



Byford Traditional Infrastructure Development Contribution Plan -

Report No.5

Prepared for the Shire of Serpentine Jarrahdale

July 2020

REVISION SCHEDULE

No.	Date	Details	CM
4.1	02/08/18	First Draft	JE
4.2	16/10/18	Draft Revisions	JE
4.3	17/10/18	Text Reformat	SOS
4.4	29/10/18	Draft Revisions	SOS
4.5	06/12/18	Draft Revisions	JE
4.6	11/11/19	Draft Revisions	SM
4.7	25/06/20	Final Revision for Council approval	SM
5.0	23/07/20	Final for publishing	SM

Contents

- Byford Traditional Infrastructure Development Contribution Plan – Report No.5 5
- 1. Introduction5
- 1.1. Background5
- 1.2. Context of Byford Development Contribution Plan Report 55
- 1.3. Purpose of Development Contribution Plan5
- 1.4. Status6
- 2. Infrastructure, land and other items6
- 2.1. Land6
- 2.2. Roads7
- 2.2.1. Thomas Road – District Distributor7
- 2.2.2. Abernethy Road – Local Road (**completed**)8
- 2.2.3. Orton Road New – Local Road9
- 2.2.4. Kardan Boulevard – Local Road10
- 2.2.5. Sansimeon Boulevard – Local Road10
- 2.2.6. Doley Road – Local Road11
- 2.2.7. Warrington Road – Local road12
- 2.2.8. Road reserve improvements12
- 2.2.9. Land for Road Reserves13
- 2.2.10. District Open Space Improvements13
- 2.2.11 Byford Central District Open Space - Soccer (**completed**)14
- 2.2.12 The West Byford Primary School / Kalimna District Open Space Oval (**Completed**)14
- 2.2.13 Byford South / The Glades District Open Space14
- 2.2.14 Land for Open Space and/or Drainage15
- 2.2.15. Estimated Amount of Land for Public Open Space and Drainage16

2.2.16. Estimated Cost	16
2.2.17. Items Not Included	16
2.3. District Open Space	17
2.4. Water Monitoring	17
2.5. Outstanding Costs	19
2.6. Administrative Items	19
2.7. Cost Review Reconciliation	19
2.8. Total Cost	20
2.9. Cost Escalators	20
2.9.1. Administration Escalation Rate (AER).....	20
2.9.2. Infrastructure Escalation Rate (IER).....	20
2.9.3. Land Value Escalation Rate (LVER).....	20
3. Development Contribution Methodology	20
3.1. Precincts	20
3.2. Estimation of Lot / Dwelling Potential.....	22
3.3. Identifying the Contribution Rate for Each Precinct.....	23
3.4. Calculating the Contribution Rate for Landowners / Developers	23
3.4.1. Cost Review Input into Contribution Rate Revisions	24
3.4.2. Calculating the Contribution Rate between Cost Reviews	24
3.4.3. Standard Residential Subdivision or Development.....	25
3.4.4. Non-Standard Residential Subdivision or Development.....	25
3.4.5. Non-Residential Subdivision or Development.....	25
3.4.6. Mixed Use Development	26
3.4.7. Staging of works	27
3.4.8. Future Subdivision/Development Potential.....	27
4. Priority and Timing of Provisions	27

5.	Period of Operation and Review	28
6.	Operational Matters.....	28
6.1.	<i>Estimation of Costs</i>	29
6.2.	<i>Land Valuation</i>	29
6.3.	<i>Liability and Timing for Contributions</i>	29
6.4.	<i>Payment of Contributions</i>	30
6.5.	<i>Arbitration</i>	30
6.6.	<i>Implementation</i>	30
6.7.	<i>Form of Contributions</i>	30
6.8.	<i>Pre-funding of Infrastructure Items</i>	30
6.8.1.	<i>Context</i>	30
6.8.2.	<i>Pre-funding agreement</i>	30
6.8.3.	<i>Principles for Cost Recoupment</i>	31
6.8.4.	<i>Acceptance of Works</i>	31
6.8.5.	<i>Accounting for Recoupment</i>	31
7.	Figures.....	32
7.1.	<i>Figure 1 - Byford DSP Map</i>	32
7.2.	<i>Figure 2 – Byford Development Contribution Area</i>	33
7.3.	<i>Figure 3 – Roads and Intersections to be Upgraded and/or Constructed through DCA1</i>	34
7.4.	<i>Figure 4 – District and neighbourhood Open Space to be improved and/or constructed through DCA1</i>	35
7.5.	<i>Figure 5 – Local Structure Plan Areas</i>	36
7.6.	<i>Figure 6 – Non-Residential Land Rates Map: Byford Tow Centre</i>	37
7.7.	<i>Figure 7 – Non-Residential Land Rates Map: The Glades</i>	38
7.8.	<i>Figure 8 – Plan 10A of Appendix 10 of Town Planning Scheme No.2 – Precincts</i>	39
	Appendices.....	40

Byford Traditional Infrastructure Development Contribution Plan – Report No.5

1. INTRODUCTION

1.1. BACKGROUND

The Byford development area is located within the Shire of Serpentine Jarrahdale, and is generally bound by Thomas Road to the north, the existing Byford Townsite to the east, South Western Highway to the southeast, Cardup Siding Road to the south and Hopkinson Road to the west.

The Byford District Structure Plan has been prepared to guide the preparation of more detailed local structure plans (LSPs) facilitating subdivision and development within the Byford area. Infrastructure and land for public purposes will be required to cater for this development.

In December 2013 the Shire approved the first Development Contribution Plan Report (Byford Development Contribution Plan Report 1). The second Development Contribution Plan Report (Byford Development Contribution Plan Report 2) was approved on 13 April 2015.

The third Development Contribution Plan Report (DCP Report 3) was approved on 9 June 2016 while Byford Development Contribution Plan Report 4 was approved on 6 July 2017.

The Byford District Structure Plan is shown in **Figure 1** and a copy of the Byford Developer Contribution Area is contained in **Figure 2**.

1.2. CONTEXT OF BYFORD DEVELOPMENT CONTRIBUTION PLAN REPORT 5

This fifth Byford Development Contribution Plan Report (DCP Report 5) updates all costings and quantities over the review period to 28 February 2020, based on the existing Byford Development Contribution Plan as contained in TPS 2 Appendix 10, and will remain current until the gazettal of the next major revision, DCP6 or the next annual review, whichever occurs first.

Appendix 10 states the review period for the Byford Development Contribution Plan as “The development contribution plan will be reviewed when considered appropriate, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing, but not exceeding a period of 5 years”.

Report No.5 establishes the base line for the major revision (DCP6) of the Byford Development Contribution Plan and calculates the contribution liability per lot based on the Byford Development Contribution Plan from 27 February 2020.

1.3. PURPOSE OF DEVELOPMENT CONTRIBUTION PLAN

This report has been prepared to set out in detail:

- The 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 periodic review of the cost estimates;
- The cost contribution rates applicable to individual precincts within the Byford 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 of the Byford Development Contribution Plan;
- Various other operational matters; and
- Examples of how development contributions will be calculated.

1.4. STATUS

This Byford Development Contribution Plan Report has been prepared pursuant to Clause 9.3.10 of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2 (TPS 2). The report should be read in conjunction with Clause 9.3 and Appendix 10 of TPS 2 and any relevant precinct-level LSPs. This Byford Development Contribution Plan Report does not form part of TPS 2.

2. INFRASTRUCTURE, LAND AND OTHER ITEMS

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

- District distributor and local roads playing a district function;
- Land for public open space and drainage;
- Land for district open space and drainage;
- Water monitoring costs; and
- Administration costs.

2.1. LAND

Many of traditional infrastructure 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 Byford Structure Plan, including but not limited to residential, retail, commercial, highway commercial and mixed-use areas. There is a requirement for two separate rates for 'Residential' and 'Mixed Use/Non-Residential'.

Standard Residential/Non-Standard Residential

This rate is based on current valuation advice for an indicative R20 zoned 5 hectares with no servicing constraints within the Byford Development Contribution Area 1 (DCA1). An analysis of remaining undeveloped land with DCA1 shows an average lot size of 4.82 in Precinct A thus supporting the continued use of 5 ha for the englobo valuation.

Non-Residential/Mixed Use

This rate is based on a Mixed Use R60 zoned area within the planned commercial/town centre precincts within 'The Glades', 'Redgum Brook' and the 'Town Centre'. 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.

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 s.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 cost.

The rate for land for residential and non-residential/mixed use areas is detailed in Appendix D.

2.2. ROADS

The upgrading, construction and land acquisition of the following roads is included within the Byford Development Contribution Plan:

- Thomas Road;
- Abernethy Road;
- Orton Road;
- Kardan Boulevard;
- San Simeon Boulevard;
- Doley Road; and,
- Warrington Road.

Figure 3 provides a graphical representation of the general extent to which the roads will be upgraded and/or constructed through the Byford Development Contribution Plan.

2.2.1. THOMAS ROAD – DISTRICT DISTRIBUTOR

Thomas Road borders a significant portion of the Byford District Structure Plan area to its south. Under the Metropolitan Region Scheme (MRS), the road is reserved as an Other Regional Road, is identified as a district distributor and is being investigated for transfer to MRWA control. Until the transfer terms and timing are finalised, the Shire needs to make provision for the Thomas Road upgrade within the DCP.

The road currently exists, but will require upgrades to future intersections and road widening for the future alignment and configuration to support district development in addition to significantly increased regional traffic.

The width of the Thomas Road reserve will be 50 metres.

The upgrade of Thomas Road will occur between the Tonkin Highway Metropolitan Region Scheme (MRS) Primary Regional Road Reserve and the railway reserve to the east. The 85% design of Thomas Road has been undertaken.

The following items are included within the Byford Development Contribution Plan for Thomas Road:

- Land required to achieve a 50 metre wide road reserve;
- Earthworks for the unconstructed Carriageway;
- The construction and upgrade of one carriageway;
- Associated drainage works and urban design measures;

- Works for the following intersection treatments at:
 - Kardan Boulevard – full cost of channelised intersection and slip lanes and associated works (constructed);
 - San Simeon Boulevard – full cost of signalisation;
 - Plaistowe Boulevard – full cost of channelised intersection, slip lanes and associated works;
 - Briggs Road – full cost of a channelised intersection slip lane and associated works.

Note: Costs of land for the above are accounted for under “Land for Roads” and not included in this section.

- Shared paths.
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

The signalisation cost is confirmed while the estimates for the other treatments are based on lower order roads and scaled up. These cost estimates will be revised at the next Byford Development Contribution Plan Report review.

A detailed breakdown of the remaining costs for this project is provided in **Appendix A**.

2.2.2. ABERNETHY ROAD – LOCAL ROAD (COMPLETED)

Abernethy Road is located centrally within the Byford District Structure Plan area, providing an east- west connection and linking in with the proposed expansion of the Byford Town Centre. Abernethy Road is a Shire controlled road and is not reserved under the MRS. The existing state of Abernethy Road is rural in nature, with a narrow single carriageway allowing for one lane in either direction. The road is not proposed to provide a direct connection to the future extension of Tonkin Highway and will ultimately become a cul-de-sac at this point subject to confirmation following further structure planning.

The width of Abernethy Road will generally be 30 metres. The total length of the road is 2,800 metres.

The upgrade of Abernethy Road will occur between Tonkin Highway Reserve and the railway reserve to the east. The portion of Abernethy Road adjacent to the Byford Trotting Complex will have half the cost of road widening, construction and upgrade borne by the DCP. The portion of Abernethy Road between Kardan Road and Hopkinson Road will be retained as a single carriageway. The overall portion of costs borne by the Byford Development Contribution Plan is 71.25% of the total project from Tonkin Highway Reserve to the Rail Reserve in the East.

The following items are included in the Byford Development Contribution Plan for Abernethy Road:

- Land required to achieve a road reserve up to 30 metres in width; costs shown separately under “Land for Roads”.
- 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 the following intersection treatments:
 - San Simeon Boulevard – full cost of signalisation. Note: MRWA did not support a signalised intersection and in its place a roundabout was constructed. The cost was however based on signalisation, with the Shire’s share making up the difference;
 - Kardan Boulevard – full cost of roundabout;

- Doley Road – full cost of roundabout;
- Briggs Road – full cost of roundabout; and,
- Warrington Road – full cost of roundabout.
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

The Byford Development Contribution Plan proportionate share is 71.25%, with the Shire's share being 28.75% of the full cost.

A detailed breakdown of the costs for the length of Abernethy is provided in **Appendix B**.

The following items were not included in the Byford Development Contribution Plan for Abernethy Road:

- Minor intersections treatments into Abernethy Road from the adjoining subdivisional road network. These will be subject to a standard truncation requirement;
- In accordance with normal subdivision cost apportionment, half the cost share associated with the portion of road adjacent to the Byford Trotting Complex is excluded from the Byford Development Contribution Plan as it is the responsibility of future development within the Trotting Complex. The excluded 50% cost share includes the land for widening, earthworks, drainage, construction and associated works; and
- Modifications to the current railway crossing configuration; as this may change in the future when detailed planning is undertaken by the Public Transport Authority for the future electrification of the railway line to Byford.

2.2.3. ORTON ROAD NEW – LOCAL ROAD

Orton Road is located in the southern portion of the Byford District Structure Plan area, currently running East to West between Hopkinson Road and Warrington Road. Orton Road is a Shire controlled road and is not reserved under the MRS.

The existing state of Orton Road is rural in nature, with a narrow single carriageway allowing for one lane in either direction. The Byford DSP indicates that the road is to be realigned to the west of Doley Road and be extended from Warrington Road to Soldiers Road. Other changes to the alignment of the road are proposed towards Tonkin Highway where the road is proposed to connect into Tonkin Highway.

The width of Orton Road will be up to 30 metres and the length to be completed is 2,840 metres. The upgrade and construction of Orton Road will occur between the Tonkin Highway MRS Primary Regional Road reserve and Soldiers Road. The costs of the land for the Orton Road reserve will take account of the existing road reserve where possible.

The following items are included in the Byford Development Contribution Plan for Orton Road:

- Land required to achieve a road reserve up to 30 metres in width. (Costs shown separately under "Land for Roads");
- 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 the following intersection treatments:
 - Doley Road – full cost of roundabout;

- Warrington Road – full cost of roundabout;
- Soldiers Road – full cost of roundabout.,
- Shared paths.
- Utility removal, relocation and insertion; and
 - Associated costs including design and management.

A detailed breakdown of the costs is provided in **Appendix A**.

The following items are not included in the Byford Development Contribution Plan for Orton Road:

- Minor intersections treatments into Orton Road from the adjoining subdivisional road network. These will be subject to a standard truncation requirement; and
- Any intersection treatment with Tonkin Highway. Tonkin Highway is a Primary Regional Road under the MRS and is a responsibility of Main Roads WA.

2.2.4. KARDAN BOULEVARD – LOCAL ROAD

Kardan Boulevard is located in the north-west portion of the Byford District Structure Plan area, providing a North-South connection between Thomas Road and Abernethy Road. Construction of the road provides an important connection for district traffic and public transport movements.

In light of Kardan Boulevard’s role, the Shire required a road width of 25 metres from Abernethy Road to Fawcett Road and 30 metres from Fawcett Road to Thomas Road.

The following items were included in the Byford Development Contribution Plan for Kardan Boulevard:

- Land required over and above a standard 20 metre road reserve width to achieve a road reserve up to 30 metres in width. (Costs shown separately under “Land for Roads”);
- 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;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.
- Roundabout

The construction of Kardan Boulevard is now complete except for the upgrade of a culvert.

A detailed breakdown of the remaining costs is provided in **Appendix A**.

2.2.5. SANSIMEON BOULEVARD – LOCAL ROAD

San Simeon Boulevard is located in the northern portion of the DSP area, providing a northwest- southeast connection between Thomas Road and Abernethy Road. San Simeon Boulevard will play an important district role by providing a direct connection for residents and traffic into the Byford Town Centre. The road will provide a direct access option to and from the Town Centre and assist in limiting vehicle movements through the Byford Trotting Complex.

