall;
- 2 metre wide shoulders graded at 3%; and
- Grade separation batters assumed as 1:3 from shoulders to existing levels on grounds of common/best practice.

The estimates include the following items, with the land calculation:

- Construction costs;
- Design Costs;
- Authority Costs;
- Land acquisition costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail disruption of works; and
- Contingency sums.

The additional cost items over and above the base construction value is budgeted at 65% of construction.

The following item(s) are not included in the above estimate for the grade-separated crossing at Soldiers Road and Town Centre Distributor Road:

- Land required to permit embankment batters for bridge infrastructure.

A detailed breakdown of the costs is contained within a spreadsheet at **Appendix B**.



2.2.10.2 Rail over Road: Mundijong Rd/Watkins Rd and Galvin Rd New

The Mundijong District Structure Plan identifies the existing Mundijong/Watkins Road rail crossing to remain, with a future crossing to be created at Galvin Road. Given the proximity of the future Galvin Road New crossing to Watkins/Mundijong Road, it is necessary the grade-separation be achieved via a rail bridge over the two road crossings, with a vertical clearance of 4.8 metres over each roadway. Road carriageways at Watkins Road and Galvin Road have been maintained on the existing vertical alignment with the rail elevated, due to known water table constraints.

Rail inclines and declines are based upon maximum permitted gradients and minimum ramp lengths, being 2% grade for rail.

Typical road and rail cross-section details were adopted as follows:

- 4 metre wide rail;
- Crowned with 3% crossfall;
- 1 metre wide shoulders graded at 1:2;
- Grade separation batters assumed as 1:3 from shoulders to existing levels, on grounds of common/best practice.

The estimates include the following items:

- Construction costs;
- Design Costs;
- Authority Costs;
- Owner costs;
- Project management costs;
- Compensation costs associated with shutdown of rail and disruption of works; and
- Contingency sums.

The additional cost items over and above the base construction value is budgeted at 65% of construction.

The following item(s) are not included in the above estimate for the grade-separated crossing at Mundijong Road/Watkins Road and Galvin Road:

- Land required for embankment batters for bridge infrastructure.

A detailed breakdown of the costs is contained within **Appendix B**.

2.3 Land for Road Reserves

The Mundijong Development Contribution Plan takes responsibility for acquiring Development Contribution Plan road reserve land where the existing reserve is widened or where the road is a new road. The estimates apply only to the section of road width wider than 20m i.e. if the road is 30m wide, only 10m will be compensated for through this Development Contribution Plan.

Land to be acquired is costed at the prevailing englobo values, revised yearly by an independent land valuer. Currently there is no comparative sales evidence within the Mundijong Urban DCA for non-residential land. As such, the non-residential land value is the same as residential, however this will likely change over time and with further review of this DCP.



Details of the land valuations at each revision date are contained within **Appendix D**.

A detailed breakdown of the land areas required and associated total values are contained within **Appendix E**.

2.4 District Open Space Improvements

The cost of the District Open Space improvements are estimated from the costs provided for similar works by GHD Woodhead at Keirnan Park (two ovals) and Reilly Road (one oval). The cost breakdown is provided in **Appendix C**.

Based on the Byford District Open Space costs, an amount of \$57,120 for irrigation for each oval has been applied to the Mundijong - Urban District Open Space areas (see **Figure 4**).

2.4.1 Whitby High School District Sporting Space (LSP Precinct A)

The Community Infrastructure and Open Space Strategy identifies a District sports oval to be co-located with the planned High School site in Precinct A of the Mundijong District Structure Plan. A Shared-use agreement will be entered into between the Department of Education and the Shire for the use of the oval established on the High School site, to facilitate the District function. All community buildings and clubroom facilities will be provided by the Shire through a future Shire-wide Community Infrastructure Development Contribution Plan.

The single playing field is to be designed to a minimum dimension of 205m x 175m (3.6 hectares).

The following items are included in the Mundijong Urban Development Contribution Plan for the whole reserve:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.

2.4.2 Keirnan Park Stage 3 District Sporting Space (LSP Precinct C)

The Community Infrastructure and Open Space Strategy identifies Reserve 4395 along Keirnan Street, Mundijong, as being suitable to be developed as a Regional Sporting Complex.

The Mundijong Development Contribution Plan will support locating two senior sized playing fields on site, as this will support a District function. The two playing fields are to have a minimum dimension of 205m x 175m each (7.2 hectares). The following items are included in the Mundijong Development Contribution Plan:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.



2.4.3 Mundijong High School District Sporting Space (LSP Precinct G)

The Community Infrastructure and Open Space Strategy identifies a District sports oval to be co-located with the planned High School in Precinct G. A Shared-use agreement will be entered into with the Department of Education and the Shire for the use of the oval established on the High School site located in Precinct G, to facilitate the District Function. All community buildings and clubroom facilities will be provided by the Shire through a future Shire-wide Community Infrastructure Development Contribution Plan.

The single playing field is to be designed to a minimum dimension of 205m x 175m (3.6 hectares).

The following items are included in the Mundijong Urban Development Contribution Plan for the whole reserve:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.

2.4.4 Whitby North Primary School Neighbourhood Open Space (LSP Precinct A)

This will be a senior sized AFL field with a Shared-use Agreement entered into with the Department of Education. The playing field will be accommodated wholly within the Shire reserve, funded by the Mundijong Urban Development Contribution Plan.

The single playing field is to be designed to a minimum dimension of 205m x 175m (3.6 hectares).

The following items are included in the Mundijong Development Contribution Plan for the whole reserve:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.

2.4.5 Adams St / Cockram St Primary School Neighbourhood Open Space Area 2 (LSP Precinct E1)

This will be a senior sized AFL field with a Shared-use Agreement entered into with the Department of Education. The playing field will need to be confirmed, but the preference is to have the playing field wholly within the Shire Reserve.

The single playing field is to be designed to a minimum dimension of 205m x 175m (3.6 hectares).

The following items are included in the Mundijong Urban Development Contribution Plan for the whole reserve:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.



2.4.6 Taylor Rd / Scott Rd Primary School Neighbourhood Open Space (LSP Precinct G)

This will be a senior sized AFL field with a Shared-use Agreement entered into with the Department of Education. The playing field will be accommodated wholly within the Shire reserve, funded by the Mundijong Urban Development Contribution Plan.

The single playing field is to be designed to a minimum dimension of 205m x 175m (3.6 hectares).

The following items are included in the Mundijong Development Contribution Plan for the whole reserve:

- Earthworks;
- Irrigation;
- Grassing; and
- Associated costs relating to construction including design and management.

