



Byford Traditional Infrastructure DCP Report Revision 8

Revision Schedule:

Report No	Revision Date	Planning Scheme	Amendment	Report Status	Author
1	21/01/2014	TPS2	168	Final	John Ellis
2	13/04/2015	TPS2	168	Final	John Ellis
3	9/06/2016	TPS2	168	Final	John Ellis
4	6/07/2017	TPS2	168	Final	John Ellis
5	27/07/2020	TPS2	168	Final	John Ellis
6	26/09/2021	TPS2	168	Final	Sally Murphy
7	17/07/2023	TPS2	208	Final	Sally Murphy
8	10/02/2025	LPS3	208	Draft	Sally Murphy

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1 Purpose

This Development Contribution Plan (DCP) report outlines the framework for applying infrastructure contributions to support new development and upgrade existing infrastructure within the Development Contribution Area (DCA). These contributions are essential to address the increased demand generated by development in the DCA.

The DCP ensures equitable cost sharing among landowners, with contributions reasonably required as a result of subdivision or land development. It also facilitates the timely provision of necessary infrastructure.

Relevant documents guiding infrastructure delivery include:

- Community Infrastructure Implementation Plan
- Corporate Business Plan
- Long Term Financial Plan
- LPS3
- Byford District Structure Plan

2 Development Contribution Area

The Development Contribution Area covered by this DCP is **DCA1**, as shown on the scheme map and in "**Figure 1 - DCA Boundary**".

3 Period of the Plan

This DCP operates for 20 years, from **21/01/2014** to **21/01/2034**.

4 Operation of the DCP

The DCP and this accompanying report are prepared in accordance with **State Planning Policy 3.6 - Infrastructure Contributions** (SPP 3.6) and operate under the provisions of LPS3.

5 Application Requirements

For applications involving subdivision, strata subdivision, development, or land use extensions within the DCA, the local government will consider this DCP Report when making recommendations or decisions.

6 Estimated Costs

The costs in this DCP Report are based on the capital investment required for infrastructure necessitated by new development in the DCA. These costs are:

- Initially estimated and reviewed by qualified professionals during each **Major Review**.
- Indexed during **Minor Reviews** using rates from the **WALGA Quarterly Economic Briefing**.

Exclusions from DCP Report costs include:

- Ongoing maintenance.
- Demand generated by the existing population.
- External usage demand.
- Future usage beyond the DCP timeframe.

Where applicable, costs are allocated to specific **Precincts** within the DCA, as shown in "**Figure 2 - Precincts**". A detailed cost breakdown is provided in the Appendices, with secured grants or external funding reflected as deductions in the Cost Apportionment Schedule within the Appendices.

7 Items Included in the Plan

All cost items included for within this DCP Report, and for which contributions will be collected in the DCA, are detailed in the Appendices to this report. These items reflect the provisions of the latest Structure Plan(s) where applicable to the lifespan of the DCP, the need and nexus for inclusion, and the associated scope of each item that the DCP will fund.

Facilities

This DCP covers **at/below surface works for facilities**. For example, drainage, irrigation, grassing. This DCP also includes costs for land acquisition for facilities (often identified as "Community Open Space"). See "**Figure 3 - Facilities**" for details.

Further above ground works may be included within the Shire's Community Infrastructure Development Contribution Plan (CIDCP).

The **Community Infrastructure and Public Open Space Strategy (CIPOS)** provides a comprehensive guide for planning community infrastructure and open space in the Shire.

Roads

Road infrastructure costs are divided into:

- **Construction:** New or upgraded roads.
- **Land acquisition.**

See "**Figure 4 - Roads**" for details.

Excluded items:

- Landscaping and design enhancements in road reserves.
- Urban amenity improvements such as vegetation, public art, and high-standard design.
- Minor intersections treatments into the adjoining subdivisional road network.

Although some excluded items are noted to enhance the urban environment, they lack a direct nexus to the development's demand for such improvements.

8 Non-Infrastructure Items Included within the DCP

Administration Costs

- Preparation and administration of the DCP.
- Annual review of cost estimates and land development reviews.
- Valuations and professional fees linked to DCP implementation.
- Software/hardware upgrades for DCP preparation.
- Proportional staff salaries and loan interest related to DCP administration.

Land for infrastructure

- Land for district open spaces, road reserves, and playing fields.
- Land for road reserves; that exceeds standard requirements (e.g., road widths above 20m).

Land for Public Open Space and Drainage

- Land for drainage only.
- Multiple-use corridors with a dual drainage and recreation function.
- Community public open space.

Excludes:

- Development and maintenance of POS.
- Conservation lands (e.g., Bush Forever sites).
- Drainage works.

Land for POS and Drainage is shared equally across the Development Contribution Area (DCA) except for Byford "Old Quarter" (Precinct C). This is due to the absence of a Public Open Space strategy or LSP identifying strategic locations for additional recreation land, and the difficulty in achieving reasonably sized and consolidated areas of Public Open Space in the context of small and fragmented landholdings.

Water Monitoring

- Funded by the DCP to address water quality and quantity through monitoring and management plans.
- Ensures compliance with water-sensitive urban design principles.

The Water Monitoring Programme is underpinned by the Shire's Drainage and Water Management Plans (DWMPs), which establish the framework for water management in the new urban development areas.

9 Land Valuation

- Separate rates for Residential and Non-Residential/Mixed-Use land, based on typical parcel characteristics.
- Reviewed annually according to market value, excluding marketing costs.

Land value is determined 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 does not include for standard marketing costs such as fees, commissions, and advertising cost.

Residential (Standard and Non-Standard)

Based on an indicative residential zoned 5-hectare lot typical for the DCA, with no servicing constraints.

Non-Residential and/or Mixed Use

Based on a Mixed Use R60 zoned land parcel of a regular shaped 5-hectare area typical for the DCA, with no major servicing constraints and no major geotechnical/environmental issues.

10 Method of Calculating Contributions

Calculating the developable potential of each Precinct

Estimations are based on Local Structure Plans (LSPs) where available. Otherwise, calculations based on spatial data are used as follows:

- Greenfield: Total site area less 40% (to account for subdivisional roads and POS/Drainage)
- Infill: Manual yield calculations less 50% (recognising existing lots may not be redeveloped)
- Mixed-use: 15 lots per Ha, or 20 lots per Ha where no land is required by state/local government.
- Non-Residential: Lot area (m²)*.
- Residential lot calculations are based on an average R Code density of R20.

*To calculate a square metre (m²) rate for non-residential development, the total m² area is converted into a proportion of a standard lot, where a standard lot is defined as R20m². This proportional value is then used to determine the cost per m² by translating the cost per lot into the corresponding rate.