Subject to final design, this road has a width of 22.5 metres from Thomas Road to Larsen Road and 27.5 metres from Larsen Road to Abernethy Road. The 22.5 metre road reserve is proposed in areas adjacent to

public open space and 27.5 metres in built up areas.

The construction of San Simeon Boulevard will occur between Thomas Road and Abernethy Road. The length of the road to be completed is 2,500 metres. The total length is 2,840 metres.

The following items are included in the Byford Development Contribution Plan for San Simeon Boulevard:

- Land required over and above a standard 20 metre road reserve width to achieve a road reserve up to 30 metres in width. (Costs shown separately under "Land for Roads");
- Earthworks for the whole road reserve;
- Complete road construction based on a single lane split carriageway with central median;
- Traffic control devices including the following intersection treatments:
 - Larsen Road – full cost of roundabout; and,
 - Byford Town Centre Main Street – full cost of roundabout.
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

A detailed breakdown of the remaining costs is provided in **Appendix A**.

The following items are not included in the Byford Development Contribution Plan for San Simeon Boulevard:

- Minor intersections treatments into San Simeon Boulevard from the adjoining subdivisional road network. These will be subject to a standard truncation requirement;
- Land required to achieve a standard 20 metre road reserve, which will be ceded free of cost as part of the subdivision process.

2.2.6. DOLEY ROAD – LOCAL ROAD

Doley Road is located in the southern portion of the Byford District Structure Plan area, providing a north-south connection between Abernethy Road and Orton Road New. Doley Road will play an important district role by providing vehicle access into the proposed local centre, which will cater for a wide catchment population. The Road is identified in the Byford DSP.

In light of the function of Doley Road, the Shire has, subject to final design, required a road width of 30 metres for Doley Road.

The construction of Doley Road will occur between Abernethy Road and Orton Road New. The length to be constructed is 1,210 metres for half the carriageway. The total length of the road is 1,755 metres.

The following items are included in the Byford Development Contribution Plan for Doley Road:

- Land required to achieve a road reserve up to 30 metres in width. (Costs shown separately under "Land for Roads");
- 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;
- Shared paths;

- Utility removal, relocation and insertion; and
- Associated costs including design and management.

A detailed breakdown of the costs is provided in **Appendix A**.

The following items are not included in the Byford Development Contribution Plan for Doley Road:

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

2.2.7. WARRINGTON ROAD – LOCAL ROAD

Warrington Road is located in the southern portion of the DSP area, providing a north-south connection between Abernethy Road and Orton Road New. The Road is identified in the Byford DSP and passes through an area of highly fragmented landownership. Warrington Road has been included within the Byford DCP to ensure a coordinated upgrade catering for increased traffic volumes.

The width of Warrington Road, subject to final design, will be 20 metres, thus not requiring additional land for road widening.

The upgrade and construction of Warrington Road will occur between Abernethy Road and Orton Road New. The length of road to be completed is 1,295 metres. The total length of the road is 1,625 metres.

The following items are included in the Byford Development Contribution Plan for Warrington Road:

- Earthworks for the whole road reserve. (Costs shown separately under “Land for Roads”);
- Complete road construction based on an undivided single carriageway;
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management

A detailed breakdown of the costs is provided at **Appendix A**.

The following items are not included in the Byford Development Contribution Plan for Warrington Road:

- Minor intersections treatments into Warrington Road from the adjoining subdivisional road network. These will be subject to a standard truncation requirement;
- Any land required to achieve a standard 20 metre road reserve, which will be ceded free of cost as part of the subdivision process or use of the existing road reserve.

2.2.8. ROAD RESERVE IMPROVEMENTS

The amenity of urban areas can be substantially enhanced through public realm improvement works such as vegetation, hard landscaping, public art and higher design standards of infrastructure. Road reserves provide significant opportunities for amenity enhancement, especially in the case of wider reserves such as distributor roads and in the instance of split- carriageways.

Within the Byford District Structure Plan area, Thomas Road, Abernethy Road, Orton Road and the other distributor roads have the ability to incorporate significant improvement works.

There is, however, not a clear nexus between development in a new urban area and its associated increase in traffic, and the need for general road reserve improvements.

Nonetheless, it should be noted most developers undertake works to provide attractive streetscapes as a marketing feature, especially in the context of distributor and connector roads leading into new estates. As such, road reserve improvements, such as hard and soft landscaping and higher design standards of infrastructure, are not included in the Byford Development Contribution Plan.

2.2.9. LAND FOR ROAD RESERVES

The Byford Development Contribution Plan takes responsibility for acquiring Byford Development Contribution Plan road reserve land where the existing reserve is widened or where the road is a new road. This only applies to the area in excess of the standard 20m i.e. if the road is 30m wide, only 10m will be compensated for through this Development Contribution Plan.

Detail of the land acquired, remaining and associated costs are detailed in **Appendix E**.

2.2.10. DISTRICT OPEN SPACE IMPROVEMENTS

The Shire's Community Facilities and Services Plan (CFSP) states the playing fields required by the community ultimately will need to be provided with field lighting for training purposes, club storage areas, spectator toilets, and in some instances change room facilities complete with umpires and first aid rooms, and clubrooms for clubs to enable them to operate effectively. These will be provided by the Shire through a future shire-wide Community Development Contribution Plan.

These facilities will cater for the rapid growth in population and in memberships with local sporting clubs that are in need of new facilities. An area of district open space has been provided by developers in Byford Central for junior sporting use. Another senior sized playing field has been developed in the West Byford Primary School/ Kalimna District Open Space for which a Shared Use Agreement is current. The Byford South/ Glades District Open Space will also provide a senior sporting field for which a Joint Use Agreement (JUA) is required. In addition, the size of this DOS has been enlarged to accommodate a rectangular field suitable for rugby/soccer/hockey.

Another JUA also will need to be negotiated between the Shire, the Department of Education and the Catholic Education Office for the State High School and the Catholic K-12 School just north of the Recreation Centre. It is likely that at least two, senior sized (165m x 135m), AFL playing fields will be located on these sites along with two Hockey/Soccer/Rugby Pitches. Community consultation has identified the need for playing fields to be designed to cater for codes that are not yet operating in the Shire (such as Soccer, Hockey, and Rugby). This will require the playing fields to be larger than standard size to allow for the different dimensions of different sporting codes' playing fields. The DOS facilities at *the High School are not covered by the DCP. In respect of the Catholic school, a concessional contribution rate is identified as being applicable, subject to a shared use agreement. This specifically states: "For private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the Shire, development contributions shall be levied at the 0.3 percent of the total development costs of the site, as agreed with the Shire based on the building licence application"*.

The rationale for pursuing JUAs is that there are significant economies of scale and efficiencies involved which will allow schools to become a focal point for the community.

The construction of the DOS ovals on land acquired by the DCP is included within the DCP at the following sites:

- Byford Central;
- Kalimna /West Byford Primary School; and
- Byford South /The Glades DOS (senior AFL oval and rectangular field).

The scope of construction included in this DCP is confined to land and below surface works including drainage, irrigation and grassing. Further above ground works will be included in the Shire's proposed Community Infrastructure DCP.

2.2.11. BYFORD CENTRAL DISTRICT OPEN SPACE - SOCCER (**COMPLETED**)

The Byford Central District Open Space is too small for AFL competition (senior or junior) however it is the correct size for Soccer. The District Open Space has been constructed and the following items were included in the Byford Development Contribution Plan:

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

2.2.12. THE WEST BYFORD PRIMARY SCHOOL / KALIMNA DISTRICT OPEN SPACE OVAL (**COMPLETED**)

This is a full sized AFL Oval (165m x 135m) partially located on Department of Education land and subject to a JUA. The JUA shares the cost of developing the oval between the Shire and the Department of Education. The oval is now fully constructed.

As with all clubs, the Centrals Senior and Junior Clubs are experiencing rapid growth in their playing membership due to the rapid population increase brought on by new developments. Based on figures provided by the club, the juniors are projected to add two new teams each year for the foreseeable future and the seniors will also add an additional team each year. The Cricket clubs are also experiencing growth. It is because of this growth that these clubs are out-growing their existing facilities and require new facilities to be able to keep up with demand from the increasing population. According to the Youth Strategy, almost a quarter (21%) of young people played football.

The following items were included in the Byford Development Contribution Plan:

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

The Byford Development Contribution Plan share is based on a JUA.

2.2.13. BYFORD SOUTH / THE GLADES DISTRICT OPEN SPACE

This will be a junior sized AFL field a JUA will be negotiated with the Department of Education. The JUA will share the cost of developing the oval between the Shire and the Department of Education.

As with the revealed demand for the Kalimna District Open Space, The Glades is expected to experience a similar level of AFL sporting demand. Additional demand for other football codes has been recognised by the Shire. To meet this need, the size of the Byford South/ The Glades DOS was reconfigured and expanded by a further 0.7549 ha. Note, the additional District Open Space land was formerly allocated to POS.

The following items are included in the Byford Development Contribution Plan:

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

A detailed breakdown of the costs is provided in **Appendix C**.

Figure 4 provides a graphical representation of District Open Space within the Byford area.

2.2.14. LAND FOR OPEN SPACE AND/OR DRAINAGE

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

- Public open space;
- District open space;
- Dual-function Public Open Space and drainage land; 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 including where provided to complement school playing fields; and
- Land purely for drainage purposes.

In the context of planning undertaken for Byford, 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.
- Numerous LSPs being prepared based on different Public Open Space credit calculation methodologies based on different versions of Liveable Neighbourhoods.
- Deposited plans of subdivision being endorsed containing combined reserves for drainage and recreation.
- Early structure planning and subdivision being based on the adopted Byford Urban Stormwater Management Strategy. This Strategy has now been replaced with the Byford Townsite Drainage and Water Management Plan that is guiding more recent LSPs and subdivision applications.

To ensure compliance with Clause 9.3.6 of TPS 2, all land required for Public Open Space and drainage is included in the Byford Development Contribution Plan. This will ensure transparency, equity in terms of land required for district benefit and simplicity of calculation.

2.2.15. ESTIMATED AMOUNT OF LAND FOR PUBLIC OPEN SPACE AND DRAINAGE

A significant amount of detailed planning has been completed for the Byford DSP 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. More recently the finalisation of the Byford Town Centre has identified additional land for drainage between South Western Highway and George Street and to the east of the high school site.

There are however several areas within Byford which have not yet been subject to the preparation of LSPs, including the Doley Road, Mead Street, Briggs Road and Stanley Road areas (see Figure 8). To ensure that appropriate funds are collected to allow for the future purchase of land required for POS 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 LSPs 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. From these totals, the percentage of land required for Public Open Space and drainage has been calculated.
3. Spatial data has been used to identify the total land area of areas in Byford 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 steps 1 and 4 are then added to identify a total estimate of land required for POS and drainage within Byford DCA1.

Figure 5 provides a graphical representation of Local Structure Plans and areas of fragmented land ownership.

Details of land and costs associated with Public Open Space and drainage is detailed in **Appendix G**.

Notes:

- The St Thomas Estate and Sunrays sites were not subject to LSPs. Public Open Space and drainage land calculations were therefore undertaken on the basis of spatial data.
- The existing Byford Townsite (Byford Development Contribution Plan Precinct C) is not subject to POS and drainage land contributions and has therefore not been included in the above calculations. Precinct C is, however, subject to DOS land obligations.
- Lot 7 Abernethy Road (adjacent to the proposed Tonkin Highway reserve) is not included as it has been purchased by Water Corporation.

2.2.16. ESTIMATED COST

Based upon the land value detailed in section 2.1 of this report and the value of acquired land, the total estimated cost of creditable Public Open Space in the Byford Development Contribution Plan is detailed in **Appendix G**.

Figures 6 - 8 shows a graphical representation of Public Open Space/drainage subject to a non-residential land value.

2.2.17. ITEMS NOT INCLUDED

State Policy provides a clear indication that the development of POS 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 Byford Development Contribution Plan and will be the responsibility of the subdivider.

In addition, land identified as having conservation value, for example Bush forever sites, is excluded from the Byford Development Contribution Plan.

It should be noted that the Council has resolved not to require Public Open Space contributions from subdivision and development in the existing Byford Townsite, identified as Byford Development Contribution Plan Area C on Plan 10A of Appendix 10 of TPS 2 except for land required for District Open Space.

While the Byford 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 urban 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 Byford. Developers may treat drainage works in various ways to benefit their development. The requirement to provide optimal certainty in costing Byford Development Contribution Plan items to achieve equity between developers over time reinforces the need to exclude drainage works. The drainage works contained within the proposed roads are permitted to be included in accordance with SPP3.6.

2.3. DISTRICT OPEN SPACE

Land identified as District Open Space occurs in four LSPs. These are Byford Central, Kalimna, Byford West and The Glades.

Details of land and costs associated with District Open Space is detailed in **Appendix H**.

2.4. WATER MONITORING

The Byford Townsite 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.

During the course of the review of the Byford District Structure Plan in September 2006, the Water Corporation raised a number of concerns regarding regional drainage planning for the Byford area. In November 2006, a "round-table" forum was convened with the then Department for Planning and Infrastructure, DoW, the Shire and the Water Corporation to discuss regional drainage requirements and to determine an appropriate path forward. The DoW subsequently engaged consultants SKM to prepare the Byford Flood Plain Management Strategy and then later engaged consultants GHD to further progress this work in the form of a DWMP. In February

2008, a draft DWMP for Byford was released by the DoW for public comment. The DWMP was published as a final document in September 2008.

Since the publishing of the final DWMP, all LSPs, detailed area plans, subdivision and engineering drawing applications have been assessed against the water quantity and quality design objectives outlined in the DWMP.

The DWMP provides a summary of monitoring requirements and responsibilities (an extract is provided on

the following page):

Table 1 – Summary of Monitoring Requirements

Responsible Agency	Timing	Monitoring Requirement
Developers	Period of 3 years pre-development (minimum of 18 months with at least 2 winters with approval of DoW)	<p>Monitor key criteria for maintenance of hydrologic regimes, buffers and ecological corridors/linkages of environmental assets</p> <p>Monitor local superficial aquifer groundwater levels</p> <p>Monitor flow and water quality (including nutrients, TSS, and gross pollutants) at regular intervals (monthly)</p> <p>Monitor peak flows (snapshots) within developments and wetlands</p>
	Period of 3 years post-development, including at least 1 year following completion of the majority (80%) of developments	<p>Monitor key criteria for maintenance of hydrologic regimes, buffers and ecological corridors/linkages of environmental assets</p> <p>Monitor local superficial aquifer groundwater levels</p> <p>Monitor flow and water quality (including nutrients, TSS, and gross pollutants) at regular intervals (monthly)</p> <p>Monitor peak flows (snapshots) within developments and wetlands</p> <p>Monitor behavioural patterns with respect to non-structural measures for water quality management</p> <p>Monitor performance of new drainage systems</p>
DoW	Ongoing	<p>Monitor efficacy of water conservation measures and achievement of water consumption targets</p> <p>Monitor regional surface water flows and quality</p> <p>Monitor confined aquifer groundwater levels and regional superficial aquifer groundwater levels and quality</p> <p>Monitor groundwater abstraction in the DSP area</p> <p>Monitor surface water quality and flows at strategic locations in main drains and waterways</p> <p>Monitor structural BMPs for efficacy with advice from the BMP technical reference group</p> <p>Monitor performance of new drainage systems across catchments and property boundaries</p>
SJ Shire – with funding from developer contributions scheme	From 3 years post-development	<p>Monitor key criteria for maintenance of hydrologic regimes, buffers and ecological corridors/linkages of environmental assets</p> <p>Monitor local superficial aquifer groundwater levels</p> <p>Monitor water quality and flows within developments and wetlands</p> <p>Monitor behavioural patterns with respect to non-structural measures for water quality management</p>
DEC	Ongoing	Evaluate health of significant environmental assets

Water quality and quantity monitoring within developments and wetlands will be implemented by the Shire. The Byford District Structure Plan Area Sampling and Analysis Plan prepared by the Shire identifies the sampling and analysis requirements. It is proposed that monitoring be carried out over the life of the Byford Development Contribution Plan, with 5 monitoring events run over an annual period and monthly sampling, completed in year 0, 4, 8, 12 and 16; or alternatively as a percentage of build-out (i.e. 0, 25, 50, 75 and 100 percent).