2.5 Land for Public Open Space and Drainage

A significant amount of land will be provided within the Mundijong District Structure Plan area for:

- Public open space;
- Dual-function public open space and drainage; and
- Drainage purposes.

This land includes:

- A mix of multiple-use corridors with a dual drainage and recreation function;
- Local and neighbourhood parks;
- Larger district-level playing fields; and
- Land purely for drainage purposes.

In the context of planning undertaken for Mundijong, it is difficult in many instances to clearly identify and distinguish between land required for recreation and land required for drainage. This is due to:

- The existence of multiple-use corridors and other public open space entailing a dual drainage and recreation function; and
- Numerous LSPs being prepared based on different public open space credit calculation methodologies based on different versions of Liveable Neighbourhoods.

To ensure compliance with Clause 9.3.6 of TPS 2, containing the guiding principles for development contribution plans, all land required for public open space and drainage is included in the Mundijong Urban Development Contribution Plan, apart from land identified for conservation. This will ensure transparency, equity in terms of land required for district benefit and simplicity goals are achieved.

2.5.1 Estimated amount of land for Public Open Space and Drainage

A significant amount of detailed planning has been completed for the Mundijong District Structure Plan area, in the form of LSPs. This level of planning allows for the specific identification of land areas required for drainage and/or public open space.



There are however several areas within Mundijong that have not yet been subject to the preparation of LSPs (see **Figure 5**). To ensure that appropriate funds are collected to allow for the future purchase of land required for public open space and drainage within these areas, it has been necessary to determine an estimated amount for each precinct.

The following methodology has been applied:

1. A review of LSP's and spatial data has been undertaken to identify the total amount of land covered by each LSP and the total amount of land required for public open space and drainage.
2. For areas not yet subject to an approved Local Structure Plan, the percentage of land required for public open space and drainage has been calculate at 20% of the site area.
3. Spatial data has been used to identify the total land area of areas in Mundijong for which LSPs have yet to be prepared.
4. The percentage identified in step 2 has then been applied to the total identified in step 3 to generate an estimated amount of land required for public open space and drainage in these areas.
5. The public open space and drainage land areas identified in step 1 and step 4 are then added to identify a total estimate of land required for public open space and drainage within the Mundijong Development Contribution Plan.

Based on this methodology, the total estimated amount of land that will be required for public open space and drainage in the Mundijong Urban DCA3 is detailed in **Appendix F**.

2.5.2 Estimated Cost of Public Open Space

The total estimated cost of creditable public open space in the Mundijong Urban DCA3 is detailed in **Appendix F**.

2.6 Water Quality Management

The Mundijong-Whitby Drainage and Water Management Plan (DWMP) establishes a framework for water management in new urban development. This ensures that water quantity and quality design objectives can be achieved and the concerns and risks identified by the Department of Water (DoW) and the Water Corporation can be addressed. The DWMP reinforces the Shire's commitment to ensuring that water sensitive urban design principles are incorporated into new urban development.

The Mundijong Urban Development Contribution Plan will assume funding responsibility for the post development water-monitoring program required by the Mundijong-Whitby DWMP.

A detailed breakdown of the costs is contained at **Appendix G**.

2.7 Administrative Items

State Planning Policy 3.6 (SPP 3.6) provides the statutory basis for development contribution plans. Given local governments take responsibility for providing statutory framework for Development Contribution Plans; they are best placed to undertake the day-to-day management of the Development Contribution Plan. SPP 3.6 explicitly allows all costs associated with the administration of a Development Contribution Plan to be recouped.



In addition, there is no obligation on the Shire to prepare and administer a Development Contribution Plan. The existence of a Development Contribution Plan is however in the interests of the landowners and developers in an area to facilitate the achievement of a more equitable outcome in the absence of any alternative arrangement.

Administrative items include all expended and estimated future costs associated with administration, planning and development of the Mundijong District Structure Plan, District Water Management Plan/s, preparation and implementation of the Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including any revisions.

In summary, the following administrative items are included in the Mundijong Development Contribution Plan for DCA3:

- Planning studies (including the Mundijong District Structure Plan and amendments, Mundijong Urban Development Contribution Plan and Scheme
- Traffic studies;
- Drainage studies (including water management strategies);
- Road design costs where not allocated to specific roads;
- Borrowing costs (including loan repayments); and
- Scheme Management Costs (including administration and management of the Mundijong Urban Development Contribution Plan).

A detailed breakdown of the costs is contained within a spreadsheet at **Appendix H**.

Note: The Shire has expended \$563,398 since 2011 towards the preparation of the Mundijong Urban Development Contribution Plan including District Structure Plan revisions and associated Traffic Studies as discussed with the Mundijong Industry Reference Group. This value has been added to the total anticipated administration expenditure.

2.8 Total Cost

A summary of the total cost for all infrastructure, land and other items within DCA3 is included in **Appendix I**.

Note: To account for the initial seed funding received in 2014 from the significant landowners in the area (totalling \$130,000), the individual contribution amounts have been applied as Credits to the respective landowners' DCA3 accounts.

2.9 Items not included

State Policy provides a clear indication that the development of public open space to a minimum standard and maintenance for a minimum period of time, is at the developer's expense. As such, the development and initial maintenance of public open space is not included within the Mundijong Urban Development Contribution Plan report and will be a responsibility of the subdivider.

Land identified as having conservation value, for example bush forever, conservation category wetland or resource enhancement wetland, are excluded from being credited under this Development Contribution Plan. Foreshore reserves are also excluded from the Mundijong Urban Development Contribution Plan in accordance with Liveable Neighbourhoods, which states that they will be ceded free of cost.



Whilst the Mundijong Urban Development Contribution Plan includes land for drainage purposes, it does not include drainage works themselves (i.e. earthworks, drainage infrastructure such as piping, pits, mechanical treatments, water sensitive design treatments or similar). These are considered to be subdivisional works, generally required by local water management strategies and urban water management plans and are also very difficult to calculate given the varying nature of drainage infrastructure provided and proposed throughout Mundijong. The drainage works contained within the proposed roads as depicted within the Mundijong Development Contribution Plan are permitted to be included in accordance with SPP3.6.

3. Development Contribution Methodology

This section sets out the methodology for determining the development contribution applicable within the Mundijong Urban Development Contribution Area.