Contribution liability

- Proportional to the remaining developable Lots/Dwellings within a Precinct:

Formula: ***{Remaining Cost / Remaining Lots/Dwellings = \$ contribution rate per Lots/Dwellings}***

Contribution Rate Adjustments

The Contribution Rate is escalated daily based on the days since the last cost review, using a weighted annual escalation rate (ER):

Formula for ER: $\{(\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)\}$ where IC: Infrastructure Cost, LV: Land Value, AC: Administration Cost.

- Daily Escalation Rate (DER): $\{ER / 365\}$
- Adjusted Contribution Rate: $\{Starting Rate \times (D \times DER) = Escalated Rate\}$

The annual escalation rates for Administration and Infrastructure reflect the forecasts in latest WALGA Quarterly Economic Briefing (the LGCI Forecasts table) available at the time the DCP Report is adopted:

- The Administration index reflects the LGCI Component "Employee Costs"
- The Infrastructure index reflects the LGCI Component "Road & Bridge Construction".
- The Land Value index (where applicable) is provided as part of the independent Land Valuation.

The daily indexing of costs described above, means that at any point in time, the Precinct contribution per Lot/Dwelling value will vary according to the number of days since the last Cost Review (the starting date of the latest revision to the DCP Report).

Residential Contributions

- Based on additional Lots/Dwellings created (less the Parent Lot where not previously deducted).

Formula: $\{Precinct rate per lot \times DER \times D \times additional lots/dwellings = Required contribution\}$

Contributions are required for post-initial development (e.g., increased density or residential development above a non-residential footprint).

Non-standard residential development (such as Lifestyle village, retirement village, caravan park, park home estate or similar) is treated the same as standard residential development, where each dwelling, residential unit or similar, is deemed to be a residential lot/dwelling.

Mixed Use development Contributions

Contributions are based on either the R20 **subdivision/development potential** or the **actual number of lots/dwellings created**, whichever is greater.

Formulas:

- **Dwelling Potential:** $\{Precinct contribution rate \times DER \times D \times Subdivision/development potential of the site\}$

Or

- **Actual Dwellings:** $\{Precinct contribution rate \times DER \times D \times Actual number of lots/dwellings created\}$

Non-Residential Development Contributions

Based on the size of the lot created (under subdivision) **or** the size of the development footprint (under a development application), multiplied by the applicable development contribution rate.

Formula: *{Square metre rate × square metre size of land being developed = Required development contribution (less a one-time, one-lot discount for the Parent Lot)}*.

Exemptions and Limits

- The floor area of any **existing, approved** non-residential development is removed from the calculation.
- Contributions are required only if the development results in **increased traffic**.
- Contributions apply only once per **land footprint** and are based on full development potential. For example, multi-level developments **beyond the first floor** are exempt from additional contributions as the liability is based on the land footprint.

Private Educational Establishments

Private educational establishments are subject to the same principles as Non-Residential Development described above.

Where a **shared use agreement** for public access to the school's district level sporting space is agreed upon, the Contribution rate will instead be based on **0.3% of the value of each building licence** application for the site, as agreed with the Local Government.

11 Payment of Contributions

Triggers for Payment

The earlier of either:

- Application for subdivision/strata clearance, or
- Application for Building Permit for new development, or change/extension of use.

Clause 36A 6(a) of LPS3 details **specific exemptions** for which a development contribution is not required.

Payment Methods

- Cheque or cash.
- Land transfer.
- Physical infrastructure provision.
- Other methods acceptable to the Shire.

In the case of staged subdivisions, development contributions are payable only for the stages being cleared. Contributions are triggered only once per lot, unless subsequent development creates additional demand beyond the initial trigger.

Example

If a residential lot is created and cleared during a subdivision, the contribution is triggered for that single lot. When a Building Permit is subsequently issued for the first dwelling on the newly created lot, no additional contribution is required, as the lot's contribution has already been accounted for (the "Parent Lot" offsets the first dwelling). However, if a Building Permit is issued for three dwellings on a single lot, contributions would be triggered for the two additional dwellings beyond the Parent Lot's coverage.

This ensures contributions fairly reflect the actual development impact at each stage.

12 DCP Credits

DCP Credits

Credits for Land and Infrastructure (where included for within the DCP):

- Land ceded for POS/Drainage or Infrastructure based on indexed land value at subdivision clearance.
- Pre-funding infrastructure earns credits based on approved costs verified by the Shire.

Use of Credits:

- Credits offset contributions within the same Development Contribution Area (DCA).
- Credits remain with the landowner unless a legal agreement transfers them upon sale.

Repayment of Credits:

- Credits are repaid when DCP funds are sufficient, or within 90 days of the closure of the DCP.

Pre-Funding of DCP Infrastructure

The Shire supports pre-funding and delivery of infrastructure under the following conditions:

- The works are essential for the progression of an approved subdivision, or
- The Shire is prioritising DCP funds for other works.

The Shire and Developer will confirm via an exchange of letters, the scope, composition, and timing of the infrastructure works to be pre-funded. Once agreed, these works will be designated as *Approved Works*. The Approved Works must be clearly defined to enable accurate quantification of costs and quantities for both completed and remaining works. The value of DCP Credits allocated is exclusive of GST.

Temporary or sacrificial works are not creditable under the DCP.

Repayment of DCP Credit Balance

When a developer or landowner has completed all developments within a DCA and no longer holds any land within that DCA, the credited amount will be held until sufficient funds are available in the DCP fund to cover the balance, taking into account any planned or committed expenditure at that time.

Requests for repayment of credit balances during the operation of the DCP must meet the above conditions and will be determined by Council. Once approved, the value of credits will be reimbursed to the developer or landowner as soon as circumstances allow.

Developers or landowners wishing to request repayment of a credit balance after completing their developments and relinquishing landholdings in the DCA must submit their request in writing to:

developmentcontributions@sjshire.wa.gov.au

All outstanding credit balances will be repaid no later than 90 days after the DCP's closure.

13 DCP Reviews

Major Review (5 Yearly)

- Conducted at least every 5 years (from the date of gazettal).
- Is a "Major Amendment" to the Scheme
- Subject to public consultation and statutory requirements.

Minor Review (Annually)

The DCP Report which accompanies the Plan is updated at least annually. A Minor Review may update infrastructure costs, administrative expenses, developable areas/lot forecasts, and land acquisition costs.

There is no statutory requirement to advertise or seek public comment on minor annual DCP Report updates, however the Shire will consult with the relevant Industry Reference Group(s) at each Annual Review when updates involve:

- Accounting for completed works
- Construction cost adjustments
- Changes in land values
- Revisions to undeveloped lot yields
- Other non-material changes.

14 Cost Review Reconciliation**Cost Review Reconciliation**

The Cost Review Reconciliation is an adjustment performed during each DCP revision to account for the current DCP Fund Balance and any outstanding liabilities. Depending on whether liabilities exceed the fund balance, the reconciliation may result in either a surplus or a deficit. This process ensures that the DCP achieves its objective of breaking even by the time it concludes. During each Cost Review, the net balance of contributions received and expenditure incurred will be calculated and incorporated into the Cost Apportionment Schedule.