Both approaches will allow longer-term trends in water quality and quantity to be identified and monitored as the Byford District Structure Plan area is fully developed. Suitable remediation works or structural controls may be implemented to rectify any identified problems.

It is likely that subdivision and development would not be approved within the Byford area without the approval and ongoing implementation of the Byford Townsite Byford District Water Management Plan (DWMP). As such, it is considered reasonable that the all costs of, and associated with, the required water monitoring be funded by developers within Byford.

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

As Development progress within the Byford area has been slower than anticipated, no monitoring has been

carried out to date, however district level sampling is anticipated to commence in early 2020 which will capture the requirements up to year 8 of the DWMP.

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

2.5. OUTSTANDING COSTS

Cost estimates relate to future works only. A cost to be recognised is the outstanding cost of completed works less contribution payments received.

Completed works cover all infrastructure works, land transfers and administration including water monitoring. The value of these works reduces the cost estimates applying to future works.

It is important to note that pre-funded works, where a credit has been given, constitute completed works. In the same vein, credits used to offset contribution payments become contribution payments received.

Outstanding costs are therefore the net of the cost of completed works less the value of paid contributions.

Byford Development Contribution Plan lot numbers also will be revised at each review to account for lots developed.

2.6. ADMINISTRATIVE ITEMS

There is no obligation on the Shire to prepare and administer a Byford Development Contribution Plan other than to support good and orderly development. The existence of a Byford Development Contribution Plan is, however, important to landowners and developers where there are district level works that need to be provided as a precursor to subdivision.

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

- Planning studies;
- Traffic studies;
- Drainage studies (including water management strategies);
- Road design costs where not allocated to specific roads;
- Other related technical and professional studies;
- Borrowing costs (including loan repayments); and
- Scheme Management Costs (including administration and management of the Byford Development Contribution Plan).

Statutory planning costs are not included in the Byford Development Contribution Plan except where directly benefitting the Byford Development Contribution Plan.

A detailed breakdown of the costs is provided in **Appendix J**.

2.7. COST REVIEW RECONCILIATION

At each Cost Review, net contributions will be calculated. The net contribution is arrived at after accounting for all contributions due from the clearance of the lots created in previous development periods. No account

is taken of contributions paid i.e. cash received.

Detail of the cost review reconciliation is provided in **Appendix K**.

A Cost Review can result in a surplus or deficit given it represents only the time between review periods. . Over the life of the Byford Development Contribution Plan, the methodology employed in this Byford Development Contribution Plan should see the annual surpluses and deficits cancel out.

2.8. TOTAL COST

A cost summary table detailing the total cost for all infrastructure, land and other items within the Byford Development Contribution Plan is contained in **Appendix L**.

2.9. COST ESCALATORS

Three cost escalators are used as described in 3.4.2.

2.9.1. ADMINISTRATION ESCALATION RATE (AER)

The Administration Escalation Rate (AER) is the rate used for wages and salaries in the Local Government Cost Index based on WA State Treasury forecasts.

2.9.2. INFRASTRUCTURE ESCALATION RATE (IER)

The Infrastructure Escalation Rate (IER) of 1.9% for 2018/19 forecasts is taken from a cost series produced by the WA Local Government Association (WALGA). The Road and Bridge Construction forecast is seen as the most appropriate index for infrastructure costs. This index is based on Construction Forecasting Council forecasts.

2.9.3. LAND VALUE ESCALATION RATE (LVER)

The Land Value Escalation Rate (LVER) is provided by the land valuer who assessed the englobo land value rate for this Report.

Details of escalation rates are contained within **Appendix O**.

3. DEVELOPMENT CONTRIBUTION METHODOLOGY

This section of the Byford Development Contribution Plan Report sets out the methodology for determining the development contributions applicable within certain precincts of the Byford development contribution area. In a general sense, the development contribution area is divided into precincts and development contributions for each precinct will be made on a 'per lot' or dwelling basis. Additional detail and clarification on the operation of the methodology is provided in the following sections.

3.1. PRECINCTS

The Byford development contribution area is divided into five precincts, as indicated in Plan 10A of Appendix 10 of TPS 2. Development within each precinct will be required to contribute to a certain set of infrastructure and land items based on the perceived need for and use of those items within the precinct.

The following matrix identifies the precincts and what items they are required to contribute toward:

Table 2 – Precinct Contribution Items

Item/Precinct	A	B	C	D
Thomas Road	X	X	X	X
Abernethy Road	X	X	X	X
Orton Road	X	X	X	X
Kardan Boulevard	X			
San Simeon Boulevard	X			
Doley Road	X			
Warrington Road	X			
Land for Roads	X	X	X	X
District Open Space Improvements	X	X	X	X
Land Acquisitions for District Open Space	X	X	X	X
Land Acquisitions for Public Open Space & Drainage	X	X		X
Water Quality Management	X	X	X	X
Development Contribution Plan Administration	X	X	X	X
Cost Review Reconciliation	X	X	X	X

Figure 9 provides a graphical representation of the precinct areas.

Precincts B, C and D will not be required to contribute towards Kardan Boulevard, San Simeon Boulevard, Doley Road or Warrington Road. All of these roads are located within Precinct A and are considered to predominately cater for vehicular traffic within new development areas west of the railway reserve.

Council has resolved not to require Public Open Space contributions from subdivision and development in the existing Byford Townsite, identified as Byford Development Contribution Plan Precinct C. This is due to the absence of a Public Open Space strategy or LSP identifying strategic locations for additional recreation lands. A strategy or LSP is necessary as it is difficult to achieve reasonably sized and consolidated areas of Public Open Space in the context of small and fragmented landholdings. Precinct C will, however, be required to contribute to District Open Space land and associated below surface improvements.

Furthermore, in the absence of an LSP and detailed drainage investigations, it has not been possible to

determine the drainage requirements for Precinct C. The area, therefore, will not be required to contribute toward land for drainage purposes. This situation may be reviewed in the future pending further detailed planning and detailed investigations into drainage requirements.

Precincts A, B and D will be required to contribute toward land for POS and/or drainage. This land is required to cater for the recreational and drainage demands of development and has been identified in the Byford District Structure Plan and LSPs.

Due to the district function of Orton Road New linking with Tonkin Highway, Abernethy Road providing access to the Town Centre and Thomas Road providing a connection between South Western Highway and Tonkin Highway, all precincts are required to contribute towards these items.

All precincts will be required to contribute towards water monitoring and administrative costs. These items are required to facilitate the preparation of the Byford District Structure Plan and subsequently facilitate the preparation of LSPs and allow for subdivision and development to occur.

3.2. ESTIMATION OF LOT / DWELLING POTENTIAL

The development contribution methodology is based on a per lot/dwelling basis. Therefore it is necessary to estimate the potential number of additional lots/dwellings to be created in the Byford area. This estimate will be used to determine the development contribution rates per lot/dwelling for standard/non-standard residential, non-residential and mixed use development.

The following methodology has been applied:

1. A review of LSPs and spatial data has been undertaken to identify the estimated total lot/dwelling yield for each area covered by an LSP or approved subdivision application.
2. The lot/dwelling estimates for greenfield 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, POS and drainage), and then determining the subdivision/development potential of the remaining land area based on its residential density coding.
3. The lot/dwelling estimates for infill sites (ie. existing urban) not yet subject to LSPs were determined through manual calculations of the development potential of each landholding based on the relevant residential density.
4. By adding the lot/dwelling yields calculated in steps 1-3, the total estimated lot/dwelling yield for the Byford Development Contribution Plan area has been identified.
5. A 'Parent lot' deduction has been included within the total lot count. Parent lots do not generate a Byford Development Contribution Plan contribution.

Based on this methodology, it has been estimated that 11,646 Residential lots/dwellings will be created within the Byford Development Contribution Plan area during the life of this Byford Development Contribution Plan. As lots extinguish their liability to pay contributions, the future lot count is revised at each cost review.

The estimated lot yield by structure plan area is detailed in **Appendix M**.

Notes:

- Land for public purposes (i.e. Public Open Space, drainage and similar) is expected to be provided within the Doley and Briggs Road precincts. As such, a 40 percent deduction has been applied to the total site area of each precinct.
- It is assumed that no land will be provided for public purposes within the Mead Street precinct given

its existing development pattern. As such, a 40 percent deduction has not been utilised.

- In the absence of finalised LSPs depicting residential densities, an R20 code has been utilised to determine the lot/dwelling estimates for the Doley Road, Briggs Road and Mead Street precincts.
- Due to the nature of infill development proposed for the Stanley Road and Old Quarter precincts, lot/dwelling estimates have been made on the basis of manual calculations of the subdivision/development potential of each lot.
- Byford Development Contribution Plan 1 did not separate lots yields to include non-residential or mixed use development.
- The yield estimate calculated for mixed development is based on 15 lots per gross hectare to provide for infrastructure of subdivision works such as roads and drainage facilities to be transferred to the state / local government as per clause 3.4.5. However, where individual lots do not require land to be transferred to the state / local government, 20 lots per gross hectare will be applied.

Details of the completed and remaining lots in each of the Byford Development Contribution Area precincts is included in **Appendix F**.

3.3. IDENTIFYING THE CONTRIBUTION RATE FOR EACH PRECINCT

As previously identified, the Byford development contribution area is divided into four precincts. Each precinct will contribute toward certain infrastructure and cost items. Each precinct will therefore have a different contribution rate.

To determine the contribution rate for each precinct, it is first necessary to identify the current total number of lot/dwellings which will be contributing to each item. From this, the contribution rate per lot/dwelling for each infrastructure item or cost can be determined.

The infrastructure and cost contribution rates per lot/dwelling applicable to each precinct can then be calculated, by adding the cost of each applicable item.

A breakdown of the Contribution rates per infrastructure item and per lot in each area is provided in **Appendix N**.

3.4. CALCULATING THE CONTRIBUTION RATE FOR LANDOWNERS / DEVELOPERS

At any point in time, the contribution rate/lot will vary according to Precinct and 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 with paid contributions.

Various types of residential and non-residential subdivision and development will occur within Byford. The following sections identify how the methodology applies to each of these scenarios. For the purposes of calculating an R20 equivalent a minimum area of 450m² will be implemented, as per State Planning Policy 3.1 (The Residential Design Codes).

A breakdown of the Contribution rates per infrastructure item and per lot in each area is provided in **Appendix N**.

3.4.1. COST REVIEW INPUT INTO CONTRIBUTION RATE REVISIONS

Cost Reviews will be undertaken at least annually.

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

- Road Reserve Acquisitions
- Public Open Space Costs
- Cost Review Outcomes
- Summary of Costs
- Estimated Future Lot Yield Totals by Precinct
- Contribution Rate Per Lot by Cost Item
- Contribution Rate Per Lot by Precinct
- Outstanding Cost of Completed Works (Expenditure on all Cost Items – Value of all Contributions Received)
- Infrastructure Cost Escalator
- Land Value Escalator
- Administration Cost Escalator
- Precinct Daily Escalation Rate

3.4.2. 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 Precinct cost entail a different bundle of items, it is necessary to calculate a weighted escalation rate for each precinct.

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

- 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 (Administration Cost includes Water Monitoring and Outstanding Cost of Completed Works); 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.

3.4.3. STANDARD RESIDENTIAL SUBDIVISION OR DEVELOPMENT

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

$$\begin{aligned} & \text{Precinct contribution rate per lot/dwelling} \times \text{DER} \times \text{D} \times \text{number of additional lots or dwellings being} \\ & \quad \quad \quad \text{created} \\ & \quad \quad \quad = \text{Required development contribution} \end{aligned}$$

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.

Calculation examples are provided in **Appendix P**.

3.4.4. NON-STANDARD RESIDENTIAL SUBDIVISION OR DEVELOPMENT

There may be instances in the Byford District Structure Plan 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 3.4.3 above.

Calculation examples are provided in **Appendix P**.

3.4.5. NON-RESIDENTIAL SUBDIVISION OR DEVELOPMENT

Portions of land within the Byford DCA1 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 in Byford 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 R20 density (i.e. the R20 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 R20 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 450m² for sites or portions of sites covered by a DA where 450m² represents the minimum lot size within an R20 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.

For each precinct:

$$\begin{aligned} & \text{Precinct contribution rate per lot/dwelling} \times \text{DER} \times \text{D R20 subdivision/development potential of the} \\ & \text{site} - \text{the equivalent of one lot or one dwelling where applicable} \\ & = \text{Required development contribution} \end{aligned}$$

Calculation examples are provided in **Appendix P**.

Primary public schools will be exempt from paying development contributions. Secondary public schools will be exempt only where the land is already in state ownership.

In all other cases (i.e. where land is purchased from private owners at market value), the contribution liability is based on the R20 subdivision/development potential of the site, unless a Joint Use agreement is entered into with the Shire regarding the co-location and use of district open space, school ovals and associated facilities.

The joint use agreement must ensure that the applicable grounds and facilities are publicly accessible. Where a JUA is in place, contributions will be levied at 0.3 per cent of the total development costs of the site, as agreed with the Shire based on the building license application.

Abernethy Road (Salvado Catholic College) private school anticipated development cost attracts a total 0.3% contribution to the DCP. This will be calculated at each stage of development.

3.4.6. MIXED USE DEVELOPMENT

In the preparation of this Byford Development Contribution Plan Report it has become apparent the approach to mixed use development does not accommodate residential and non-residential development on the same footprint.

In the context of mixed use development, there are residential and non-residential components. Mixed use therefore can combine standard residential (3.4.3), non-standard residential (3.4.4) and non-residential (3.4.5) forms of development. The contribution rate is based upon the number of dwellings/lots equivalents that could have been created/developed at an R20 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):

$$\begin{aligned} & \text{Precinct contribution rate per dwelling} \times \text{DER} \times \text{D} \times (\text{R20 development potential of the} \\ & \text{site/development area}) \text{ or } (\text{actual number of dwellings}), \text{ whichever is greater, less one dwelling/lot} \\ & \text{equivalent for the first development on the existing lot.} \\ & = \text{Required development contribution} \end{aligned}$$

Calculation examples are provided in **Appendix P**.

3.4.7. STAGING OF WORKS

It is recognised 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 Byford Development Contribution Plan liability will be incurred only once on any site area (footprint) provided the liability discharged is based in the full R20 potential of 450m² per dwelling or lot. Subsequent non-residential development will not be liable for additional Byford Development Contribution Plan contributions.

For example, multilevel non-residential development or ongoing development on the non-residential site will be exempt from further Byford Development Contribution Plan liability – liability is based on the non-residential land “footprint”. 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 R20 development potential used to calculate the non-residential contribution liability.

The collection of cost contributions is in accordance with the timing and triggers specified in the Town Planning Scheme.

3.4.8. FUTURE SUBDIVISION/DEVELOPMENT POTENTIAL

It is acknowledged that land within the Byford area may be developed to a residential density lower than that envisaged by the Byford District Structure Plan. Such development may however allow for additional subdivision and/or development in the future. Contributions will be required for the creation of additional lots/dwellings post-initial development at the time that those additional lots/dwellings are created. Such additional contributions will be required in accordance with the Byford Development Contribution Plan.

This section should be read in conjunction with the references to staging in 3.4.7 and 6.3 and it should be noted that future lot yield is the base for calculation of contribution/lot. At each cost review the future yield will be adjusted to account for lots on which contributions have been paid.

4. PRIORITY AND TIMING OF PROVISIONS

The following key principles are utilised to guide the identification of priorities for the provision of infrastructure and land acquisition, including:

- Ensuring a constant turnover of funds – By managing the cash flow of the Byford Development Contribution Plan, the Shire can optimise the use of funds between land acquisition and civil works and recoupment of developer pre-funding.
- Prioritising the purchase of land identified for public purposes that encompasses all of, or a substantial portion of, one landholding – such landholdings are essentially “quarantined” from subdivision and/or development and would be difficult to sell to a private buyer.
- Constructing infrastructure on an “as needs” basis to facilitate development – This is especially apparent in the context of road upgrades.
- 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 as offsets to cost contributions.
- Grant funding opportunities – the Shire will actively seek grant funding to assist in the provision of Byford Development Contribution Plan infrastructure. In most instances, the use of grant funding is reliant on the Shire providing a matching or partial contribution. The Shire may utilise Byford Development Contribution Plan funds and elevate the priority and timing of an infrastructure item to

capitalise on grant funding opportunities. This approach is beneficial to the long- term financial viability of the Byford Development Contribution Plan. The identification of priorities will be undertaken as part of the annual cost estimate review and associated Byford Development Contribution Plan Report update.