3.1 Estimation of Development Potential

The development contribution methodology for the DCA3 is based on a **per lot** basis. Where there are no lot estimates from a current LSP, it is necessary to estimate the potential developable area to be created in the Mundijong - Urban area and convert to lots. This estimate will be used to determine the development contribution rate per lot. The following methodology has been applied:

- A review of LSPs and spatial data has been undertaken to identify the estimated total developable area or lot yield for holdings covered by an LSP or approved subdivision application.
- The m² estimates for broad hectare (i.e. existing rural) areas not yet subject to LSPs have been determined through identifying their total land area, deducting 40 percent of this land area (accounting for land required for public purposes such as roads, public open space and drainage) and multiplying the remainder by 25 lots per net hectare to derive the potential lot yield.
- The lot estimates for infill sites (i.e. existing urban) not yet subject to LSPs were determined through manual calculations of the development potential of each landholding based on an R25 residential density as above. In the case of Precinct F, the estimated future lots net of parent lots is 2549 lots. However, given the likelihood that a portion of lots will not be redeveloped, an approximate 25% discount to yield has been applied to estimate the expected future lot yield.
- By adding the lot yields calculated in steps 1-3, the total estimated lot yield for the Mundijong DCA3 has been identified.

3.2 Estimation of Lot Potential

This section of the Mundijong Urban Development Contribution Plan report sets out the methodology for determining the development contributions applicable within the DCA3 Mundijong Urban precinct.

Table 1 - Estimated Lot Yield by Estate by Precinct



DCA3 Precinct/LSP	Future Lots	Estimated Total Lot/Dwelling Yield
A	3,750	3,750
B	1,695	1,695
C	3,172	3,172
D	1,134	1,134
E	1,835	1,835
F	1,985	1,985
G	3,175	3,175
Total	16,746	16,746

Note: In Precinct A there are 324 lots subdivided that are included in the future lot count as they have deeds requiring Mundijong Development Contribution Plan contribution payments once the Mundijong Urban Development Contribution Plan becomes operational.

Utilising information outlined 3.1 and 3.2 above, the total developable area for the site is as follows:

Table 2 – Estimated Lot Yield By Estate and Precinct

	Mundijong District Structure Plan Precinct	Estimated Lot/Dwelling Yield	Total LSP Area (ha)	Source
Whitby Estate – Precinct A (Gold Fusion Pty Ltd)	A	3,750	504.33	Roberts Day Nov-15
L50 Cockram Street (E2) (Peet Mundijong Developments Ltd)	E	574	56.6	TBB April 2015
Precinct E1 (Qube Adams Street Mundijong Developments)	E	1,261	94.8	LSP January 2014
Precinct G1 (Wellstrand Pty Ltd / Peet Mundijong Syndicate)	G	2,279	199.38	TBB November 2015
L4395 Keirnan Street (Department of Health)	C	945	63	GIS Spatial Data



Lot 492 Galvin Road (Qube Mundijong Developments Ltd)	C	1,098	73.2304	GIS Data	Spatial
L9503 Mundijong Road (Mundella Farms Pty Ltd)	C	509	33.92	GIS Data	Spatial
L50 Keirnan Road (Whitby Farm Pty Ltd)	C	430	28.69	GIS Data	Spatial
Roman Road (Fragmented Ownership)	C	190	12.65	GIS Data	Spatial
Precinct G2	G	896	59.72	GIS Data	Spatial
Precinct B	B	1,695	112.97	GIS Data	Spatial
Precinct D (South of Watkins Road)	D	1,134	75.62	GIS Data	Spatial
Fragmented Landownership					
Precinct F	F	1,985	176.41	GIS Data	Spatial
TOTAL		16,746	1,491.32		

3.2.1 Identifying the Contribution Rate per Lot

Given the infrastructure interdependency of each precinct, the Mundijong Urban Development Contribution Plan infrastructure is seen as benefitting equally each precinct. Accordingly, the cost contribution per lot will not be varied by precinct.

Cost contribution per lot is therefore calculated for DCA3 as follows:

$$\text{Total Costs Outstanding} / \text{Future lots} = \text{Contribution liability per lot}$$

Appendix J details the applicable contribution rate at the last revision.

3.3 Calculating the Contribution Rate for Landowners / Developers

At any point in time, the contribution rate/lot will vary according to number of days since the last Cost Review.

The contribution rate is adjusted after each cost review in terms of contributions received, expenditure, cost estimates for each cost item and number of lots/hectares (where applicable) with paid contributions.

3.3.1 Cost Review Inputs

At the time of adoption of a cost review, the following contribution rate inputs will be revised:

- Road reserve acquisitions
- Cost Review Outcomes



- Public Open Space calculations
- Summary of Costs
- Estimated Future Lot Yield Totals
- Contribution Rate Per Lot
- Outstanding Cost of Completed Works (Expenditure on all Cost Items – Value of all Contributions Received)
- Infrastructure Cost Escalator
- Land Value Escalator
- Administration Cost Escalator

Cost reviews will be undertaken at least annually.

3.3.2 Calculating the Contribution Rate between Cost Reviews

To ensure costs are current during the time between cost reviews, all costs will be escalated on a daily basis calculated from an annual escalation rate. Escalation rates will separately apply to infrastructure costs, land costs and administration costs. The escalation rates will be set at each cost review. The starting point for daily escalation is the approval date for the prevailing cost review.

Given that each cost entail a different bundle of items, it is necessary to calculate a weighted escalation rate as follows:

$DCA\ ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$ Where for each DCA:

- ER - is the weighted Escalation Rate;
- DER - is the daily escalation rate (ER/365);
- IC - is the estimated Infrastructure Cost;
- LV - is the estimated Land Value;
- AC - is the estimated Administration Cost
- TC - is the Total Cost being IC + LV + AC;
- IER - is the Infrastructure Escalation Rate;
- LVER - is the Land Value Escalation Rate;
- AER - is the Administration Escalation Rate; and
- D - is the number of days since the last cost review.

Details of the Escalation rates used are included within **Appendix K**.

3.3.3 Standard Residential Subdivision or Development

In the instance of standard residential subdivision or development, development contributions will be determined in the following manner:

*Contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created
= Required development contribution*

The calculation methodology works on the additional number of lots/dwellings being created. This approach is based upon each original lot either having, or having the potential to entail a single dwelling without the requirement for substantial infrastructure upgrades. The creation of the first



dwelling or lot would therefore in effect, retain the status quo and not necessitate a contribution toward infrastructure upgrades, land and other items. For the avoidance of doubt, the original lot is the parent lot for the subdivision. Where subdivision is being undertaken in stages on a parent lot, there is one lot credit only for that lot. In other words, each subdivision stage does not receive a one lot credit.

3.3.4 Non-Standard Residential Subdivision or Development

There may be instances in the Mundijong Urban area where the large-scale permanent residential development of a site is proposed without any standard residential subdivision and/or development (i.e. a lifestyle village, retirement village, caravan park, park home estate or similar).