15 Priority and timing of infrastructure delivery

A Capital Expenditure Plan is included within the Appendices. Timelines are adjusted annually based on the rate of development and available funds.

16 Reporting**Annual Audit Results**

SPP 3.6 requires the local government to undertake an external Financial Audit of each DCP. This report must be published on the local government's website within six months of the end of the financial year and is separate from the DCP Report.

The Annual Audit Report, will be available on the Shire's website by no later than December 31st of each financial year.

www.sjshire.wa.gov.au/development-services/planning/infrastructure-contributions/statements-of-income-and-expenditure.aspx

Annual Status Report

SPP 3.6 requires the local government to prepare an Annual Status Report, which provides an overview of the progress in delivering infrastructure specified in the DCP. This report must be published on the local government's website within six months of the end of the financial year and is separate from the DCP Report.

The Annual Status Report for each respective DCP, and the Annual Audit Report for all the Shire's operative DCPs, will be available within the respective DCP page/tile on the Shire's website by no later than December 31st of each financial year.

www.sjshire.wa.gov.au/development-services/planning/infrastructure-contributions

17 Figures

Figure 1: DCA Boundary

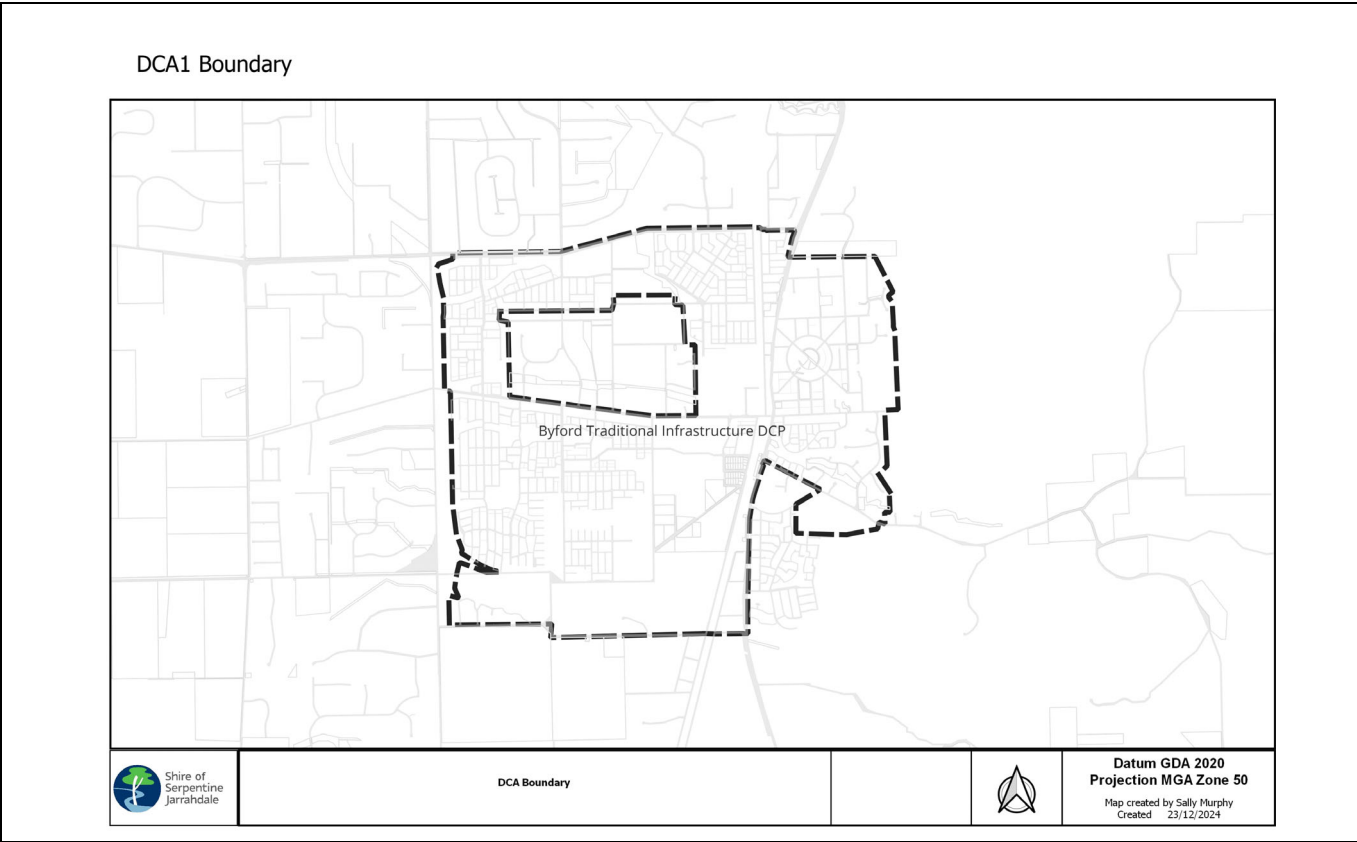


Figure 2: Precincts

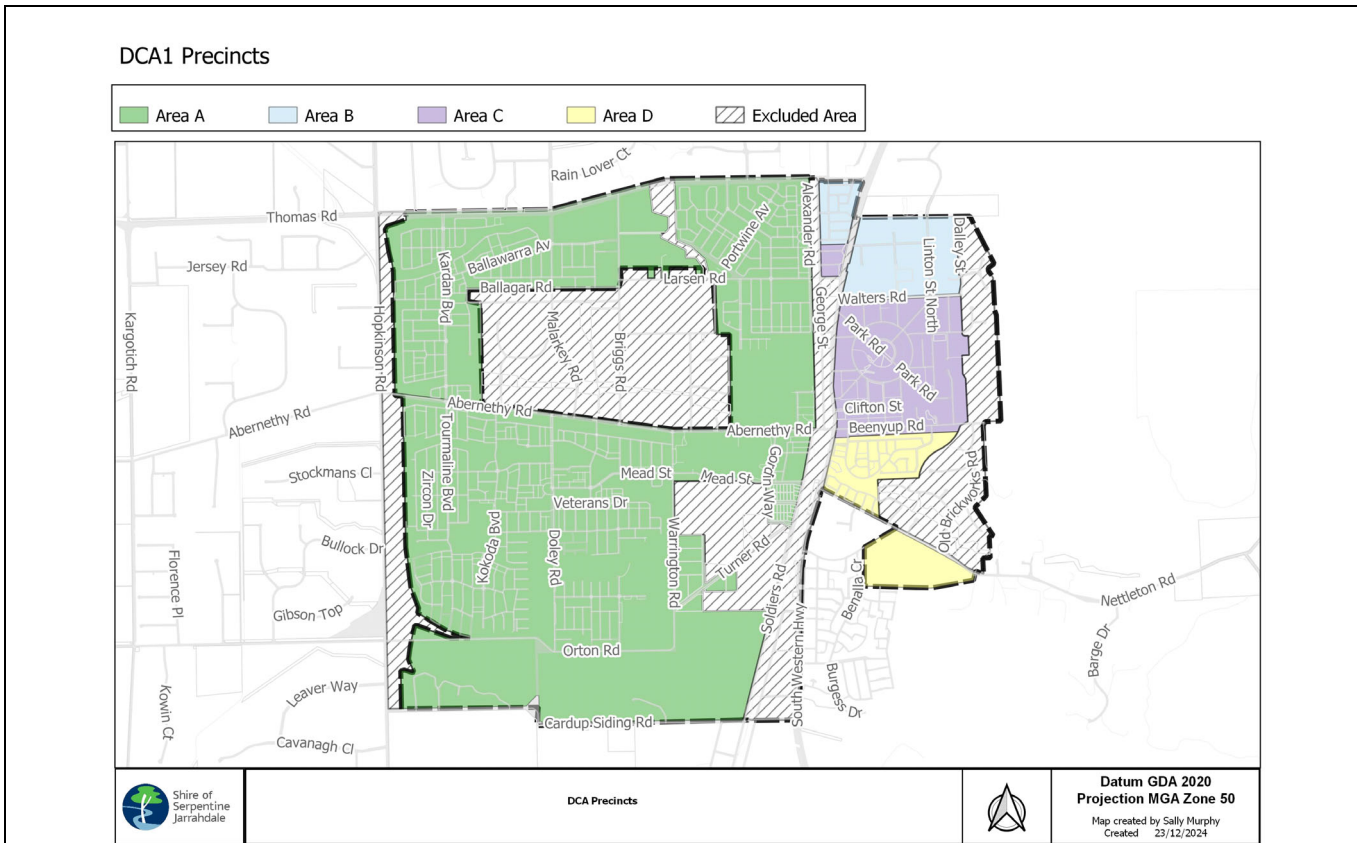


Figure 3: Facilities

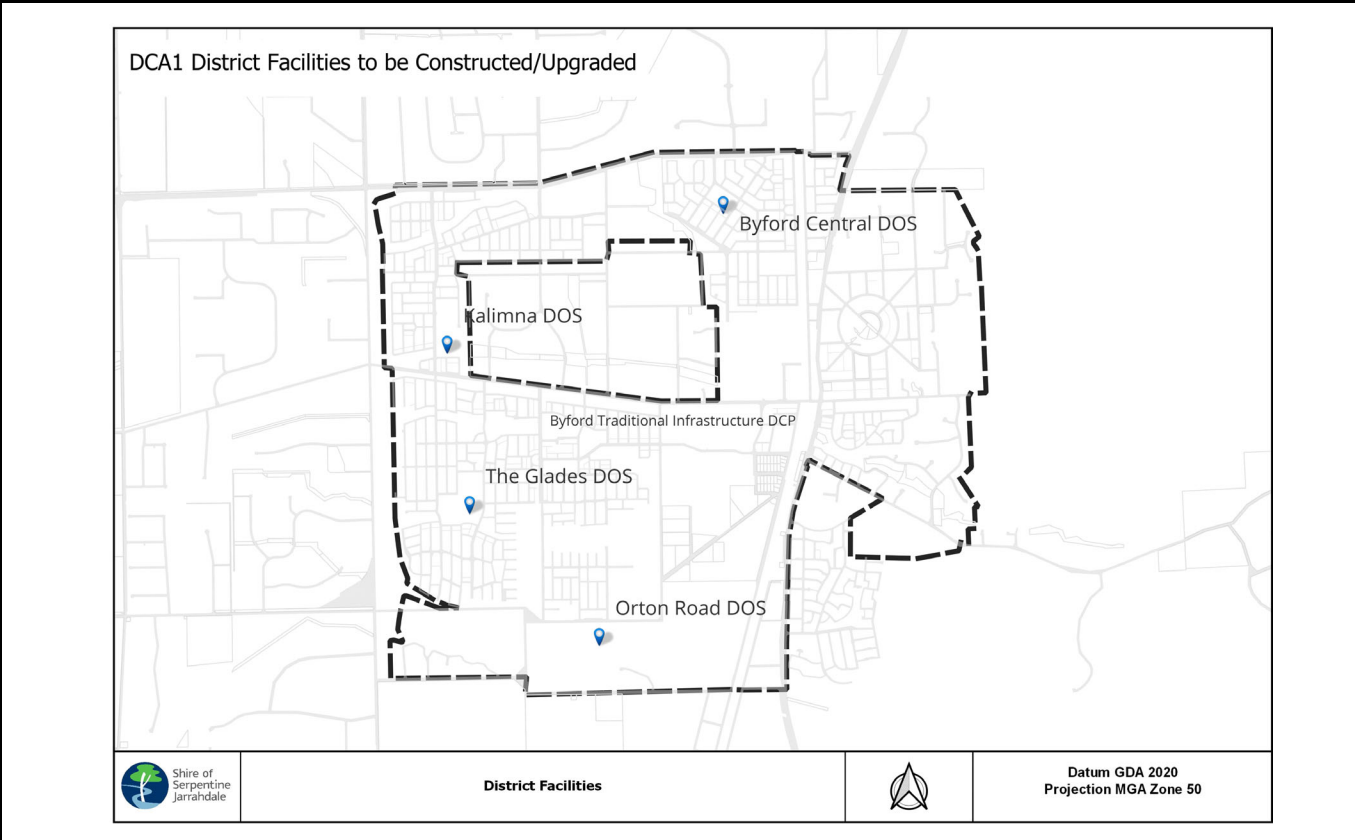
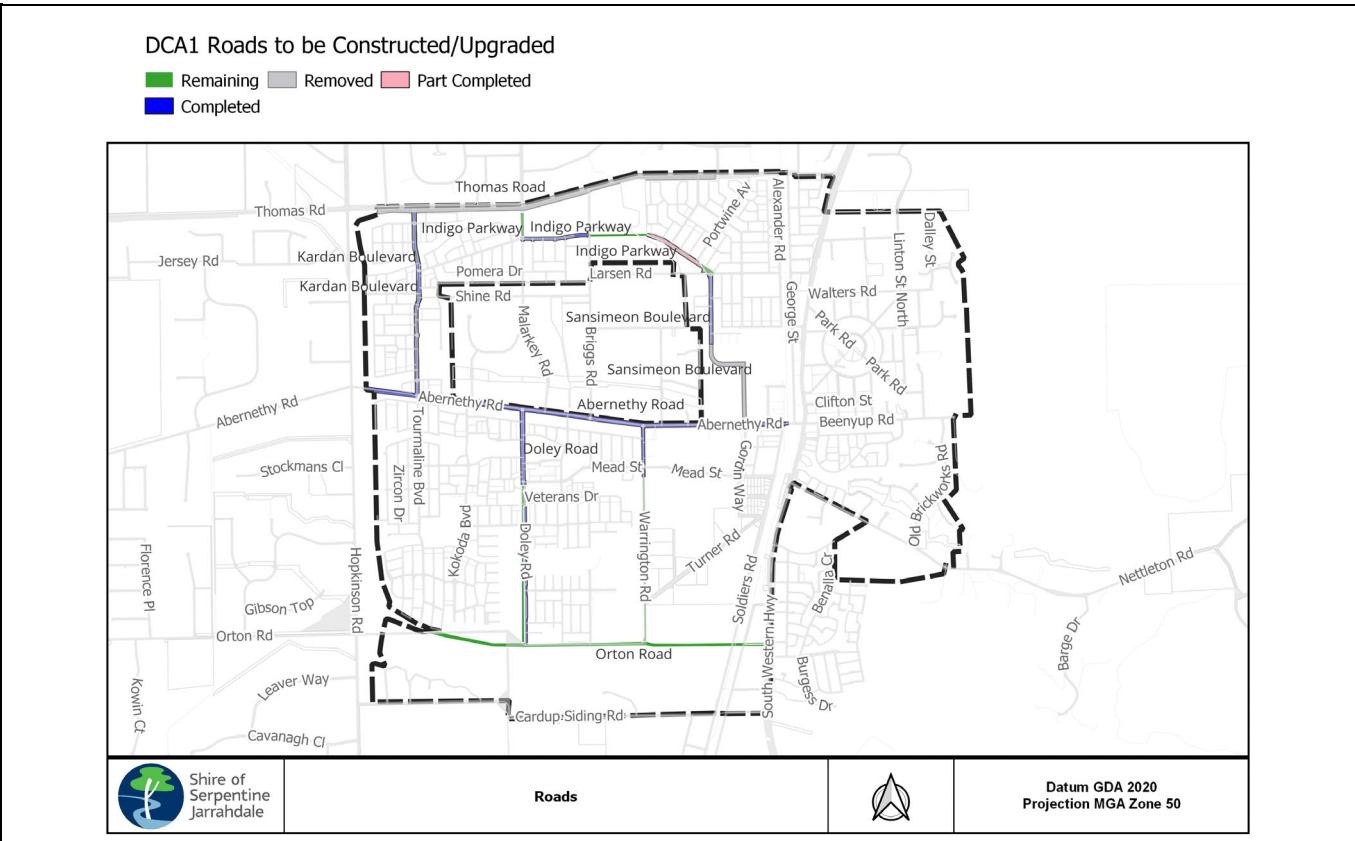