Work on the construction of Abernethy Road is a first priority.

Only items of infrastructure that have been prioritised by Council through review of this Byford Development Contribution Plan Report can be paid out from the Byford Development Contribution Plan restricted cash account. All other Byford Development Contribution Plan credits will be held on account and the value will be held as at that point in time, until such time as the item has been prioritised in the Byford Development Contribution Plan Report or surplus funds are available for payment. All credit refunds are to be paid at the Shire's discretion.

5. PERIOD OF OPERATION AND REVIEW

The Byford Development Contribution Plan will operate for a period of 20 years from 20 January 2014, being the date of gazettal of the related scheme amendment to incorporate the Byford Development Contribution Plan into TPS 2 as Appendix 10.

The Byford Development Contribution Plan will be reviewed when considered appropriate, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing, but not exceeding a period of 5 years.

The Byford Development Contribution Plan Report, incorporating cost estimates and cost escalators, will be reviewed at least annually, allowing for more frequent reviews to be completed on an as- required basis having regard to cost volatility and development priorities. The view of the Byford Infrastructure Reference Group will be sought when revising the cost estimates.

Where the costing and details of the Byford Development Contribution Plan Report are:

- revised based on work completed, land acquired and contributions received;
- revised based on construction cost increases/decreases;
- revised based on land value increases/decreases; and
- revised based on revisions to the anticipated undeveloped lot yield; and
- not subject to other material change;

the revised Byford Development Contribution Plan Report may not be advertised for public comment, but will remain available for public inspection. All landowners with current subdivision approvals will be automatically advised of each revision of the Byford Development Contribution Plan Report. The Byford Industry Reference Group (BIRG), comprising all major landowners, will be consulted as part of its regular agenda.

6. OPERATIONAL MATTERS

This section of the Byford Development Contribution Plan Report addresses various operational matters associated with the Byford Development Contribution Plan.

6.1. ESTIMATION OF COSTS

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

6.2. LAND VALUATION

The definition of value is dealt with in Clause 9.3.12 of TPS 2. The valuation base is further refined to cover the process in the Byford Development Contribution Area whereby:

The net land value is to be determined in accordance with the definition of "value" in cl. 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 and by the prevailing Byford Development Contribution Plan contribution liability which otherwise would have applied to the land.

Market Value shall be determined by methodology primarily based on comparable sales evidence. Analysis of comparable sales shall account for all circumstances that might affect value, either advantageously or prejudicially, and that development contributions or other statutory charges are not attributable to the Land.

Market Values of Land shall include GST.

Valuations should have due regard to the characteristics of the Land including:

- highest and best use, zoning, development density and efficiency;
- physical characteristics such as size, topographical, aesthetic, geological and environmental factors;
- location, access and surrounding amenities;
- market conditions and the then present demand for land; and
- development levies.

6.3. LIABILITY AND TIMING FOR CONTRIBUTIONS

This matter is dealt with in Clause 9.3.13 of TPS 2. In particular, 9.3.13.2 covers timing of payment.

9.3.13.2 An owner's liability to pay the owner's cost contribution to the local government arises on the earlier of:

- the Western Australian Planning Commission endorsing its approval on the deposited plan or survey strata plan of the subdivision of the owner's land within the development contribution area;
- the commencement of any development on the owner's land within the development contribution area;
- the approval of any strata plan by the local government or Western Australian Planning Commission on the owner's land within the development contribution area; or
- the approval of a change or extension of use by the local government on the owner's land within the development contribution area.

The liability arises only once upon the earliest of the above listed events.

It is not uncommon for such a subdivision to be staged, in which case the development contribution is payable only on stages cleared. Under a Development Application the size of the current/existing lot on which the development resides is used to calculate liability. Under a Development Application the trigger for payment is the application for a Building Permit. Under a Subdivision the trigger for payment is the

application for Clearance of Conditions.

This section should be read in conjunction with section 3.4.

6.4. PAYMENT OF CONTRIBUTIONS

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

6.5. ARBITRATION

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

6.6. IMPLEMENTATION

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

6.7. 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:

- The ceding of land;
- The construction of infrastructure works which are transferred to public authorities on completion;
- The provision of monetary contributions to acquire land or undertake works by the Shire, public authorities or others were covered by the Byford Development Contribution Plan; or
- A combination of the above.

6.8. PRE-FUNDING OF INFRASTRUCTURE ITEMS

6.8.1. CONTEXT

Where:

- The Developer wishes to undertake works specified in Appendix 10A;
- The works are necessary for the progression of an approved subdivision; and,
- The Shire does not hold sufficient Byford Development Contribution Plan funds to undertake the works and/or has not prioritised such works, the Shire will support pre-funding and delivery of the infrastructure provided there are good reasons for doing so.

6.8.2. 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.

6.8.3. 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 Byford 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 Byford 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 credit to the account of the developer.

6.8.4. 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;
- 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 standard and cost. Referral to the Byford Industry Reference Group for comment should be made where rejection of the claim is proposed.

6.8.5. ACCOUNTING FOR RECOUPMENT

On acceptance of the approved Works by the Shire, the cost of the works shall be credited to the Byford Development Contribution Plan account of the Developer.

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 Byford DSP area shall be paid to the Developer within 90 days of the condition clearance of the final subdivision in the DSP area subject to:

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

7. FIGURES

7.1. FIGURE 1 - BYFORD DSP MAP

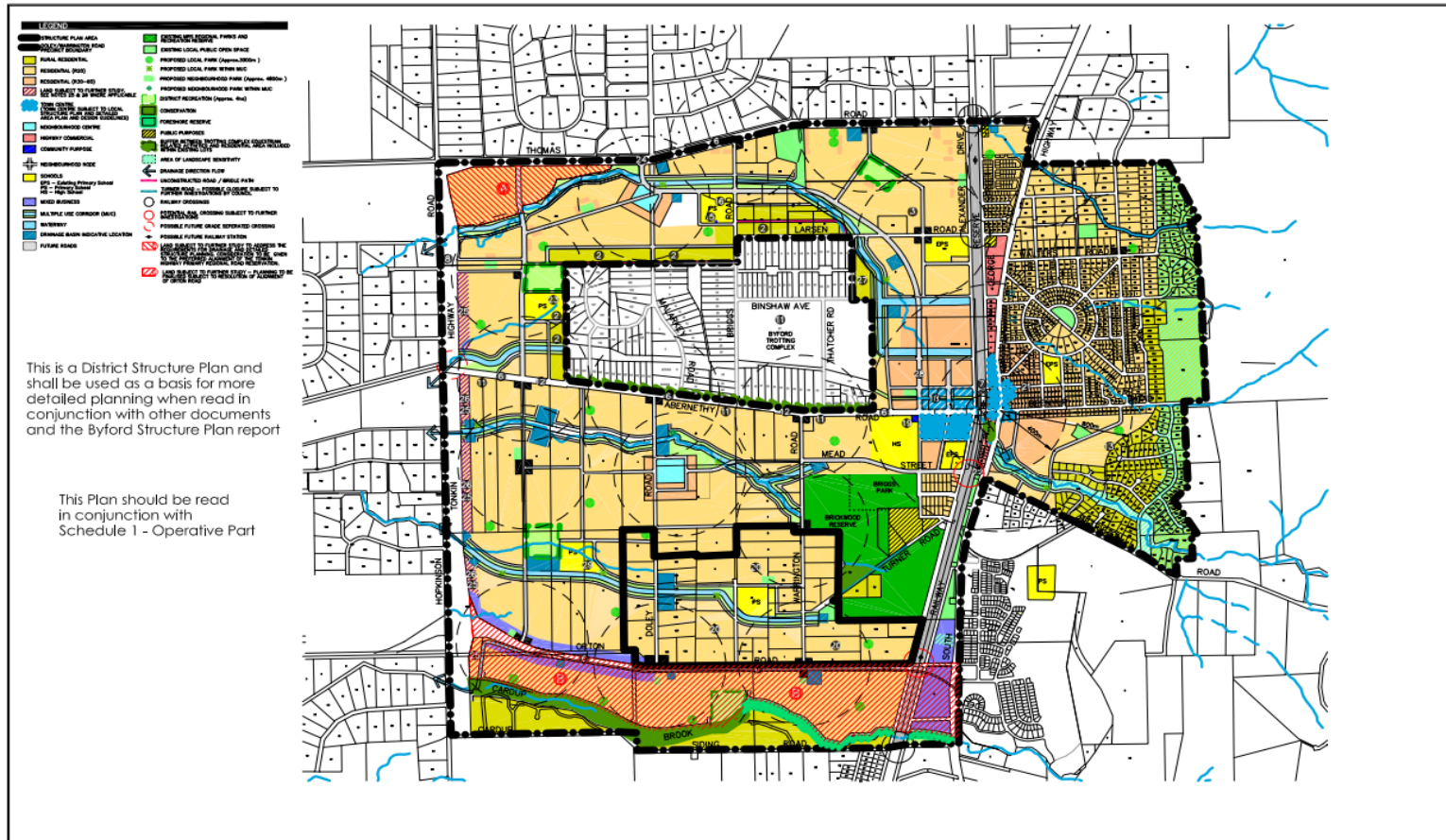
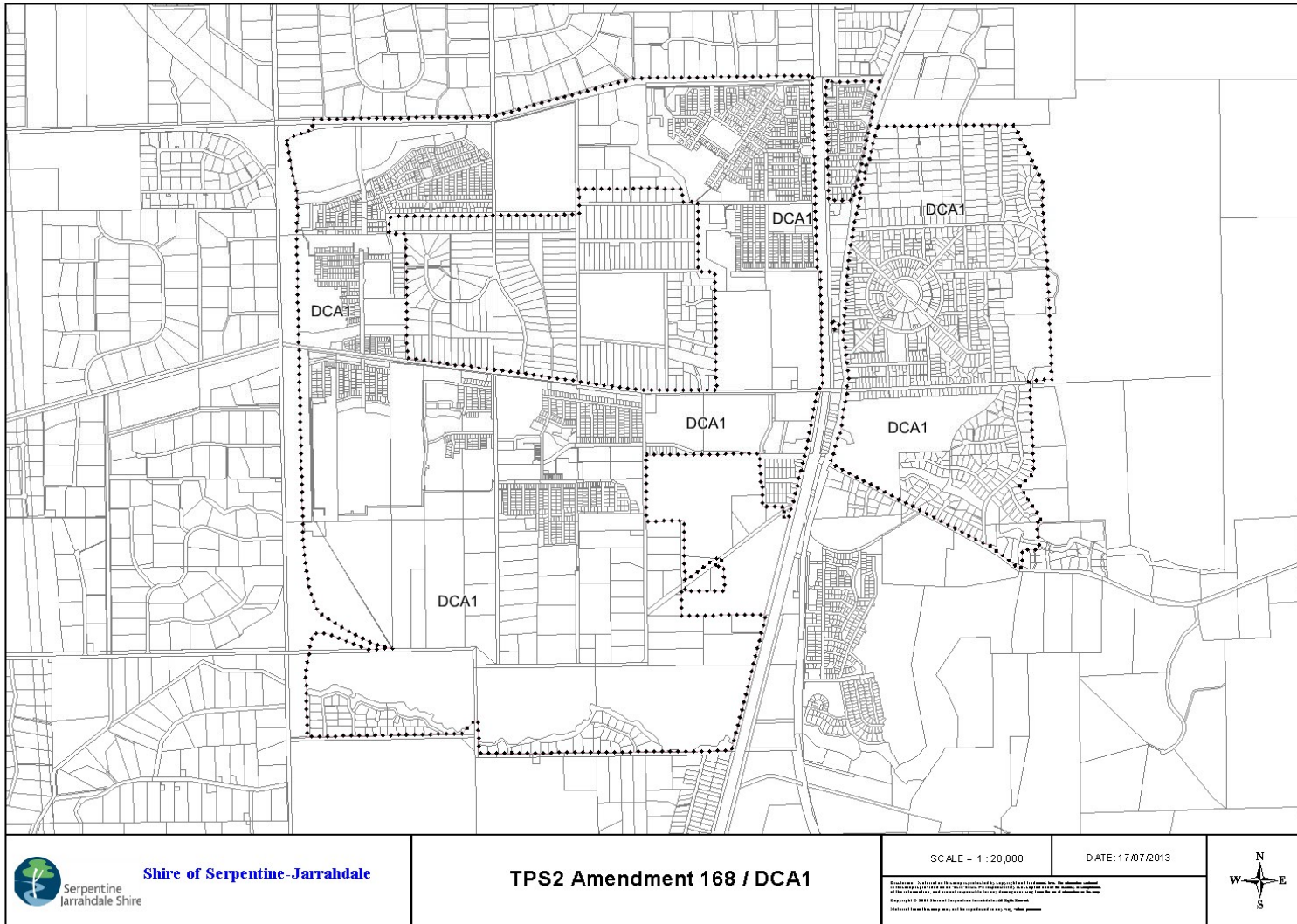


Figure 1
Byford Structure Plan

Adopted by Council (Original) - 22nd AUG 2005
Adopted by Council (Review No.1) - 13th FEB 2007
Updated 23 June, 2009



7.2. FIGURE 2 – BYFORD DEVELOPMENT CONTRIBUTION AREA



7.3. FIGURE 3 – ROADS AND INTERSECTIONS TO BE UPGRADED AND/OR CONSTRUCTED THROUGH DCA1

LEGEND:

GENERAL EXTENT OF ROAD UPGRADE AND/OR CONSTRUCTION

-  THOMAS ROAD 30m road reserve
-  ABERNETHY ROAD 30m road reserve
-  ORTON ROAD 30m road reserve
-  KARDAN BOULEVARD 30m road reserve
-  KARDAN BOULEVARD 20m road reserve
-  SAN SIMEON BOULEVARD 25m road reserve
-  DOLEY ROAD 30m road reserve
-  WARRINGTON ROAD 20m road reserve