Development contributions will be required from such forms of non-standard residential subdivision/development as for Standard Residential Subdivision or Development shown in 3.3.3 above.

3.3.5 Non-Residential Subdivision or Development

Portions of land within the Mundijong Urban area will be developed for non-residential purposes, including retail/commercial, community purpose (or similar) and private schools. All forms of development contribute toward a need for new and improved infrastructure including roads. Non-residential development is no different in this regard.

Non-residential subdivision or development will be required to contribute toward land for public open space and drainage. The multiple use corridors provide both a drainage and recreation function and will provide a means of access to non-residential developments.

Development contributions for non-residential subdivision or development will be calculated based upon the number of dwellings/lots that could have been created/developed at an R25 density (i.e. the R25 subdivision/development potential of the site), minus the equivalent of the first lot created in a subdivision or first dwelling created in a development. Note, the one lot credit can be claimed only once in any multi-staged development based on the parent lot or single lot paid as part of an earlier subdivision.

The R25 development potential of the site will be determined according to the site size minus any land needed for additional infrastructure/subdivision works such as roads and drainage facilities to be transferred to the state or local government.

The lot/dwelling equivalent is calculated in accordance with net site size 350m² for sites or portions of sites covered by a DA where 350m² represents the average lot size within an R25 zone. Since the calculation of dwelling/lot equivalents is a hypothetical yield based on an area, the resulting number of dwellings or lots in non-residential zones may not be a whole number thus allowing for partial dwellings/lots to be used in the calculation of contribution liability.

Thus in DCA3:

Contribution rate per lot/dwelling x DER x D x (R25 subdivision/development potential of the site – the equivalent of one lot or one dwelling where applicable)

= Required development contribution

Land for primary and secondary public schools use will be exempt from paying development contributions. For secondary public schools, exemption only occurs where the land is already in



state ownership. In other cases, the land is purchased from private owners at full market value that includes the Mundijong Development Contribution Plan liability.

For private education establishments and associated development, development contributions will be levied at 0.3 per cent of the total development costs of the site, as determined by the Shire based on the building licence application.

Private education facilities may reduce their financial contribution, providing a joint use agreement is entered into with the Shire for the shared use of community and sporting facilities by the public.

Where a joint use agreement is not in place as described above, development contributions will be levied based on the R25 subdivision/development potential of the site.

3.3.6 Mixed Use Development

In the context of mixed use development, there are residential and non-residential components. Mixed use therefore can combine standard residential (3.3.3), non-standard residential (3.3.4) and non-residential (3.3.5) forms of development. The contribution rate is based upon the number of dwellings/lots equivalent that could have been created at an R25 density on the site or stage area, or the actual number of residential dwellings/lots being created at the time of subdivision/development, whichever is the greater, minus the equivalent of the first dwelling/lot created in the first stage of development.

For each site (and for each stage if appropriate):

$$\begin{aligned} & \text{Contribution rate per dwelling} \times \text{DER} \times D \times (\text{R25 development potential of the site/development} \\ & \text{area) or (actual number of dwellings), whichever is greater, less one dwelling/lot equivalent for the} \\ & \text{first development on the existing lot} \\ & = \text{Required development contribution} \end{aligned}$$

It is recognised that development can be staged on a site. Therefore the calculation of contribution liability will be calculated for each stage. It is important to note that where the land use is non-residential, a liability will be incurred only once on any site area (footprint) provided the liability discharged is based in the full R25 potential of 350m² per dwelling or lot.

Subsequent non-residential development will not be liable for additional contributions. For example, multilevel non-residential development or ongoing development on the non-residential site will be exempt from further liability. Liability is based on the non-residential land “footprint” i.e. the square meterage of the land area used. However, should there be subsequent residential development over the non-residential development footprint, additional contribution liability will be incurred should the actual number of dwellings constructed exceed the R25 development potential used to calculate the non-residential contribution liability.

If the actual cost of the works exceeds the escalated cost estimate, the developer may claim an additional amount not exceeding the contingency allowance provided for this item of work. Such a claim shall be independently substantiated to the satisfaction of the Shire;

Credit for land will be at valuation in accordance with 9.3.12 of TPS 2 where the valuation is current at time of transfer.

4. Priority and Timing of Infrastructure Provision

The priority and timing of the provision of infrastructure will be based on the following:



- Constructing infrastructure on an “as needs” basis to support orderly development – This is especially apparent in the context of road upgrades;
- Debt retirement where appropriate without compromising other priorities;
- Ensuring a constant turnover of funds – by ensuring the continuous spending of development contributions collected, the Shire minimises the negative consequences of inflation;
- Prioritising the purchase of land identified for public purposes, which encompasses all of, or a substantial portion of one landholding – many of these landholdings are essentially “quarantined” from subdivision and/or development and would be difficult to sell to a private buyer;
- Undertaking works and land acquisition in areas of fragmented ownership – this assists in the successful and coordinated development of these areas. In areas of consolidated ownership, most infrastructure and land is provided by the developer in lieu of providing cost contributions.

The identification of priorities will be undertaken on an annual basis as a minimum, in parallel with forward financial planning and annual budgeting processes.

4.1 Priority Infrastructure

The following items have been determined by the Shire as current priority items in the order shown:

- Town Centre Distributor and Grade Separation

5. Period of Operation and Review

The Mundijong Urban Development Contribution Plan will operate for a period of 20 years from date of gazettal of the related scheme amendment to incorporate it into Appendix 10 of TPS 2.

The Mundijong Urban Development Contribution Plan will be reviewed not less than annually, allowing more frequent reviews to be completed on an as-required basis having regard to cost increases, the rate of subsequent development in the area since the last review and the degree of development potential still existing.

The estimated costs 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 referred to in clause 9.3.11.3 of TPS 2.

Where the costing and details of the Mundijong Urban Development Contribution Plan report are as listed below, the revised Mundijong Urban Development Contribution Plan report may not be advertised for public comment, but will remain available for public inspection:

- Indexed on a standard basis;
- Revised based on construction cost increases/decreases;
- Revised based on land value increases/decreases;
- Revised based on revisions to the likely m² outcome; and
- Not subject to material change.



6. Operational Matters

This section of the Mundijong Development Contribution Plan report addresses various operational matters.

6.1 Estimation of Costs

This matter is dealt with in Clause 9.3.11 of TPS 2.

6.2 Land Valuation

This matter is dealt with in Clause 9.3.12 of TPS 2.

6.3 Liability for Contributions

This matter is dealt with in Clause 9.3.13 of TPS 2.