Figure 4: Roads



APPENDICES

Appendix A - Need and Nexus

DCA 1
Revision 8

Abernethy Road

☒ Completed

Integrator A

Abernethy Road is located centrally within DCA1, 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 grade separated underpass beneath Tonkin Highway, once extended.

The width of Abernethy Road will generally be 30 metres and the upgrade will occur between the Tonkin Highway reserve to the west 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 Boulevard 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%.

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

- Land required in excess of a standard 20m reserve, to achieve a 30m wide road reserve
- Land to accommodate channelization and/or roundabout construction at the noted intersections
- Earthworks for the whole road reserve
- Complete road construction based on the Liveable Neighbourhoods Integrator A standard
- Intersection treatments and traffic control devices for:
 1. Kardan Boulevard (Roundabout)
 2. Doley Road (Roundabout)
 3. Briggs Road (Roundabout)
 4. Warrington Road (Roundabout)
 5. Sansimeon Boulevard (Roundabout)
- Associated drainage works including water sensitive urban design measures;
- 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.

Byford Central DOS

☒ Completed

1 x Senior Oval and Landscaping

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
- Associated costs relating to construction including design and management.

Doley Road (to Orton)

☐ Completed

Neighbourhood Connector A

Doley Road is in the southern portion of DCA1, providing a north-south connection between Abernethy Road and Cardup Siding Road. The DCP funded upgrade of Doley Road will occur between Abernethy Road and Orton Road.

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. Considering the function of Doley Road, the Shire requires a 30m road reserve between Abernethy Road and Orton Road.

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

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve
- Land to accommodate channelization and/or roundabout construction at the noted intersections.
- Earthworks for the whole road reserve.
- Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard
- Intersection treatments and traffic control devices for:
 1. Mead Street (Roundabout)
- Associated drainage works including water sensitive urban design measures.
- Shared paths.
- Utility removal, relocation, and insertion.
- Associated costs including design, management, and Shire internal costs.

Indigo Parkway

☐ Completed

Integrator A

Indigo Parkway is in the northern portion of the DCA, providing a northwest- southeast connection between Connemara Street and Larsen Road. Originally part of the “Sansimeon Boulevard” upgrade in previous DCP revisions, this project is now identified separately, which reflects the correct road name, and which will allow Indigo Parkway and Sansimeon Boulevard to have different priority build status.

Ultimately, the Indigo-Sansimeon connector will be a key district level connection from Thomas Road to Abernethy Road and, with the additional inclusion of Clara Street, will provide a through route into Byford Town Centre. This connection will also assist in limiting vehicle movements through the Byford Trotting Complex.

The DCP funded portion of Indigo Parkway will occur between Thomas Road and Larsen Road. Indigo Parkway will have a width of 22.5 metres in areas adjacent to public open space, 30m width along the existing Malarkey Road, and 27.5 metres in the remaining areas.

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

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve
- Land to accommodate channelization and/or roundabout construction at the noted intersections.
- Earthworks for the whole road reserve.
- One at-grade rail crossing.
- Complete road construction to a Liveable Neighbourhoods Integrator B standard
- Intersection treatments and traffic control devices for:
 1. Ballawarra Avenue (Roundabout)
 2. Briggs Road (Left In, Left Out)
 3. Caraway Avenue (Roundabout)
 4. Portwine Avenue (Left In, Left Out)
 5. Larsen Road (Roundabout)
- Associated drainage works including water sensitive urban design measures.
- Shared paths.
- Utility removal, relocation, and insertion.
- Associated costs including design, management, and Shire internal costs.

Kalimna DOS

☒ Completed

1 x Senior Oval and Landscaping

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

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 near future and the seniors will add an additional team each year. The Cricket clubs are also experiencing growth. It is because of this growth that these clubs are outgrowing 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
- Associated costs relating to construction including design and management.

Kardan Boulevard

☒ Completed

Neighbourhood Connector A

Kardan Boulevard is in the north-west portion of DCA1, 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. Considering Kardan Boulevard's role, the Shire requires a road width of 25 metres from Abernethy Road to Fawcett Road, and a road width of 30 metres from Fawcett Road to Thomas Road.