TRAFFIC CONTROL DEVICES

-  TRAFFIC LIGHT
-  ROUND ABOUT
-  INTERSECTION TREATMENT
SLIP LANES AND ASSOCIATED WORKS

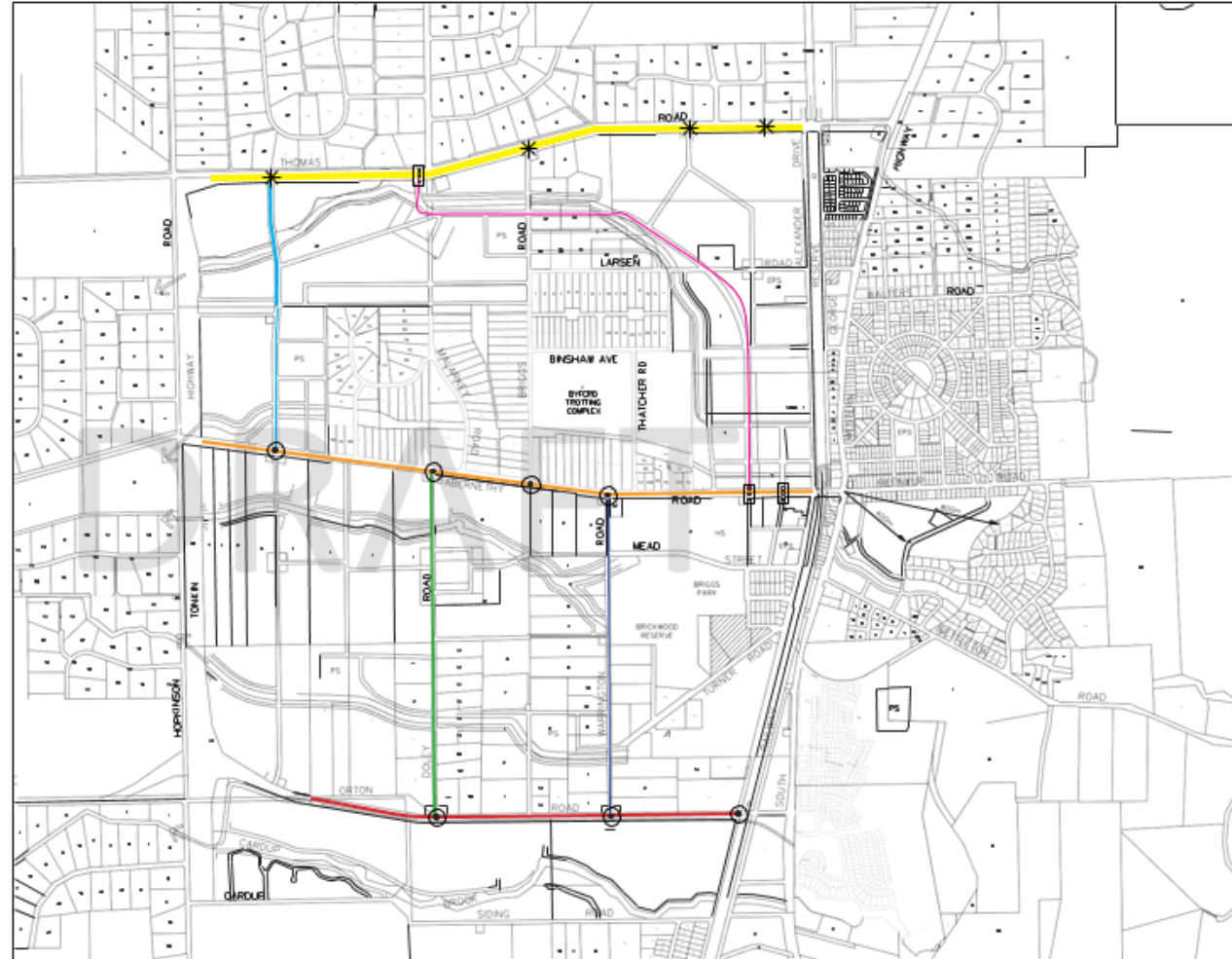
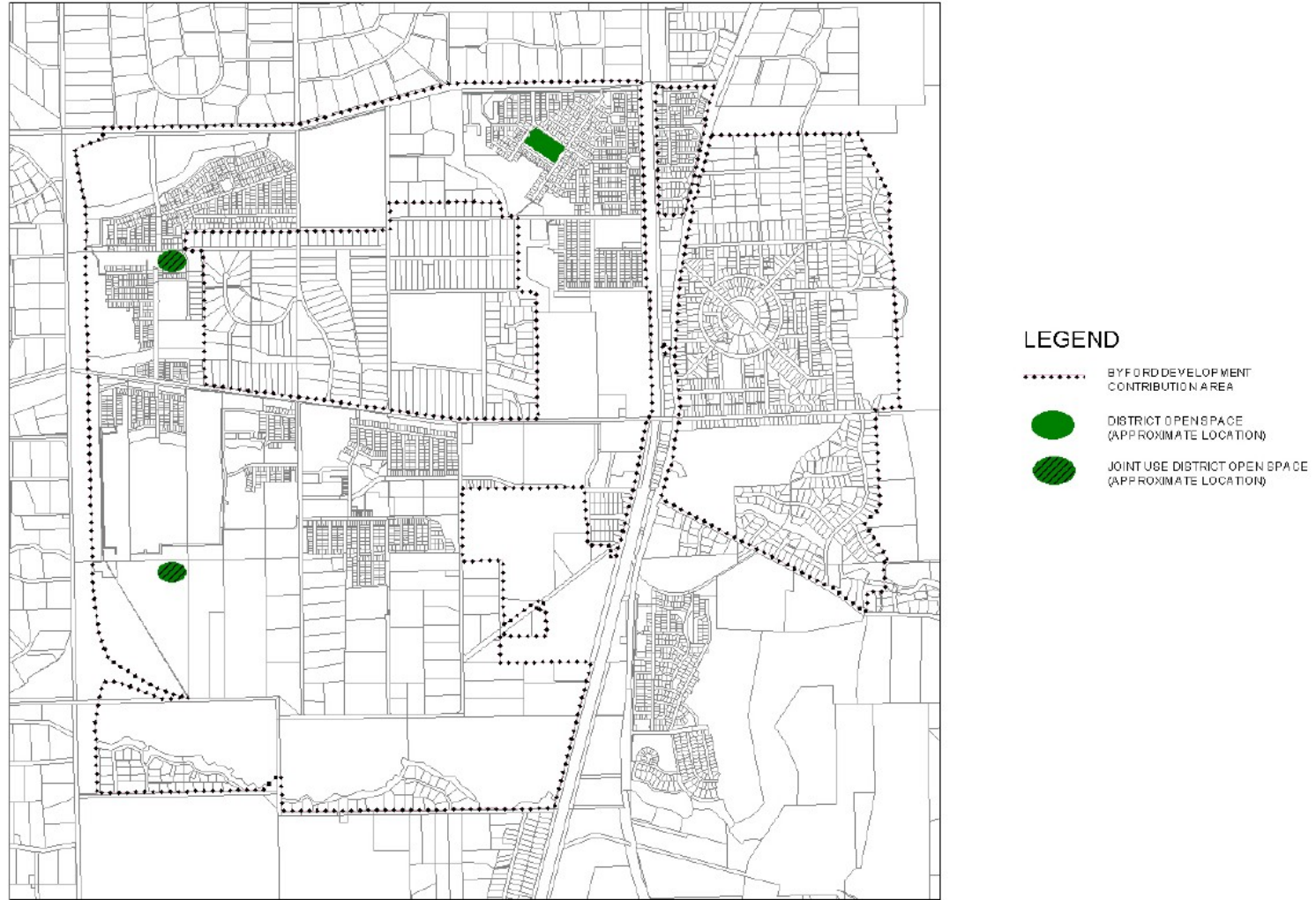


FIGURE 3: ROADS TO BE UPGRADED AND/OR CONSTRUCTED THROUGH THE DEVELOPMENT CONTRIBUTION ARRANGEMENT (AND TRAFFIC CONTROL DEVICES)

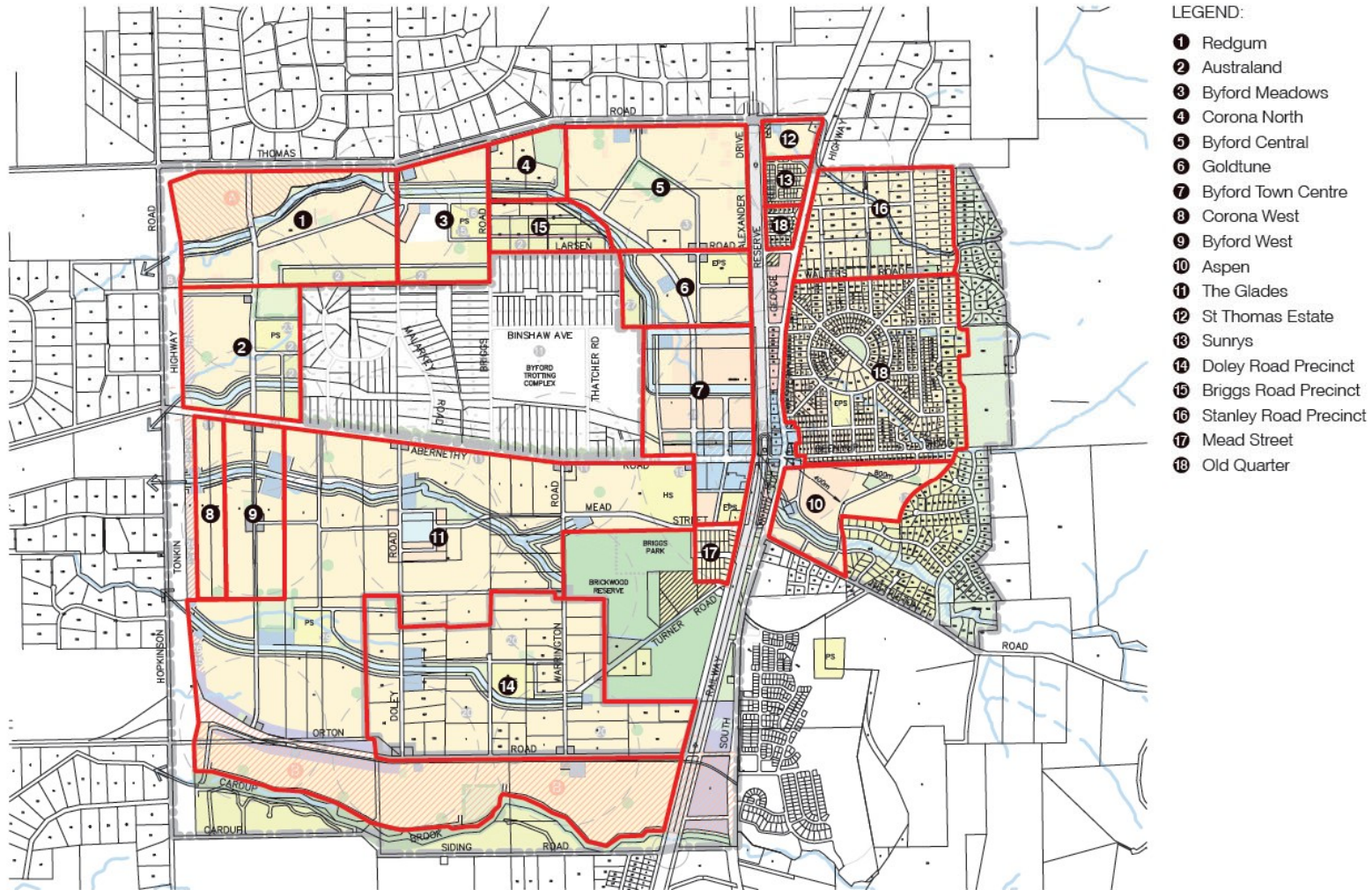
DATE 10.03.2010 REV B
DWG NO 001 SCALE NTS

7.4. FIGURE 4 – DISTRICT AND NEIGHBOURHOOD OPEN SPACE TO BE IMPROVED AND/OR CONSTRUCTED THROUGH DCA1



DISTRICT OPEN SPACE DEVELOPMENT

7.5. FIGURE 5 – LOCAL STRUCTURE PLAN AREAS

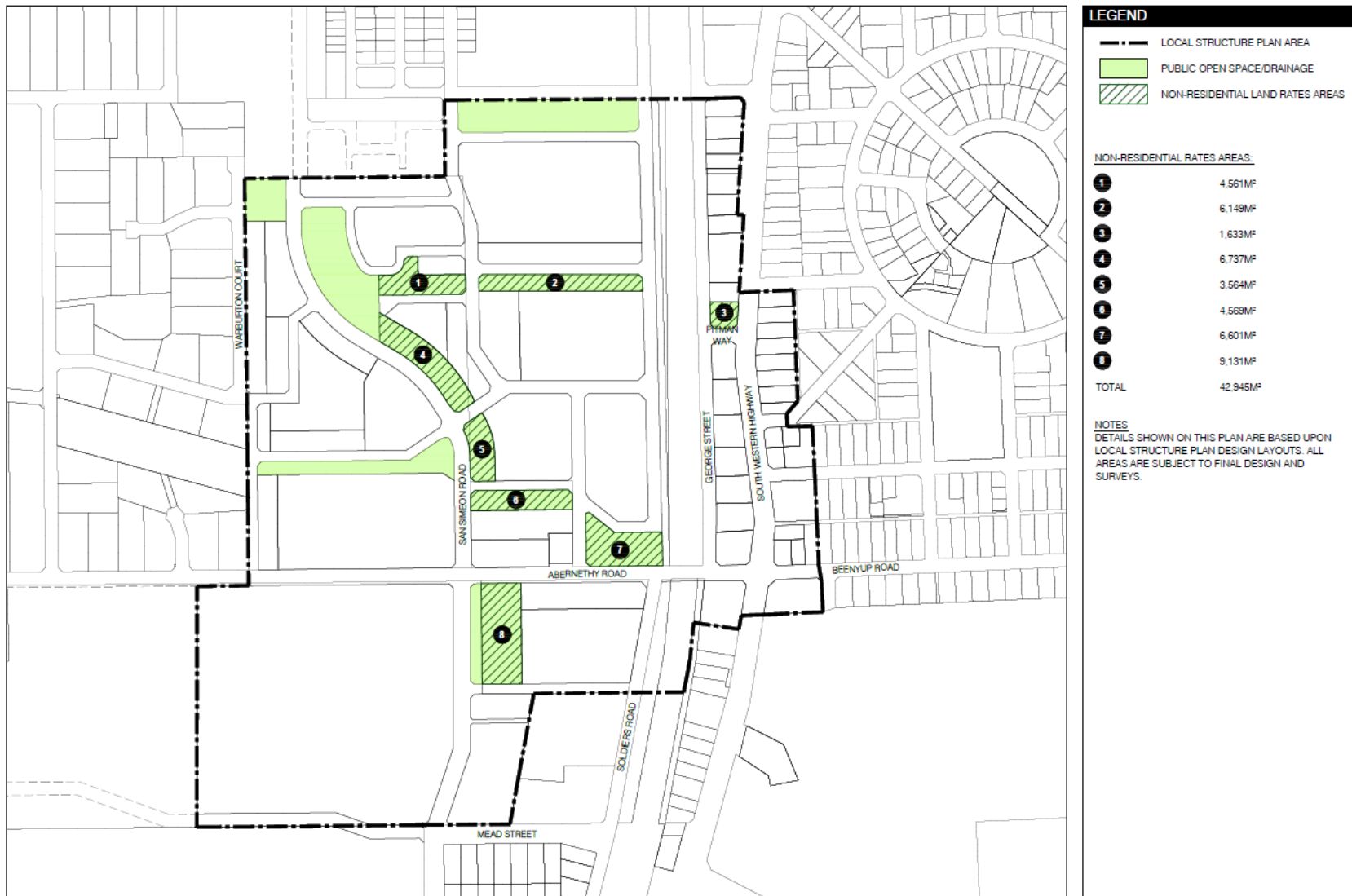


LOCAL STRUCTURE PLAN AREAS AND AREAS NOT YET SUBJECT TO A LOCAL STRUCTURE PLAN

DATE 10.08.2010 REV A
 DWG NO 001 SCALE NTS



7.6. FIGURE 6 – NON-RESIDENTIAL LAND RATES MAP: BYFORD TOWN CENTRE



Perth
 Level 1, 55 St Georges Terrace
 Perth WA 6000
 T 08 9346 2000
 Uris Pty Ltd ABN 50 109 290 228