6.4 Exemptions

This matter is dealt with in Clause 9.3.13.3 of TPS 2

6.5 Payment of Contributions

This matter is dealt with in Clauses 9.3.14 of TPS 2.

6.6 Arbitration

This matter is dealt with in Clause 9.3.19 of TPS 2.

6.7 Implementation

Development contributions may be calculated and applied as conditions of subdivision, strata subdivision and development.

6.8 Form of Contributions

Pursuant to Clause 9.3.14 of TPS 2, conditions relating to development contribution requirements can, to the satisfaction of the Shire, be satisfied by:

- a) cheque or cash;
- b) transferring to the local government or a public authority land in satisfaction of the cost contribution;
- c) the provision of physical infrastructure;



- d) some other method acceptable to the local government; or
- e) any combination of these methods.

6.9 Pre-Funding of Infrastructure Items

6.9.1 Context

The Shire will support pre-funding and delivery of the infrastructure, provided there are good reasons for doing so and in instances where:

- The Developer wishes to undertake works specified in Appendix 10;
- The works are necessary for the progression of an approved subdivision; and,
- The Shire does not hold sufficient Mundijong Urban Development Contribution Plan funds to undertake the works and/or has not prioritised such works.

6.9.2 Pre-Funding Agreement

By way of an exchange of letters, the Shire and the Developer will agree the extent, composition and timing of the infrastructure works to be pre-funded. Once agreed, the works become the Approved Works. The Approved Works must be identified sufficiently to ensure the cost and quantities of remaining works in that item can be quantified. This is particularly relevant where linear rates are involved.

6.9.3 Principles for Cost Recoupment

The recoup is to be based on the Current Cost Estimate in Accordance with TPS 2 clause 9.3.11 whereby:

- The current cost estimate (excluding contingency allowance) as described in the prevailing Mundijong Urban Development Contribution Plan report shall constitute the claimable amount for the completed Approved Works;
- The cost estimate will be subject to escalation at the rate prescribed from time to time in the Mundijong Urban Development Contribution Plan report up to the time of agreed practical completion of the works;
- The cost estimate may be revised due to the periodic Cost Review in which case the updated cost estimate will prevail;
- If the actual cost of the works exceeds the escalated cost estimate, the developer may claim an additional amount not exceeding the contingency allowance provided for this item of work. Such a claim shall be independently substantiated to the satisfaction of the Shire;
- Credit for land will be at valuation in accordance with 9.3.12 of TPS 2 where the valuation is current at time of transfer.

Note: Grants or other external Funding shall be deducted from any recoup or credited to the account of the developer.

6.9.4 Acceptance of Works

The developer shall ensure the works are:

- Undertaken in a proper and workmanlike manner ;



- In accordance with plans and specifications constituting the Approved Works; and
- Completed within the agreed period.

Following written notification from the Developer that the Approved Works are complete as above, the Shire will confirm the delivery of the Approved Works to its satisfaction.

The Shire can modify, accept or reject the claim where justified, following review of compliance with standards and the cost. Referral to the Mundijong Industry Reference Group for comment should be made where rejection of the claim is proposed.

6.9.5 Accounting for Recoupment

On acceptance of the approved Works by the Shire, the cost of the works shall be credited to the Mundijong Urban Development Contribution Plan account of the Developer and escalated by the prevailing borrowing rate.

The balance in this account may be used to offset any cost contribution liabilities owed by the Developer. Any balance owed to the Developer on completion of all subdivision on land held by the Developer within the West Mundijong Development Contribution area, shall be paid to the Developer within 90 days of the condition clearance of the final subdivision in the Development Contribution area, subject to:

- There being sufficient funds available in the Mundijong Urban Development Contribution Plan account; and
- Having regard to the business plan by the Shire for delivery of outstanding Mundijong Urban Development Contribution Plan works.

7. Examples of Calculations

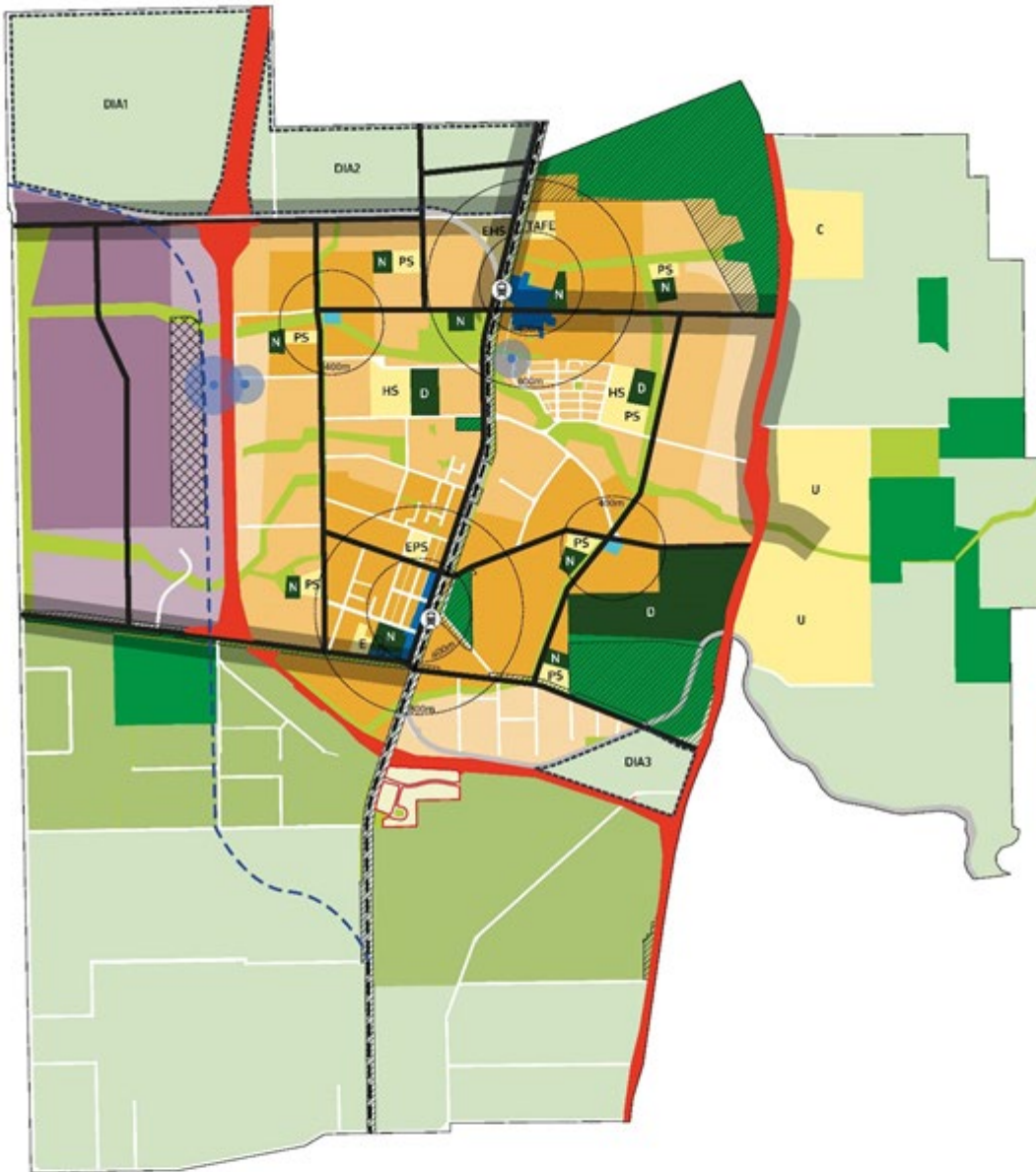
Examples are provided to explain the method of calculating the development contribution applicable to a certain development scenario. For simplicity the daily escalation rate has not been applied in these calculations. These examples are within **Appendix L**.