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

- Land required in excess of a standard 20m reserve as follows:
 - A 25m wide road reserve from Abernethy Road to Fawcett Road
 - A 30m wide road reserve from Fawcett Road to Thomas Road
- Land to accommodate channelization and/or roundabout construction at noted intersections
- Earthworks for the whole road reserve
- Complete road construction based on the Liveable Neighbourhoods Neighbourhood Connector A standard
- Intersection treatments as required for:
 1. Kalyang Loop/Pingaring Court (Roundabout)
 2. Ballawarra Avenue (Roundabout)
 3. Ethereal Road (Roundabout)
 4. Saintly Turn (Roundabout)
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

Orton Road

☐ Completed

Integrator B

Orton Road is in the southern portion of the DCA, 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 District Structure Plan indicates that the road is to be realigned to the west of Doley Road and be extended from Warrington Road to the South Western Highway. 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 30 metres. The upgrade and construction of Orton Road will occur between the Tonkin Highway reserve and the South Western Highway.

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

- Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve
- Land to accommodate channelization and/or roundabout construction at noted intersections.
- Earthworks for the whole road reserve.
- One at-grade rail crossing.
- Complete road construction to a Liveable Neighbourhoods Integrator B standard
- Intersection treatments and traffic control devices for:
 1. Kokoda Boulevard (Roundabout)
 2. Doley Road (Roundabout)
 3. Lawrence Way (Roundabout)
 4. Warrington Road (Roundabout)
 5. Soldiers Road (Roundabout)
 6. South Western Highway (Channelised Intersection)
- Associated drainage works including water sensitive urban design measures.
- Shared paths.
- Utility removal, relocation, and insertion.
- Associated costs including design, management, and Shire internal costs.

Orton Road DOS & REW

☐ Completed

Senior Oval and landscaping plus rehab of the REW

This is a shared project with the Community Infrastructure DCP to provide a District Open Space with one full sized AFL oval. The building and lights will be covered by the Community DCP and the oval and land will be provided through the Byford Traditional Infrastructure DCP. The DOS will be located to the south of Orton Road.

As part of this project, the buffer associated with the Cardup Brook Resource Enhancement Wetland (REW) which is considered a regionally valuable ecological and environmentally sensitive corridor, will be rehabilitated.

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

- Earthworks
- Grassing
- Irrigation
- Associated costs including design, management.

Sansimeon Boulevard

☒ Completed

Integrator B

Sansimeon Boulevard is in the central portion of DCA1, providing a northwest- southeast connection between Larsen Road and Abernethy Road.

The Indigo-Sansimeon connector will be a key district level connection from Thomas Road to Abernethy Road and, with the additional inclusion of Clara Street, will provide a through route into Byford Town Centre. This connection will also assist in limiting vehicle movements through the Byford Trotting Complex.

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

- Land required in excess of a standard 20m reserve as follows:
 - A 22.5m wide road reserve between Larsen Road and Armadan Court
 - A 25m wide road reserve for the remaining areas
- Land to accommodate channelization and/or roundabout construction at noted intersections
- Earthworks for the whole road reserve
- Complete road construction based on the Liveable Neighbourhoods Integrator B standard
- Intersection treatments and traffic control devices for:
 1. Clara Street (Byford Town Centre Main Street) (Roundabout)
- Associated drainage works including water sensitive urban design measures;
- Shared paths;
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

The Glades DOS

☐ Completed

2 x Futsal Courts

A Futsal space (hardcourts) is a significant benefit to the Byford community as an alternative to a traditional football oval/grassed playing field. This site will be a district level Futsal space (2 hardcourts).

The following items are included in the Byford Development Contribution Plan

- Earthworks
- Grassing and/or Hard Landscaping
- Public Toilets
- Irrigation
- Associated costs including design, management.

Thomas Road

☒ Completed

Primary Regional Road

Thomas Road borders a significant portion of the DCA1 area to the north. Under the Metropolitan Region Scheme (MRS), the road is reserved as an “Other Regional Road” and is identified as a district distributor. This road 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, in order to support district development and increased regional traffic.

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

The upgrade of Thomas Road was originally planned to occur between the Tonkin Highway reserve to the west and the rail reserve to the east. With a grade separate bridge crossing over the rail reserve confirmed as being funded by the State Government, the bridge will reduce the planned upgrade length by circa 500m (to the west of the rail reserve). Therefore, this project will now occur between the Tonkin Highway Reserve to the west and the intersection with Wungong South Road to the east.

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

- Land required in excess of a standard 20m reserve, to achieve a 50m wide road reserve
- Land to accommodate channelization and/or roundabout construction at noted intersections;
- Earthworks
- The construction and upgrade of one carriageway to a Primary Regional Road standard
- Intersection treatments and traffic control devices for:
 1. Kardan Boulevard (Roundabout)
- Associated drainage works and water sensitive urban design measures
- Shared paths
- Utility removal, relocation and insertion
- Associated costs including design and management.

Warrington Road

☐ Completed

Neighbourhood Connector B

Warrington Road is in the southern portion of the DCA area, providing a north-south connection between Abernethy Road and Orton Road. The road 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 will be 20 metres.

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

- Land required to accommodate channelization and/or roundabout construction at noted intersections
- Earthworks for the whole road reserve
- Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector B standard
- Intersection treatments and traffic control devices for:
 1. Mead Street (Roundabout)
 2. Turner Road (Roundabout)
- Associated drainage works including water sensitive urban design measures.
- Shared paths.
- Utility removal, relocation, and insertion.
- Associated costs including design, management.

Water Monitoring

☐ Completed

Water Monitoring

The Shire has in place Drainage and Water Management Plans (DWMPs) which establish the framework for water management in the new urban development areas. This ensures that water quantity and quality design objectives can be achieved and that concerns and risks identified by the Department of Water (DoW) and the Water Corporation can be addressed.

The DWMP reinforces the Shire's commitment to ensuring that water sensitive urban design principles are incorporated into new urban development.

The Shire will implement water quality and quantity monitoring within the DCA. The Sampling and Analysis Plan prepared for the Shire, identifies the sampling and analysis requirements and will allow term trends in water quality and quantity to be identified and monitored as the DCA is 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 area without the approval and ongoing implementation of the DWMP. As such, it is considered reasonable that all costs of, and associated with, the required water monitoring be funded by developers within the DCA.