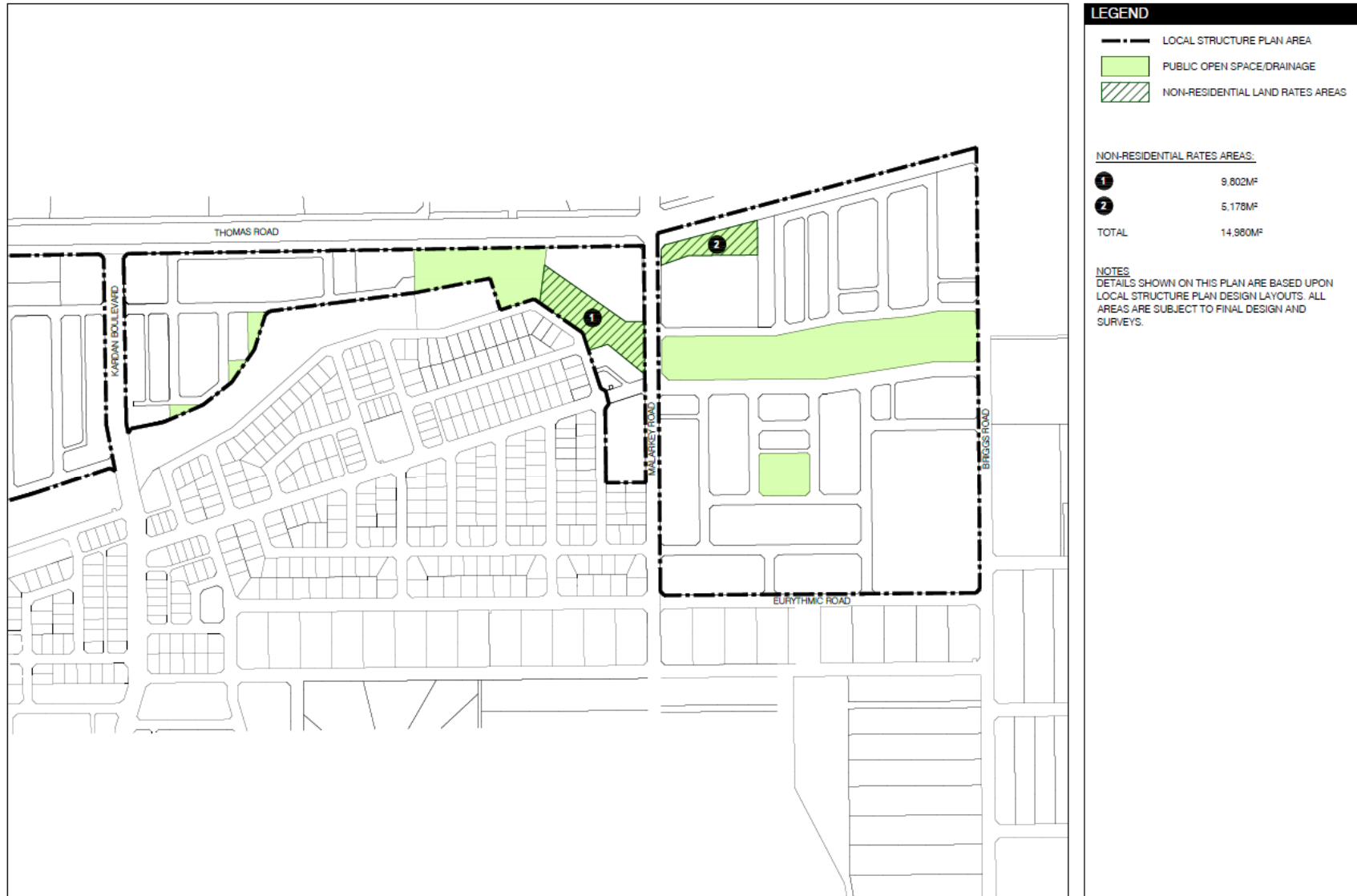
BYFORD DEVELOPMENT CONTRIBUTION PLAN
 NON-RESIDENTIAL LAND RATES - BYFORD TOWN CENTRE

Scale 1:5,000 @ A3
 0 50 100 250m

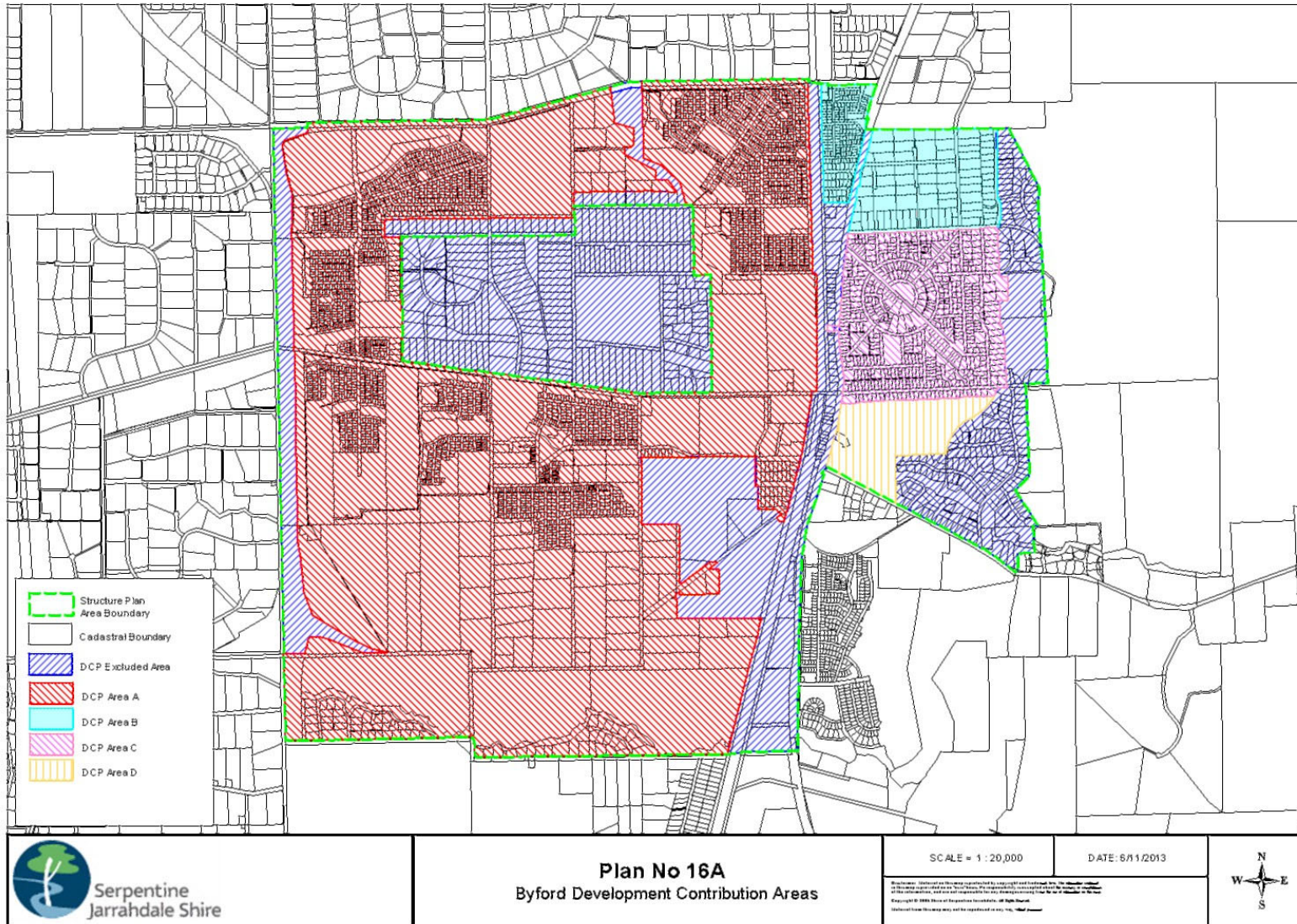
Copyright by Uris Pty Ltd. This drawing or parts thereof may not be reproduced for any purpose without the consent of Uris Pty Ltd.
 This plan is an integral part of the Byford Development and is subject to further development of the Byford Development and is subject to the final design and survey of the Byford Development. The information should be placed on this plan for any reason (including at the time).

PROJECT NO: BYFORD
 DATE: 06.05.2016
 DRAWING NO: DCA-01
 REV: 0

7.7. FIGURE 7 – NON-RESIDENTIAL LAND RATES MAP: THE GLADES



7.8. FIGURE 8 – PLAN 10A OF APPENDIX 10 OF TOWN PLANNING SCHEME NO.2 – PRECINCTS



Appendices

Appendix A – Road Costs (Excluding Abernethy Road)

Appendix B – Abernethy Road Costs

Appendix C – The Glades District Open Space

Appendix D – Land Valuations

Appendix E – Land for Roads

Appendix F – Lots summary

Appendix G – Land for Public Open Space

Appendix H – Land for District Open Space

Appendix I – Water Monitoring

Appendix J – Administration Costs

Appendix K – Cost Review

Appendix L – Summary of Costs

Appendix M – Lot Yield Calculations

Appendix N – Contribution values

Appendix O – Escalation Rates

Appendix P – Example Calculations

		Sansimeon Boulevard			Doley Road			Orton Road			Warrington Road		Thomas Road		Kardan Boulevard		
MRWA Item	Description Number	Unit	Quantity	Rate	Difference \$	Quantity	Rate	Difference \$	Quantity	Rate	Difference \$	Quantity	Rate	Quantity	Rate	Quantity	Rate
901.06	100 thick N32 concrete footpath and thickening	m2	10,000.00	\$ 357,000.00	\$ 85,912.50	9,680.00	\$ 345,576.00	\$ 83,163.30	22,720.00	\$ 811,104.00	\$ 195,193.20	3,237.50	\$ 115,578.75	13,120.00	\$ 468,384.00	15.00	\$ 535.50
901.07	Reconstruct crossing headwall structure including safety railing	Item														1.00	\$ 32,696.67
Total Carried Forward to Summary				\$ 357,000.00	\$ 85,912.50		\$ 345,576.00	\$ 83,163.30		\$ 811,104.00	\$ 195,193.20		\$ 115,578.75		\$ 468,384.00		\$ 33,232.37
TOTAL - SCHEDULE NO. 2				\$ 8,505,448.90	\$ 356,734.08		\$ 2,289,249.65	\$ 31,606.82		\$ 5,661,919.63	\$ 118,662.14		\$ 1,669,992.76		\$ 7,360,450.56		\$ 419,230.13
SCHEDULE No. 3 - PROVISIONAL SUMS																	
PROVISIONAL SUMS																	
TRAFFIC FACILITIES																	
PS.01	Signalised Intersection	P.S.	1.00			1.00			1.00					1.00	\$ 357,000.00		
PS.02	Signs	P.S.	1.00	\$ 15,300.00	\$ 300.00	1.00	\$ 10,200.00	\$ 200.00	1.00	\$ 20,400.00	\$ 400.00	1.00	\$ 10,200.00	1.00	\$ 30,600.00	1.00	
PS.03	Pavement Marking	P.S.	1.00	\$ 71,400.00	\$ 1,400.00	1.00	\$ 40,800.00	\$ 800.00	1.00	\$ 91,800.00	\$ 1,800.00	1.00	\$ 40,800.00	1.00	\$ 153,000.00	1.00	
PS.04	Roundabouts	P.S.	2.00	\$ 408,000.00	\$ 117,000.00	1.00	\$ -	\$ -	1.00	\$ 204,000.00	\$ 196,000.00	1.00		1.00		1.00	\$ 204,000.00
PS.05	Traffic Management	P.S.	1.00	\$ 204,000.00	\$ 196,000.00	1.00	\$ 102,000.00	\$ 98,000.00	1.00	\$ 255,000.00	\$ 245,000.00	1.00	\$ 102,000.00	1.00	\$ 357,000.00	1.00	
PS.06	Bio Filter Landscaping	P.S.	1.00	\$ 637,500.00	\$ 12,500.00	1.00	\$ 246,840.00	\$ 4,840.00	1.00	\$ 579,360.00	\$ 11,360.00	1.00	\$ 284,180.00	1.00	\$ 306,000.00	1.00	
PUBLIC UTILITIES																	
PS.07	Western Power - Roadway Lighting	P.S.	1.00	\$ 45,900.00	\$ 900.00	1.00	\$ 205,700.00	\$ 4,033.33	1.00	\$ 482,800.00	\$ 9,466.67	1.00	\$ 110,075.00	1.00	\$ 61,200.00	1.00	
PS.08	Western Power - Relocate Existing HV Transmission Poles	P.S.	1.00	\$ -	\$ -	1.00	\$ -	\$ -	1.00	\$ 1,526,817.60	\$ 29,937.60	1.00		1.00	\$ 1,654,052.40	1.00	
PS.09	Tektra	P.S.	1.00	\$ -	\$ -	1.00	\$ 282,640.04	\$ 5,738.04	1.00	\$ 229,022.64	\$ 4,490.64	1.00		1.00	\$ 829,812.28	1.00	
PS.10	Westnet Energy	P.S.	1.00	\$ -	\$ -	1.00	\$ 40,715.34	\$ 796.34	1.00	\$ 50,893.92	\$ 997.92	1.00	\$ 407,836.80	1.00	\$ 66,162.30	1.00	
PS.11	Water Corporation	P.S.	1.00	\$ -	\$ -	1.00	\$ -	\$ -	1.00	\$ -	\$ -	1.00		1.00	\$ 262,167.54	1.00	
TOTAL - SCHEDULE NO. 3				\$ 1,382,100.00	\$ 297,900.00		\$ 938,895.38	\$ 81,590.29		\$ 3,440,094.16	\$ 382,547.17		\$ 935,091.80		\$ 3,876,994.50		\$ 304,000.00
TOTAL COST				\$ 11,086,784	\$ 153,393		\$ 3,688,194	\$ 44,717		\$ 9,763,560	\$ 400,679		\$ 2,881,634		\$ 12,282,106		\$ 736,826

APPENDIX B

ABERNETHY ROAD

Prior Works Expenditure		Total	DCP	Shire
1	Abernethy Road - Design 2014/15	\$ 512,469.50	\$ 365,134.52	\$ 147,334.98
2	Abernethy Road - Design 2015/16	\$ 335,497.22	\$ 239,041.77	\$ 96,455.45
3	Abernethy Road - Design 2016/17	\$ 33,433.00	\$ 23,821.01	\$ 9,611.99
4	Abernethy Rd Upgrade to Warrington Rd 2014/15	\$ 467,434.63	\$ 333,047.17	\$ 134,387.46
5	Abernethy Rd Upgrade to Warrington Rd 2015/16	\$ 89,168.04	\$ 63,532.23	\$ 25,635.81
6	Abernethy Rd Upgrade to Warrington Rd 2016/17	\$ 11,200.00	\$ 7,980.00	\$ 3,220.00
7	Abernethy Road Upgrade to Warrington 2014/15	\$ 18,197.00	\$ 12,965.36	\$ 5,231.64
8	Abernethy Road Upgrade to Warrington 2015/16	\$ 127,704.29	\$ 90,989.31	\$ 36,714.98
9	Abernethy Road Upgrade to Warrington 2016/17	\$ -	\$ -	\$ -
10	Abernethy Road - South Western Highway to Soldiers Road 2007/08	\$ 393,395.45	\$ 280,294.26	\$ 113,101.19
11	Abernethy Road - South Western Highway to Soldiers Road 2010/11	\$ 16.85	\$ 12.01	\$ 4.84
12	Abernethy Road - South Western Highway to Soldiers Road 2011/12	\$ 72,059.43	\$ 51,342.34	\$ 20,717.09
13	Abernethy Road - South Western Highway to Soldiers Road 2012/13	\$ 795,150.80	\$ 566,544.95	\$ 228,605.86
14	Abernethy Road - South Western Highway to Soldiers Road 2016/17	\$ 251,548.00	\$ 179,227.95	\$ 72,320.05
15	Abernethy Road - Roads to Recovery 2007/08	\$ 373,167.24	\$ 265,881.66	\$ 107,285.58
16	Abernethy Road - Construct Roundabout at Briggs Road Intersect 2011/12	\$ 17,252.14	\$ 12,292.15	\$ 4,959.99
17	Abernethy Road - Construct Roundabout at Briggs Road Intersect 2012/13	\$ 436,029.52	\$ 310,671.03	\$ 125,358.49
18	Abernethy Road - Construct Roundabout at Briggs Road Intersect 2015/16	\$ 2,391.86	\$ 1,704.20	\$ 687.66
19	Abernethy Road - Soldiers Road to Bradley Close 2012/13	\$ 257,497.56	\$ 183,467.01	\$ 74,030.55
20	Abernethy Road - Soldiers Road to Bradley Close 2013/14	\$ 42,793.27	\$ 30,490.20	\$ 12,303.07
21	Abernethy Road - Path Construction 2014/15	\$ 91,751.60	\$ 65,373.02	\$ 26,378.59
1	Main Contractor- Roadworks (Partial)	\$ 4,937,800.85	\$ 4,937,800.85	
Total Expenditure to date (28/03/18)		\$ 9,265,958.25	\$ 8,021,613.00	\$ 1,244,345.25