8. Figures

- Figure 1 Council Approved Mundijong District Structure Plan (CAMDSP) Map
- Figure 2 Development Contribution Area
- Figure 3 Roads to be Upgraded and/or Constructed
- Figure 4 District and Neighbourhood Open Space to be Improved and/or Constructed
- Figure 5 Local Structure Plan areas and areas not yet subject to a Local Structure Plan



Figure 1: Council Approved Mundijong District Structure Plan (CAMDSP) Map



LEGEND

<ul style="list-style-type: none"> — CAMDSP BOUNDARY ■ DISTRICT CENTRE ■ NEIGHBOURHOOD CENTRE ■ COMMUNITY AND PUBLIC PURPOSE ■ LIGHT INDUSTRIAL ■ INDUSTRIAL ■ BUSH FOREVER ■ DISTRICT/ NEIGHBOURHOOD OPEN SPACE RESERVE ■ MULTIPLE USE CORRIDOR/LOCAL OPEN SPACE ■ INTER-MODAL FACILITY ■ HIGH FREQUENCY TRANSIT CORRIDOR 	<ul style="list-style-type: none"> ■ MEDIUM - HIGH: R40-100 ■ LOW (SUBURBAN): R20-35 ■ LOW (TRANSITIONAL): R10-15 ■ SPECIAL USE ■ RURAL SMALL HOLDINGS ■ RURAL ■ PRIMARY DISTRIBUTOR ■ DISTRICT DISTRIBUTOR ■ RAILWAY RESERVE --- FREIGHT RAIL REALIGNMENT --- RAIL LINE ⊙ TRANSIT NODE 	<ul style="list-style-type: none"> ⊙ WASTE WATER PUMP STATION AND BUFFER --- DIA BOUNDARY ■ DEVELOPMENT INVESTIGATION AREA ● EHS EXISTING HIGH SCHOOL ● EPS EXISTING PRIMARY SCHOOL ● HS HIGH SCHOOL ● PS PRIMARY SCHOOL ● D DISTRICT OPEN SPACE ● N NEIGHBOURHOOD OPEN SPACE ● U UNIVERSITY/ INNOVATION HUB ● C CEMETERY ● E EMERGENCY SERVICES
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Scale: 1:10,000
 Date: 2018
 Project Number: 42976
 Drawing Number: 001
 Revision: 1
 Hames Sharley