Appendix B - Cost Apportionment Schedule

Appendix B - Cost Apportionment Schedule

								Land Value Res		\$69.31		Area A		Area B		Area C		Area D			
								Land Value Non Res		\$122.81		\$17,000.76		\$11,838.44		\$5,597.97		\$11,838.44			
DCA	1	Revision		8								Daily Escalation		\$1.11		\$0.82		\$0.39		\$0.82	
		Precinct	Total Cost	Grants	Shire %	DCP %	Shire Cost	DCP Cost	Shire Remaining	DCP Remaining		Area A	Area B	Area C	Area D						
Adjustment		0.00%		\$0	\$0		\$0	-\$5,205,425	\$0	-\$5,205,425		-\$1,109.44	-\$1,109.44	-\$1,109.44	-\$1,109.44						
Cost Reconciliation		A,B,C,D	\$0	\$0	0%	100%	\$0	-\$5,205,425	\$0	-\$5,205,425		-\$1,109.44	-\$1,109.44	-\$1,109.44	-\$1,109.44						
AER		3.80%		\$5,220,817	\$0		\$0	\$5,220,817	\$0	\$1,378,721		\$293.85	\$293.85	\$293.85	\$293.85						
Administration		A,B,C,D	\$4,662,963	\$0	0%	100%	\$0	\$4,662,963	\$0	\$820,867		\$174.95	\$174.95	\$174.95	\$174.95						
Water Monitoring		A,B,C,D	\$557,854	\$0	0%	100%	\$0	\$557,854	\$0	\$557,854		\$118.90	\$118.90	\$118.90	\$118.90						
IER		2.00%		\$80,156,621	-\$7,611,807		\$5,089,262	\$67,455,551	\$0	\$42,960,917		\$10,444.30	\$5,507.03	\$5,507.03	\$5,507.03						
Abernethy Road		A,B,C,D	\$18,830,750	-\$5,739,535	39%	61%	\$5,089,262	\$8,001,953	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
Byford Central DOS		A,B,C,D	\$953,532	\$0	0%	100%	\$0	\$953,532	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
Doley Road (to Orton)		A	\$8,330,357	\$0	0%	100%	\$0	\$8,330,357	\$0	\$3,425,918		\$987.88	\$0.00	\$0.00	\$0.00						
Indigo Parkway		A	\$8,960,687	\$0	0%	100%	\$0	\$8,960,687	\$0	\$7,347,486		\$2,118.68	\$0.00	\$0.00	\$0.00						
Kalimna DOS		A,B,C,D	\$585,808	\$0	0%	100%	\$0	\$585,808	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
Kardan Boulevard		A	\$4,729,636	\$0	0%	100%	\$0	\$4,729,636	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
Orton Road		A,B,C,D	\$16,006,637	\$0	0%	100%	\$0	\$16,006,637	\$0	\$16,006,637		\$3,411.51	\$3,411.51	\$3,411.51	\$3,411.51						
Orton Road DOS & REW		A,B,C,D	\$7,714,521	\$0	0%	100%	\$0	\$7,714,521	\$0	\$7,714,521		\$1,644.20	\$1,644.20	\$1,644.20	\$1,644.20						
Sansimeon Boulevard		A	\$2,298,307	\$0	0%	100%	\$0	\$2,298,307	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
The Glades DOS		A,B,C,D	\$2,117,554	\$0	0%	100%	\$0	\$2,117,554	\$0	\$2,117,554		\$451.32	\$451.32	\$451.32	\$451.32						
Thomas Road		A,B,C,D	\$2,563,664	-\$1,872,272	0%	100%	\$0	\$691,392	\$0	\$0		\$0.00	\$0.00	\$0.00	\$0.00						
Warrington Road		A	\$7,065,169	\$0	0%	100%	\$0	\$7,065,169	\$0	\$6,348,802		\$1,830.71	\$0.00	\$0.00	\$0.00						
LVER		2.50%		\$81,759,074	\$0		\$0	\$81,759,074	\$0	\$31,237,278		\$7,372.05	\$7,147.00	\$906.53	\$7,147.00						
Land For Infrastructure		A	\$3,006,189	\$0	0%	100%	\$0	\$3,006,189	\$0	\$780,480		\$225.06	\$0.00	\$0.00	\$0.00						
Land For Infrastructure		A,B,C,D	\$10,597,899	\$0	0%	100%	\$0	\$10,597,899	\$0	\$4,253,405		\$906.53	\$906.53	\$906.53	\$906.53						
Land For POS and Drainage		A,B,D	\$68,154,986	\$0	0%	100%	\$0	\$68,154,986	\$0	\$26,203,393		\$6,240.46	\$6,240.46	\$0.00	\$6,240.46						
Totals			\$167,136,511	-\$7,611,807			\$5,089,262	\$149,230,017	\$0	\$70,371,491		\$17,000.76	\$11,838.44	\$5,597.97	\$11,838.44						

Appendix C - Capital Expenditure Plan

DCA **1**
Revision **8**

ItemName	Precinct	Start Date	End Date	Delivered by the Shire
Byford Central DOS	A,B,C,D	27/07/2014	27/07/2014	<input type="checkbox"/>
Kalimna DOS	A,B,C,D	27/07/2015	27/07/2015	<input type="checkbox"/>
Kardan Boulevard	A	27/07/2014	27/07/2016	<input type="checkbox"/>
Abernethy Road	A,B,C,D	27/07/2017	27/07/2018	<input checked="" type="checkbox"/>
Thomas Road	A,B,C,D	27/07/2014	27/07/2023	<input checked="" type="checkbox"/>
Sansimeon Boulevard	A	27/07/2014	27/07/2023	<input type="checkbox"/>
The Glades DOS	A,B,C,D	27/07/2024	17/07/2026	<input type="checkbox"/>
Indigo Parkway	A	27/07/2019	27/07/2026	<input checked="" type="checkbox"/>
Orton Road DOS & REW	A,B,C,D	27/07/2025	27/07/2027	<input checked="" type="checkbox"/>
Doley Road (to Orton)	A	27/07/2014	27/07/2027	<input type="checkbox"/>
Warrington Road	A	27/07/2027	17/07/2029	<input type="checkbox"/>
Orton Road	A,B,C,D	27/07/2024	27/07/2032	<input type="checkbox"/>
Water Monitoring	A,B,C,D	27/07/2023	27/07/2034	<input checked="" type="checkbox"/>

Appendix D - Lots/m2 Area Report

DCA 1 Revision 8

ItemName	Precinct	Parent Lots	Res Lots	Non Res m2	Non Res Lot Equivalent	Total Lots	Total Cleared	Remaining Lots
Mead Street	A	1	74	0	0.00	73	6	67
Byford Central	A	2	769	0	0.00	767	767	0
Byford Meadows	A	1	350	4,000	8.89	358	234	124
Byford Town Centre	A	2	151	196,000	435.56	585	113	472
Byford West	A	1	376	0	0.00	375	375	0
Doley Road Precinct	A	5	1,926	671	1.49	1,922	483	1,439
Grange Meadows (Byford Green)	A	2	208	0	0.00	206	181	25
Kalimna Estate	A	1	409	0	0.00	408	408	0
Lots 59 - 62 Briggs Road	A	1	192	0	0.00	191	0	191
Briggs Road-Larsen Road Precinct	A	1	148	615	1.37	148	3	145
Marri Park	A	1	316	0	0.00	315	315	0
The Reserve	A	1	74	5,510	12.24	85	85	0
Redgum Brook	A	7	705	21,573	47.94	746	746	0
The Glades	A	19	3,113	60,000	133.33	3,227	2,222	1,006
St Thomas Estate	B	4	64	0	0.00	60	60	0
Stanley Road North East	B	0	288	0	0.00	288	0	288
Stanley Road Precinct	B	1	283	1,718	3.82	286	3	283
Sunrays	B	1	83	0	0.00	82	82	0
Old Quarter	C	50	630	620	1.38	581	88	493
The Brook (Aspen) Lot 2 Nettleton Rd	D	5	425	0	0.00	420	420	0
Nettleton Road South	D	0	160	0	0.00	160	0	160
Totals		106	10,744	290,707	646.02	11,284	6,592	4,692