Future Expenditure		Total	DCP	Shire
Item	Expenditure Item	Amount (Ex GST)	71.25%	28.75%
Separable Portion 1 (Kardan Bvd to Soldiers Road)				
1	Main Contractor- Roadworks	\$ 2,100,578.61		
2	Telstra	\$ 2,127,725.79		
3	Main Contractor- Electrical Works	\$ 1,662,102.26		
4	Western Power - disconnection/re-conn	\$ 306,000.00		
5	Water Corporation connection by WC	\$ 15,300.00		
6	Atco Gas (Briggs Rd to Bradley Rd only)	\$ 149,430.00		
7	Sewer (by Others)	\$ -		
8	Design by Jacob	\$ -		
9	Design by Anser	\$ -		
10	Survey & geotech	\$ -		
	Sub-total	\$ 6,361,136.66		
11	Contingency (10%)	\$ 636,113.67		
12	NBN	\$ 367,200.00		
13	Project Progress Design Work	\$ 4,896.00		
Separable Portion 1 Total		\$ 7,369,346.33	\$ 5,250,659.26	\$ 2,118,687.07

Separable Portion 2 (Soldiers Road to South Western Highway)				
1	Main Contractor- Roadworks	\$ 685,018.28		
2	Telstra	\$ 431,181.82		
3	Water Corporation connection by WC	\$ 15,300.00		
4	Atco Gas (Soldiers Rd to SW Hwy)	\$ 132,600.00		
5	Sewer	\$ -		
6	Western Power - disconnection/re-conn	\$ -		
7	Design by Serling	\$ -		
8	Survey & geotech	\$ -		
	Sub-total	\$ 1,264,100.10		
9	Contingency (10%)	\$ 126,410.01		
Separable Portion 2 Total		\$ 1,390,510.11	\$ 990,738.45	\$ 399,771.66

Separable Portion 3 (Kardan Bvd to South Western Highway)				
Separable Portion 3 Total		\$ -	\$ -	\$ -

Separable Portion 4 (Public Transport Authority Rail Reserve works)				
1	Rails Reserve Works Contractor	\$ 204,000.00		
2	South Pedestrian foot bridge	\$ 112,200.00		
3	Water Corporation - included in SP 2	\$ -		
4	Atco Gas - included in Separable Portion (SP) 2	\$ -		
	Sub-total	\$ 316,200.00		
5	Contingency (10%)	\$ 31,620.00		
Separable Portion 4 Total		\$ 347,820.00	\$ 247,821.75	\$ 99,998.25

TOTAL FUTURE COST (DESIGN & CONSTRUCTION) including contingencies		\$ 9,107,676.44	\$ 6,489,219.46	\$ 2,618,456.98
TOTAL FUTURE CONTINGENCIES		\$ 799,039.68	\$ 988,227.46	\$ 229,723.91
Total FUTURE Cost less Contingencies		\$ 8,308,636.76	\$ 5,500,992.00	\$ 2,388,733.07

APPENDIX C

Byford South/The Glades DOS Oval Summary of Estimated Costs

Cost of Works	Estimated Cost (excl GST)			Indexed Cost
Civil and drainage*	\$752,787.69			
Irrigation	\$81,600.00			
Landscape & Maintenance (turf grassing & 12 months maintenance)	\$241,740.00			
Subtotal for works	\$1,076,127.69			
Fees for Service				
Engineer	\$46,853.70			
Surveyor	\$11,271.00			
Landscape Architect	\$18,372.24			
Project Management	\$43,207.20			
Contingency (5%)	\$5,985.36			
Subtotal for service	\$125,689.50			
Total Costs	\$1,201,817.19			

Civil and Drainage Breakdown*				
	Qty	Unit	Rate	Total
Prelims and Establishment				
Mob/demob	1	Item	\$5,100.00	\$5,100.00
Insurances	1	Item	\$5,100.00	\$5,100.00
BCTIF Levy	1	Item	\$2,550.00	\$2,550.00
PMP	1	Item	\$1,020.00	\$1,020.00
Dust Bond	1	Item	\$3,570.00	-
Supervision	4	Weeks	\$3,060.00	\$12,240.00
Survey	4	Weeks	\$1,106.70	\$4,426.80
Water for Construction	1	Item	\$5,100.00	\$5,100.00
Subtotal				\$35,536.80
Siteworks and Dust Control				
Windbreak Fencing	400	m	\$16.48	\$6,593.28
Dust Control during Contract	4	Weeks	\$510.00	\$2,040.00
Contactors Site Accommodation	4	Weeks	\$408.00	\$1,632.00
Maintenance of haul road	4	Weeks	\$255.00	\$1,020.00
Dustex application	4	Weeks	\$1,530.00	\$6,120.00
Subtotal				\$17,405.28
Earthworks				
Clearing	2	HA	\$5,151.00	\$10,302.00
Topsoil stripping and stockpile	20,000	m ²	\$0.28	\$5,508.00
Topsoil screening and replacement (not allowed)				0
Proof Rolling	20,000	m ²	\$0.09	\$1,836.00
Geotech certification	1	Item	\$2,550.00	\$2,550.00
Cut to fill to achieve subgrade	9,875	m ³	\$3.13	\$30,922.58
Cut to stockpile	1,000	m ³	\$3.13	\$3,131.40
Import Fill (700mm Sand Layer)	13,825	m ³	\$24.72	\$341,820.36
Import Fill (300mm Sports Media Layer)	5,925	m ³	\$24.72	\$146,494.44
QA Testing	1	Item	\$5,100.00	\$5,100.00
Subtotal				\$547,664.78
Stormwater Drainage				
Preliminaries	1	Item	\$6,120.00	\$6,120.00
Excavate and backfill 0-2m	900	m	\$26.83	\$24,143.40
Sand bedding and cover	900	m	\$8.94	\$8,041.68
Placement of AG lime	900	m	\$3.13	\$2,818.26
Supply and cart AG lime to trench	10	Item	\$40.80	\$408.00
Supply and install subsoil drainage	900	m	\$47.39	\$42,650.28
Junction Pits	2	Item	\$2,040.00	\$4,080.00
Locate and Protect Existing	1	Item	\$510.00	\$510.00
Survey	1	Item	\$2,550.00	\$2,550.00
D-Spec	1	Item	\$3,570.00	\$3,570.00
Subtotal				\$94,891.62
Underground Power				
Supply, excavate and lay 100mm duct	200	m	\$11.54	\$2,307.24
25mm service cable	200	m	\$19.38	\$3,876.00
Uni Pillar	1	Item	\$5,100.00	\$5,100.00
Joints	3	Item	\$326.40	\$979.20
Mob/Demob	1	Item	\$3,060.00	\$3,060.00
Testing	1	Item	\$4,080.00	\$4,080.00
Transport Materials	1	Item	\$2,040.00	\$2,040.00
Subtotal				\$21,442.44
Contract Contingency (5%)				\$35,847.05
Contract Total				\$752,787.96

APPENDIX D

Land Valuations for Byford Residential and Non-Residential

	Residential	Non-Residential	Escalation	Valuation Date
DCP1	\$47.50	\$47.50	10.00%	1/03/2014
DCP2	\$55.00	\$55.00	10.00%	1/03/2015
DCP3	\$56.50	\$120.00	0.00%	1/03/2016
DCP4	\$53.50	\$117.50	0.00%	1/03/2017
DCP5	\$48.75	\$107.25	0.00%	1/03/2020
DCP6	\$48.75	\$107.25	0.00%	1/03/2020

APPENDIX E

LAND FOR ROADS

Road/Land Acquisition	Total Acquisition (Area m2)	To Date Acquisition (Area m2)	To Date Acquisition (Cost \$)	Remaining Acquisition (Area m2)	Remaining Acquisition (Cost \$)
Thomas Road – Residential	19,132	18,892	\$1,041,817	240	\$11,700
Thomas Road – Non-Residential	1,319	627	\$125,675	692	\$74,217
Abernethy Road – Residential	27,407	27,407	\$1,294,583	0	\$0
Abernethy Road –Non-Residential	2,528	2,528	\$379,000	0	\$0
Orton Road	22,100	0	\$0	22,100	\$1,077,375
Kardan Boulevard	11,098	11,098	\$521,335	0	\$0
San Simeon (and Indigo Parkway)	18,352	7,489	\$1,042,692	10,863	\$529,571
Doley Road	17,491	8,831	\$468,525	8,660	\$422,175
Grand Totals Land	119,427	76,872	\$ 4,873,627	42,555	\$ 2,115,038

APPENDIX F

DCA 1 (Byford Traditional Infrastructure DCP) - Lots Summary

DCP Year Mar to Feb:

Precinct	Fiscal Year Ending	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
A	Lots Completed	67	128	161	466	269	338	254	327	623	878	357	398	129	189	119
	Cumulative Lots Completed	67	195	356	822	1,091	1,429	1,683	2,010	2,633	3,511	3,868	4,266	4,395	4,585	4,704
	Lots Remaining	9,924	9,796	9,635	9,169	8,900	8,562	8,308	7,981	7,358	6,480	6,123	5,725	5,596	5,407	5,287
B	Lots Completed	94	48	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cumulative Lots Completed	94	142	142	142	142	142	142	142	142	142	142	142	142	142	142
	Lots Remaining	688	640	640	640	640	640	640	640	640	640	640	640	640	640	640
C	Lots Completed	1	6	4	9	7	6	11	1	0	6	8	6	4	4	2
	Cumulative Lots Completed	1	7	11	20	27	33	44	45	45	51	59	65	69	73	75
	Lots Remaining	629	623	619	610	603	597	586	585	585	579	571	565	561	557	555
D	Lots Completed	0	0	0	0	0	0	0	0	0	144	0	109	0	5	0
	Cumulative Lots Completed	0	0	0	0	0	0	0	0	0	144	144	253	253	258	258
	Lots Remaining	740	740	740	740	740	740	740	740	740	596	596	487	487	482	482
E	Lots Completed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cumulative Lots Completed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Lots Remaining	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
ALL	Lots Completed	162	182	165	475	276	344	265	328	623	1,028	365	513	133	198	121
	Cumulative Lots Completed	162	344	509	984	1,260	1,604	1,869	2,197	2,820	3,848	4,213	4,726	4,859	5,058	5,179
	Lots Remaining	12,043	11,861	11,696	11,221	10,945	10,601	10,336	10,008	9,385	8,357	7,992	7,479	7,346	7,148	7,026
	% Complete	1.3%	2.8%	4.2%	8.1%	10.3%	13.1%	15.3%	18.0%	23.1%	31.5%	34.5%	38.7%	39.8%	41.4%	42.4%

APPENDIX G

LAND FOR PUBLIC OPEN SPACE

Local Structure Plan Area	Total Site Area (Ha)	Public Open Space land (Ha)	Public Open Space Acquired to date (Ha)	Remaining (Ha)	Public Open Space Acquired to date (%)	Source
Redgum North & South - Residential	68.550	9.7250	9.7195	0.0055	100%	LSP May 2015 & LSP Sept 2013
Redgum North – Non-Residential		0.9750	0.9802	-0.0052	101%	LSP May 2015/GIS
Kalimna	52.642	5.3269	5.3242	0.0027	100%	LSP Oct 2009
Byford Meadows – Residential	29.400	4.7425	0.2767	4.4658	6%	LSP 2014
The Reserve	8.776	1.1409	0.0000	1.1409	0%	LSP Oct 2009
Byford Central	65.000	5.2303	5.2303	0.0000	100%	LSP Jan 2006
Marri Park	28.850	5.8494	5.8494	0.0000	100%	LSP Nov 2012 & Sept 2013
Town Centre - Residential	78.686	4.0135		4.0135	0%	LSP Feb 2014
Town Centre – Non-Residential		4.3265	1.6383	2.6882	38%	LSP Feb 2014 / POS mapping
Byford Green	16.600	2.1850	0.2546	1.9304	12%	LSP Jan 2013
Byford West	31.070	3.6254	4.1154	-0.4900	114%	LSP July 2010
The Brook	32.300	5.1067	4.9042	0.2025	96%	LSP Aug 2014
The Glades	329.189	45.7560	33.0347	12.7213	72%	LSP April 2011
Doley Road Precinct	120.500	12.6300	0.0000	12.6300	0%	LSP March 2017
St Thomas Estate	5.458	1.1868	1.1868	0.0000	100%	LSP Aug 2014
Sunrays	6.350	0.4236	0.4236	0.0000	100%	GIS
Stanley Road Precinct	22.630	2.7000	0.0000	2.7000	0%	
Total LSP Areas	896.001	114.9435	72.9379	42.0056	63%	
Percentage of POS to Total Site Area		12.8%	8.1%	4.7%		

Non-Structure Planned Area	Total Site Area (Ha)	Estimated POS Land (Ha)	POS Acquired to date (Ha)	Remaining	POS Acquired to date (%)	Applied % for Estimate
Briggs Road Precinct	18.77	2.3031	0	2.3031	0%	12.27%
Stanley Road NE Precinct	25.2	1.4700	0	1.4700	0%	5.83%
Mead Street	4.8	0.5890	0	0.5890	0%	12.27%
Total Non-Structured Planned Areas	48.770	4.3621	0	4.3621	0%	

All Areas	Total Site Area (Ha)	Estimated POS Land (Ha)	POS Acquired to date (Ha)	Remaining	POS Acquired to date (%)	Applied % for Estimate
Total POS and Drainage Land Area	944.7707	119.3056	72.9379	46.3677	61%	

Estimated amount of Public Open Space	Land Area (Ha)	Land value p/m	Total estimated cost
To be acquired - Residential	43.6847	\$48.75	\$21,296,291
To be acquired – Non-residential	2.6830	\$107.25	\$2,877,518
Acquired	72.9379		\$36,059,040
Total	119.3056		\$60,374,585

APPENDIX H

District Open Space Land Calculations

Local Structure Plan Area	District Open space Land (ha)	District Open Space Acquired to Date (Ha)	Acquisition Cost to Date	Remaining to be Acquired(ha)	Remaining Acquisition Cost	Total Estimated Cost	Source
Byford Central	2.4979	2.4979	\$914,000	-	\$0	\$914,000	LSP Jan 2006
Byford West	0.4900	0.4900	\$384,050	-	\$0	\$384,050	LSP July 2010
The Glades	3.0363	0.0000	\$0	3.0363	\$1,480,196	\$1,480,196	LSP April 2011
Kalimna	4.0618	4.0618	\$1,485,165	-	\$0	\$1,485,165	LSP Oct 2009
Total	10.086	7.0497	\$2,783,215	3.0363	\$1,480,196	\$4,263,411	