Figure 2: Development Contribution Area

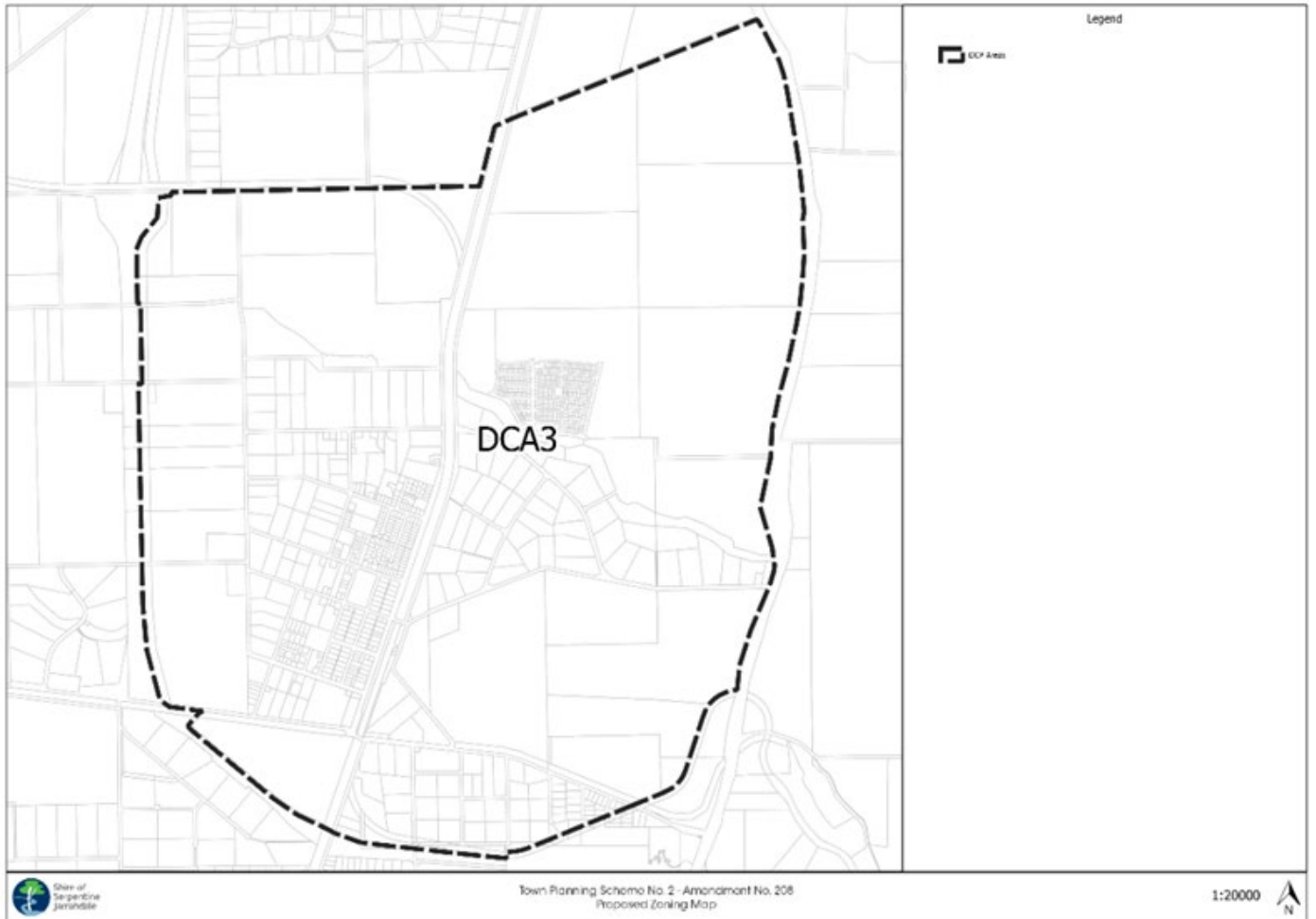




Figure 3: Roads to be Constructed or Upgraded within DCA3

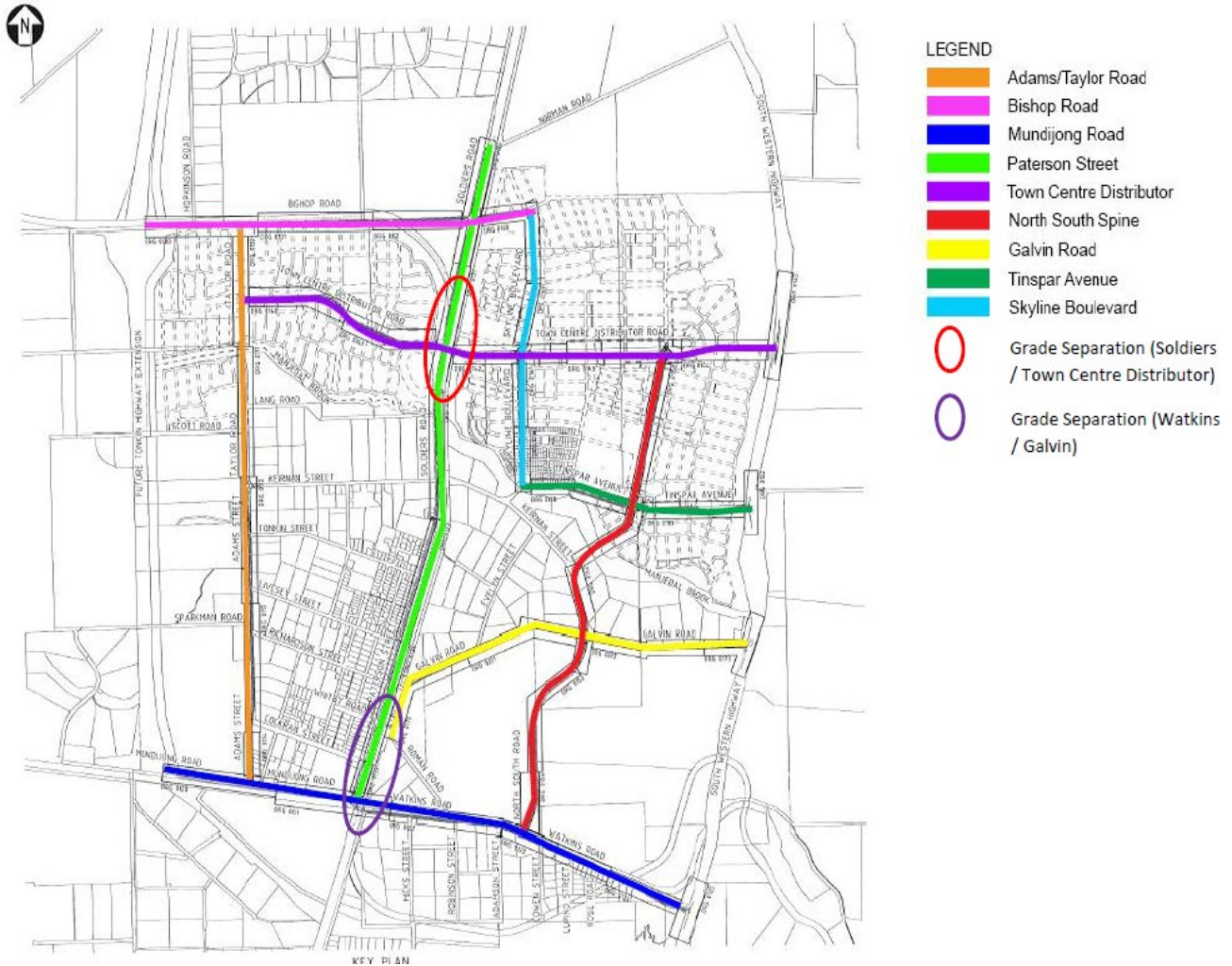




Figure 4: District or Neighbourhood Open Space to be improved and/or constructed within DCA3

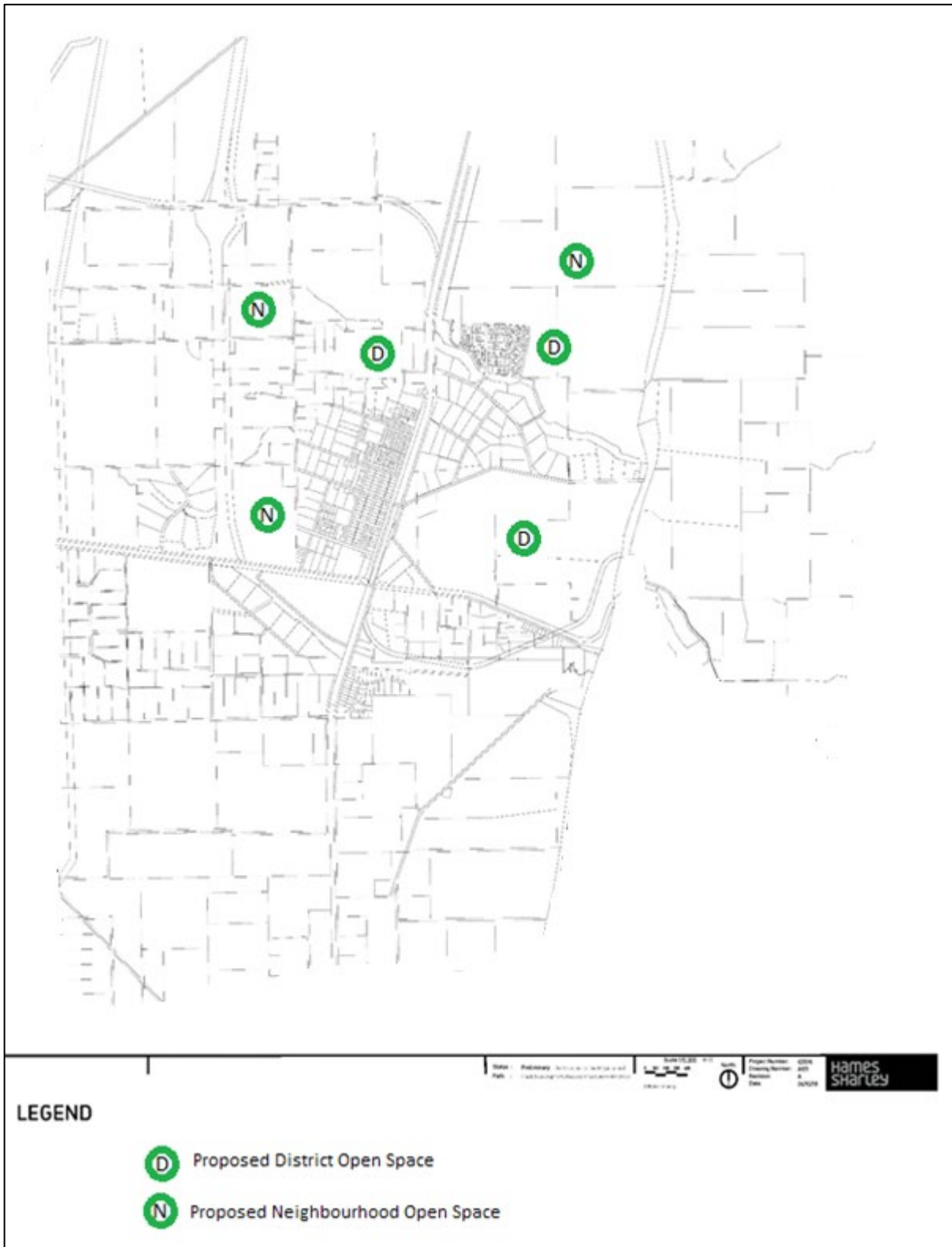
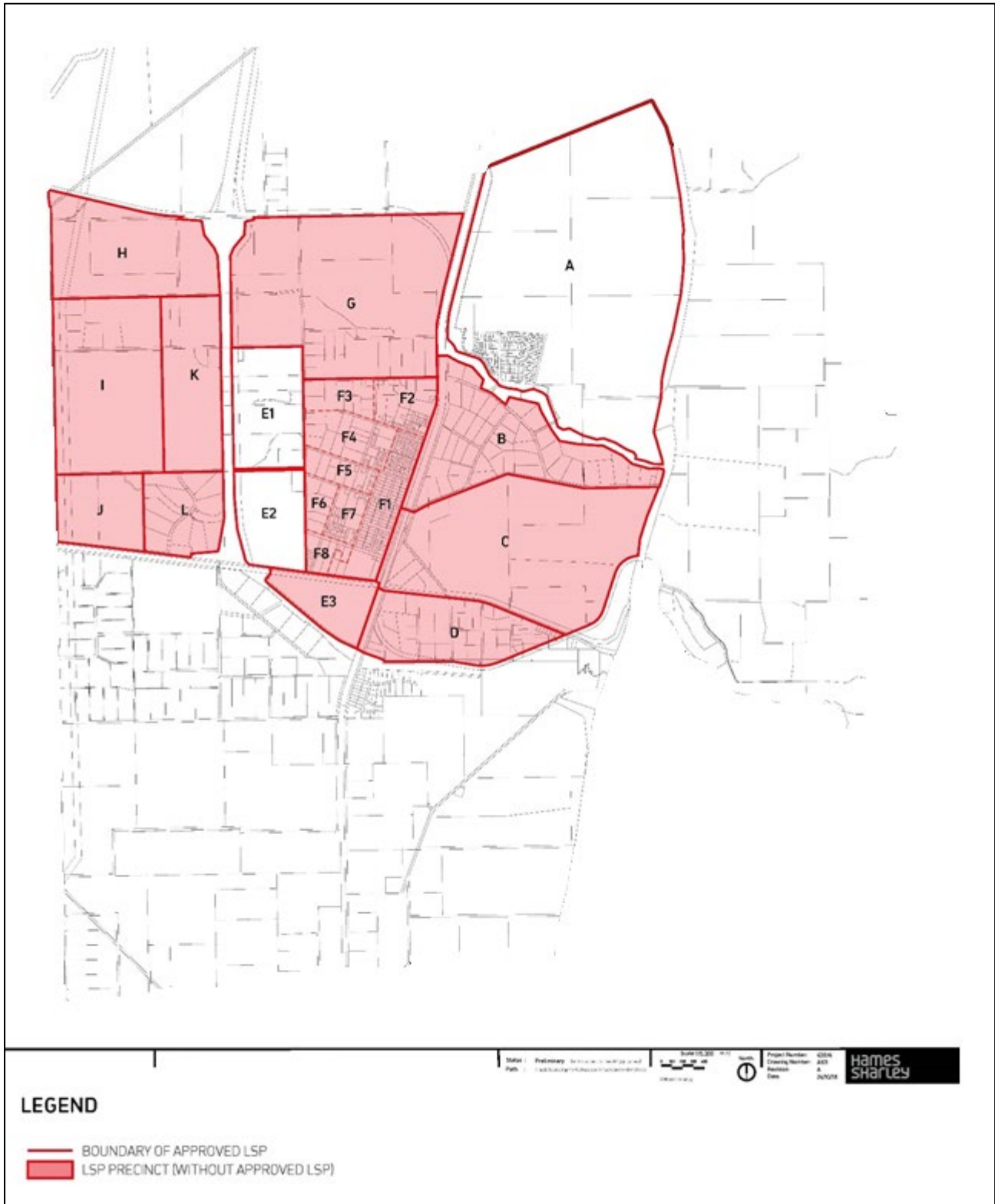




Figure 5: Local Structure Plan Areas and Areas not yet subject to a Local Structure Plan





Appendices

- Appendix A Road Costs
- Appendix B Grade Separated Crossings costings
- Appendix C District Open Space costs
- Appendix D Land Values
- Appendix E Land for Roads
- Appendix F Land for Public Open Space and Drainage
- Appendix G Water Monitoring costs
- Appendix H Administration costs
- Appendix I Summary Cost table
- Appendix J Contribution values per lot
- Appendix K Escalation rates
- Appendix L Example Contribution and Credit calculations