APPENDIX I

WATER MONITORING COSTS

Description	Hours Qty	People Qty	Salary \$/hr	Sample No. Qty	Sample runs Qty	Cost Per Sample \$	Sites Qty	Rate \$	Cost	Contingency 25%	Annual Cost (GST Excl)	Years	Total Cost (GST Excl)
Sampling Program Management													
Preparation of Sample and Analysis Plan (SAP)	16	1	\$100						\$1,600	\$400	\$2,000	1	\$2,000
Sampling Preparation	36	1	\$200						\$7,200	\$1,800	\$9,000	5	\$45,000
Sample Collection	144	1	\$200						\$28,800	\$7,200	\$36,000	5	\$180,000
Data Management (site and program registration, data entry, validation)	37	1	\$100						\$3,700	\$925	\$4,625	5	\$23,125
Preparation / assistance with report (Annual Report)	40	5	\$100						\$20,000	\$5,000	\$25,000	5	\$125,000
Travel costs/courier costs	-		-					\$500	\$500	\$125	\$625	5	\$3,125
Total - Sampling Program Management									\$61,800	\$15,450	\$77,250		\$378,250
Water Analysis													
Total Nitrogen				14	9	20			\$2,520	\$630	\$3,150	5	\$15,750
Dissolved Organic Nitrogen, DON				14	9	46.36			\$5,842	\$1,460	\$7,302	5	\$36,511
Dissolved Organic Carbon, DOC				14	9	38.18			\$4,811	\$1,203	\$6,014	5	\$30,068
Total Organic Carbon, TOC				14	9	27.27			\$3,436	\$859	\$4,295	5	\$21,477
Total Oxidised Nitrogen, TON (NO3-N + NO2-N)				14	9	11.82			\$1,489	\$372	\$1,861	5	\$9,307
Ammoniacal Nitrogen, NH3-N				14	9	14.55			\$1,833	\$458	\$2,291	5	\$11,455
Total Phosphorus				14	9	23.64			\$2,978	\$745	\$3,723	5	\$18,614
FRP Ortho Phosphorus, PO4-P				14	9	18.18			\$2,291	\$573	\$2,864	5	\$14,318
Total Suspended Solids, TSS				14	9	15.45			\$1,947	\$487	\$2,434	5	\$12,170
Metals Set-up (Filtered)				14	3	14.55			\$611	\$153	\$764	5	\$3,818
Heavy Metals (Al, As, Cd, Cr, Cu, Co, Fe, Hg, Mn, Mo, Ni, Pb, Se & Zn)				14	3	65.45			\$2,749	\$687	\$3,436	5	\$17,182
Total Recoverable Hydrocarbons (TRH)				14	3	63.64			\$2,673	\$668	\$3,341	5	\$16,705
Polycyclic Aromatic Hydrocarbons and BTEX				14	3	65.45			\$2,749	\$687	\$3,436	5	\$17,182
Total Water Hardness (as CaCO3)				14	3	10.91			\$458	\$115	\$573	5	\$2,864
Total - Water Analysis									\$36,387	\$9,097	\$45,484		\$227,421
Sediment Analysis													
Total Recoverable Hydrocarbons (TRH) & BTEX				14	3	56			\$2,352	\$588	\$2,940	5	\$14,700
Polycyclic Aromatic Hydrocarbons (PAH)				14	3	73			\$3,066	\$767	\$3,833	5	\$19,163
Metals Set-up				14	3	25			\$1,050	\$263	\$1,313	5	\$6,563
Total Heavy Metals (Al, As, Cd, Cr, Cu, Fe, Pb, Mn, Hg, Ni, Se & Zn)				14	3	67.2			\$2,822	\$706	\$3,528	5	\$17,640
Moisture				14	3	13			\$546	\$137	\$683	5	\$3,413
Total - Sediment Analysis									\$9,836	\$2,461	\$12,297		\$61,479
Analysis - Other													
Troll 9500 Profiler XP								\$20,000	\$20,000	\$5,000	\$25,000	1	\$25,000
Distilled Water (20L)								\$100	\$100	\$25	\$125	5	\$625
Lab Handling Fee (Per Invoice)					9			\$30	\$270	\$68	\$338	6	\$2,025
Nitrile Gloves								\$100	\$100	\$25	\$125	5	\$625
Total - Analysis - Other									\$20,470	\$5,118	\$25,588		\$28,275
Superficial Groundwater Monitoring													
Installation of monitoring wells for superficial aquifer monitoring							12	\$2,000	\$24,000	\$6,000	\$30,000	1	\$30,000
Monitor local superficial aquifer groundwater levels (Monthly) - Labour	9	1	200				12		\$21,600	\$5,400	\$27,000	5	\$135,000
Monitor local superficial aquifer groundwater levels (Monthly) - Equipment								\$500	\$500	\$125	\$625	1	\$625
Total - Superficial Groundwater Monitoring									\$46,100	\$11,525	\$57,625		\$165,625
Surface Water Level Monitoring													
Monitor flows in Multiple Use Corridors - labour	9	1	200				12		\$21,600	\$5,400	\$27,000	5	\$135,000
Installation of surface water level loggers - 12 sites							12	\$3,273	\$39,273	\$9,818	\$49,091	1	\$49,091
Total - Surface Water Level Monitoring									\$60,873	\$15,218	\$76,091		\$184,091
Total - Water Quality Management									\$235,466	\$58,867	\$294,333		\$1,045,139

APPENDIX J

ADMINISTRATION COSTS

12506 - Byford Developer Contributions		20	Per annum	Years Rem	Future spend	Completed	Total Spend
6000	Salaries and Wages		\$ 243,667	14	\$ 3,411,338		
6230	Consultancy		\$ 20,000	14	\$ 280,000		
6326	Legal Expenses		\$ 20,000	14	\$ 280,000		
n/a	DWMS Review		\$ 60,000	1	\$ 60,000		
Sub Total			\$ 343,667		\$ 4,031,338	\$ 2,962,950	\$ 6,994,288

Revision	Date				Spend to date
DCP1	2014/15 (inc setup costs)				\$1,973,586
DCP2	2015/16				\$232,520
DCP3	2016/17				\$162,515
DCP4	2017/18				\$133,313
DCP4	2018/19				\$230,508
DCP4	2019/20			TBC	\$230,508
					\$2,962,950

APPENDIX K

COST REVIEW

Lots Cleared	5179
Gross Contributions received by Shire to date	\$65,680,663
Land for roads settled	\$4,688,727
Land for POS/DOS settled	\$39,343,899
Works settled	\$28,041,107
Administration Costs settled	\$2,962,950
Total Costs expended through all settled works and approved credits	\$75,036,683
Net Contribution Surplus/Deficit for Review Period	-\$9,356,020

Grants not included

Negative figure indicates outstanding credits that need to be paid when funds exist.

APPENDIX L

SUMMARY OF COSTS AS AT FEB 2020

Item	Completed \$	Remaining	Total \$
Thomas Road	\$9,545,336	\$2,736,770	\$12,282,106
Abernethy Road	\$13,091,215	\$0	\$13,091,215
Orton Road	\$0	\$9,763,560	\$9,763,560
Kardan Boulevard	\$4,729,636	\$730,826	\$5,460,462
San Simeon Boulevard & Indigo Parkway	\$1,737,123	\$10,815,876	\$12,552,999
Doley Road	\$4,904,439	\$1,687,707	\$6,592,146
Warrington Road	\$716,367	\$2,881,534	\$3,597,901
District Open Space – Improvements	\$1,539,341	\$1,225,854	\$2,765,195
Land for roads	\$4,873,627	\$2,115,038	\$6,988,665
Land for District Open Space	\$2,783,215	\$1,480,196	\$4,263,411
Land for Public Open Space & Drainage	\$36,059,040	\$24,173,809	\$60,232,849
DCP Administration	\$2,962,950	\$4,031,338	\$6,994,288
Water Monitoring	\$0	\$1,045,139	\$1,045,139
Subtotal (Gross)	\$82,942,288	\$62,687,647	\$145,629,935
Adjustment Surplus/Deficit		\$9,356,020	\$9,356,020
Total (Net)	\$82,942,288	\$72,043,666	\$154,985,955

APPENDIX M

LOT YIELDS

Local Structure Plan Areas	Total Site Area (ha)	Estimated Dwelling Yield					Source
		A	B	C	D	E	
Byford Town Centre	78.29	488					Byford Town Centre LSP Amendment 2 - July 2018 (IN18/15524) L1 Abernethy Rd Sub Approval
Marri Park	28.85	316					LSP Nov 2012 & Sept 2013
Byford Central	65	743					LSP Jan 2006
The Reserve	8.7759	116					LSP Oct 2009
Byford Meadows	29.4	359					LSP Jun 2014
Redgum North & South	68.55	704					LSP Sept 2013 & May 2015
Kalimna	52.6424	352					LSP Oct 2009
Byford Green Private	16.6	216					LSP Jan 2013
Byford West	31.56	377					LSP July 2010
The Glades	329.4532	3638					LSP April 2011
Doley Road Precinct	120.5	1,900					Draft LSP Jan 2016
The Brook	32.3				425		LSP Aug 2014
Stanley Road	24.41		320				LSP Draft Jan 2017
Sunrays	6.35		83				GIS
St Thomas Estate	5.4582		60				LSP Aug 2014
Total	898.1397	9,209	463	0	425	0	10,097

Non-Structure Planned Areas	Total Site Area (ha)	Estimated Dwelling Yield					Source
		A	B	C	D	E	
Briggs Road Precinct	18.77	200					Total area minus 40% (land for public purposes) divided by 450 m ² (R20)
Stanley Road Precinct	24.42		320				Total area minus 40% (land for public purposes) divided by 450m ² (R20)
Mead Street	4.8	106					Total area (no land for public purposes) divided by 450 m ² (R20)
Old Quarter	98.637			630			Manual Calculations
Nettleton Road					315		
George Street							
Total	146.627	306	320	630	315	0	1,571

Yield	A	B	C	D	E	Total
Residential + Mixed Use Residential Equivalent	9,502	463	-	425		10,389.66
Non-Structure Planned	306	320	630	315		1,571.00
Total Lot Yield	9,807.66	783.00	630.00	740.00		11,961

Local Structure Plan Area	Developable Area	Total Lot Equiv. Based on R20/450 m ²	Mixed Use Developed (ha)	Lots Developed Based on R20/450 m ²	Mixed Use Remaining Balance (ha)	Lots Remaining Based on R20/450 m ²	Precinct
The Glades	2.5219	54.6	2.5219	54.6	-	-	A
Redgum	0.9294	20.66	0.9294	20.66	-	-	A
Byford Town Centre	9.2323	205.16	2.2917	49.93	6.9406	154.23	A
L15 Abernethy Rd	0.551	12.24			0.551	12.24	A
Total	13.2346	292.66	5.743	125.19	7.4916	166.47	A

APPENDIX N

CONTRIBUTIONS

Item	Infra/Land/Admin	Remaining Cost (\$)	Net Total	PRECINCT Units					Total No. Lots in DCP Contributing	Contribution per Lot (\$)	PRECINCT Contribution per Additional Lot (\$)					Land Value	
				A	B	C	D	E			A	B	C	D	E	Residential	Non-Residential
											Daily ER (DER)	\$0.2215	\$0.1696	\$0.1696	\$0.1696	#DIV/0!	\$0.000
Total (Gross)		72,043,666	72,043,666							Total per unit	\$ 11,722	\$ 8,565	\$ 4,682	\$ 8,565	\$ -	\$48.75	\$107.25
Thomas Road	IC	\$ 2,736,770	\$ 2,736,770	5,104	641	555	482	-	6,782	\$404	\$ 404	\$ 404	\$ 404	\$ -			
Abernethy Road	IC	\$ -	\$ -	5,104	641	555	482	-	6,782	\$0	\$ -	\$ -	\$ -	\$ -			
Orton Road	IC	\$ 9,763,560	\$ 9,763,560	5,104	641	555	482	-	6,782	\$1,440	\$ 1,440	\$ 1,440	\$ 1,440	\$ -			
Kardan Boulevard	IC	\$ 730,826	\$ 730,826	5,104	-	-	-	-	5,104	\$143	\$ 143	\$ -	\$ -	\$ -			
San Simeon Boulevard & Indigo Parkway	IC	\$ 10,815,876	\$ 10,815,876	5,104	-	-	-	-	5,104	\$2,119	\$ 2,119	\$ -	\$ -	\$ -			
Doley Road	IC	\$ 1,687,707	\$ 1,687,707	5,104	-	-	-	-	5,104	\$331	\$ 331	\$ -	\$ -	\$ -			
Warrington Road	IC	\$ 2,881,534	\$ 2,881,534	5,104	-	-	-	-	5,104	\$565	\$ 565	\$ -	\$ -	\$ -			
District Open Space – Improvements	IC	\$ 1,225,854	\$ 1,225,854	5,104	641	555	482	-	6,782	\$181	\$ 181	\$ 181	\$ 181	\$ -			
Lands for Roads	IC	\$ 2,115,038	\$ 2,115,038	5,104	641	555	482	-	6,782	\$312	\$ 312	\$ 312	\$ 312	\$ -			
Total Infrastructure Costs		\$ 31,957,165	\$ 31,957,165							\$ 5,494	\$ 2,336	\$ 2,336	\$ 2,336	\$ -			
Land for District Open Space	LV	\$ 1,480,196	\$ 1,480,196	5,104	641	555	482	-	6,782	\$218	\$ 218	\$ 218	\$ 218	\$ -			
Land for Public Open Space & Drainage	LV	\$ 24,173,809	\$ 24,173,809	5,104	641	-	482	-	6,227	\$3,882	\$ 3,882	\$ -	\$ 3,882	\$ -			
Total Land Value		\$ 25,654,005	\$ 25,654,005							\$ 4,101	\$ 4,101	\$ 218	\$ 4,101	\$ -			
DCP Administration	AC	\$ 4,031,338	\$ 4,031,338	5,104	641	555	482	-	6,782	\$594	\$594	\$ 594	\$ 594	\$ -			
Water Monitoring		\$ 1,045,139	\$ 1,045,139	5,104	641	555	482	-	6,782	\$154	\$ 154	\$ 154	\$ 154	\$ -			
Reconciliation		\$9,356,020	\$9,356,020	5,104	641	555	482	-	6,782	\$1,380	\$ 1,380	\$ 1,380	\$ 1,380	\$ -			
Total Administration Costs		\$ 14,432,497	\$ 14,432,497							\$ 2,128	\$ 2,128	\$ 2,128	\$ 2,128	\$ -			

APPENDIX O

ESCALATION RATES <https://walga.asn.au/Policy-Advice-and-Advocacy/Economic-Development/Economic-Briefing>

Land Value escalation rates are provided yearly from an independent land valuer and updated accordingly at each yearly review.

Publication Date	IER	AER	LV	Link to reference doc
Feb-14	2.00%	3.80%	10.00%	
Feb-15	2.00%	3.80%	10.00%	
Feb-16	0.30%	2.80%	0.00%	
Feb-17	1.75%	1.75%	0.00%	
Feb-18	1.90%	1.75%	0.00%	https://walga.asn.au/getattachment/Policy-Advice-and-Advocacy/Economic-Development/Economic-Briefing/WAL6894-LG-Economic-Briefing-V3_WEB.pdf
Feb-19	1.40%	2.00%	0.00%	https://walga.asn.au/getattachment/62ee816a-a3d9-44da-be1b-9fd5f8204cfb/Economic-Briefing-2019-Update.pdf
Feb-20	0.60%	2.25%	0.00%	https://walga.asn.au/getattachment/a2e6d669-439a-4060-a1af-f8a16626843c/WALGA-EB-February-2020-(Final).pdf

APPENDIX P

EXAMPLE CALCULATIONS

Example 1

A residential subdivision creating 50 lots within **Precinct A** with one existing parent lot:

Precinct	Development Contribution Rate per lot/dwelling	Number of additional lots/dwellings	Total development contribution	Calculation
A	\$11,722	49	\$574,395.25	$\$11722 \times 49 = \574395

Example 2

A residential subdivision in **Precinct A** creating 100 additional lots (no parent lot(s)) within precinct A and providing 1 hectare (10,000 m²) of public open space adjacent to residential development:

Note; creditable land must be cleared before, or at the same time as, lot clearance in order to be offset against contributions due. Future credits that are not yet earned/cleared cannot be used to offset Contributions.

Precinct	Development Contribution Rate per lot/dwelling	Number of additional lots/dwellings	Total development contribution	Calculation
A	\$11,722	100	\$1,172,235	$\$11722 \times 100 = \1172235
Public open space credit	m ² of land being provided	Land value per m ²	Credit amount	Calculation
	10,000	\$48.75	\$487,500	$\$10000 \times 48.75 = \487500
		Total net development contribution	\$1,659,735	$\$1172235 - \$487500 = \$1659735$

Example 3

A commercial development on a 4000m² lot within **Precinct B**.

4000m^2 (lot size) / 450m^2 (average lot size under the R20 residential density code) = 8.89 lots
8.89 lots less the first lot equivalent for the development = 7.89 lots payable):

Precinct	Development Contribution Rate per lot/dwelling	Number of additional lots/dwellings	Total development contribution	Calculation
B	\$8,565	7.89	\$67,575	$\$8565 \times 7.89 = \67575

Example 4

A mixed-use development on a 9,000m² lot which creates 19 residential dwellings within **Precinct C**.

In the context of mixed use development, the contribution rate is based upon the subdivision/ development potential of the subject site based on a residential density code of R20 or the number of lots/dwellings created, whichever is the greater. The equivalent of the first dwelling/lot created in the first stage of the development is credited.

$9,000\text{m}^2 / 450\text{m}^2 = 20$ lots/dwellings; less the first lot = 19 lots payable.

Or

Actual lots = 19; less the first lot = 18 lots payable.

The contribution rate will be charged at 19 lots, as this is the greater of the two calculations:

Precinct	Development Contribution Rate per lot/dwelling	Number of additional lots/dwellings	Total development contribution	Calculation
C	\$4,682	19	\$88,964	$\$4682 \times 19 = \88964