Appendix E - Cost Reconciliation Report

DCA 1

Revision 8

At close of previous revision	Gross Contributions	Interest Credited	Administration Costs	Works Settled	POS/Drainage Land Credited	Infra Land Credited	Cleared Lots	Surplus or Deficit
Cost Reconciliation	\$82,344,357	\$1,719,593	-\$3,842,095	-\$24,494,634	-\$41,951,593	-\$8,570,203	6,592	\$5,205,425

Appendix F - Administration Detail Report

DCA 1

Revision 8

Budget This FY	Legal Expenses	Loan Interest	Consultancy	Wages	Annual Forecast	Years Remaining	Total Future Cost	Completed Cost	Total Cost
Administration	\$4,000	\$0	\$3,000	\$84,820	\$91,820	8.94	\$820,867	\$3,842,095	\$4,662,963

Admin Spend to Date

DCAID	Revision	Order Date	Description	Amount
1	1	28/03/2014	Administration Costs	-\$1,600,226.00
1	2	28/03/2015	Administration Costs	-\$211,908.73
1	3	28/03/2016	Administration	-\$263,038.71
1	4	28/03/2017	Administration Costs 2017	-\$275,028.18
1	4	28/03/2019	Administration costs 2019	-\$241,838.45
1	4	18/06/2020	Administration costs 2020	-\$208,983.56
1	4	28/03/2018	Administration costs 2018	-\$204,172.21
1	5	27/07/2021	Administration costs 2021	-\$226,949.31
1	5	27/07/2021	Auditing Adjustment	-\$144,597.66
1	6	27/07/2022	Administration adjustment and drawdown	-\$153,007.04
1	6	27/07/2023	Administration	-\$136,375.00
1	7	30/06/2024	Administration and Indigo Parkway Tender	-\$87,668.93
1	7	9/02/2025	Estimated costs spent to date this FY	-\$56,349.81
1	7	27/07/2023	Administration	-\$31,951.65
				-\$3,842,095.24

Appendix G - Infrastructure Cost Detail Report

DCA 1
Revision 8

ItemName	Precinct	Total Cost	Grants	Shire %	DCP %	Shire Cost	DCP Cost	DCP Completed	DCP Remaining
Water Monitoring	A,B,C,D	\$557,854	\$0	0%	100%	\$0	\$557,854	\$0	\$557,854
Warrington Road	A	\$7,065,169	\$0	0%	100%	\$0	\$7,065,169	-\$716,367	\$6,348,802
Thomas Road	A,B,C,D	\$2,563,664	-\$1,872,272	0%	100%	\$0	\$691,392	-\$691,392	\$0
The Glades DOS	A,B,C,D	\$2,117,554	\$0	0%	100%	\$0	\$2,117,554	\$0	\$2,117,554
Sansimeon Boulevard	A	\$2,298,307	\$0	0%	100%	\$0	\$2,298,307	-\$2,298,307	\$0
Orton Road DOS & REW	A,B,C,D	\$7,714,521	\$0	0%	100%	\$0	\$7,714,521	\$0	\$7,714,521
Orton Road	A,B,C,D	\$16,006,637	\$0	0%	100%	\$0	\$16,006,637	\$0	\$16,006,637
Kardan Boulevard	A	\$4,729,636	\$0	0%	100%	\$0	\$4,729,636	-\$4,729,636	\$0
Kalimna DOS	A,B,C,D	\$585,808	\$0	0%	100%	\$0	\$585,808	-\$585,808	\$0
Indigo Parkway	A	\$8,960,687	\$0	0%	100%	\$0	\$8,960,687	-\$1,613,201	\$7,347,486
Doley Road (to Orton)	A	\$8,330,357	\$0	0%	100%	\$0	\$8,330,357	-\$4,904,440	\$3,425,918
Byford Central DOS	A,B,C,D	\$953,532	\$0	0%	100%	\$0	\$953,532	-\$953,532	\$0
Abernethy Road	A,B,C,D	\$18,830,750	-\$5,739,535	39%	61%	\$5,089,262	\$8,001,953	-\$8,001,953	\$0
Totals		\$80,714,475	-\$7,611,807			\$5,089,262	\$68,013,405	-\$24,494,635	\$43,518,771

Appendix H - Infrastructure Land Detail Report

DCA 1
Revision 8

ItemName	Precinct	Res m2 Total	Non Res m2 Total	Res m2 Cleared	Non Res m2 Cleared	Res m2 Remaining	Non Res m2 Remaining	Total Cost Cleared Land	Total Cost Remaining	Total Cost All Land
Abernethy Road	A,B,C,D	35,596	2,746	35,596	2,746.00	0	0	-\$1,699,783	\$0	\$1,699,783
Byford Central DOS	A,B,C,D	24,979	0	24,979	0.00	0	0	-\$914,000	\$0	\$914,000
Doley Road (to Orton)	A	17,248	352	9,468	0.00	7,780	352	-\$501,777	\$582,461	\$1,084,238
Indigo Parkway	A	9,489	1,361	6,632	1,361.00	2,857	0	-\$1,080,896	\$198,019	\$1,278,914
Kalimna DOS	A,B,C,D	45,518	0	45,518	0.00	0	0	-\$1,869,215	\$0	\$1,869,215
Kardan Boulevard	A	11,098	0	11,098	0.00	0	0	-\$521,335	\$0	\$521,335
Orton Road	A,B,C,D	23,700	1,500	4,990	0.00	18,710	1,500	-\$295,627	\$1,481,005	\$1,776,632
Orton Road DOS & REW	A,B,C,D	40,000	0	0	0.00	40,000	0	\$0	\$2,772,400	\$2,772,400
Sansimeon Boulevard	A	2,592	0	2,592	0.00	0	0	-\$121,702	\$0	\$121,702
The Glades DOS	A,B,C,D	10,203	0	10,203	0.00	0	0	-\$597,000	\$0	\$597,000
Thomas Road	A,B,C,D	13,363	1,460	13,363	1,460.00	0	0	-\$968,870	\$0	\$968,870
Warrington Road	A	0	0	0	0.00	0	0	\$0	\$0	\$0
Water Monitoring	A,B,C,D	0	0	0	0.00	0	0	\$0	\$0	\$0
Totals		233,786	7,419	164,439	5,567.00	69,347	1,852	-\$8,570,203	\$5,033,885	\$13,604,088

Appendix I - Public Open Space and Drainage Land Detail Report

DCA	1	Revision	8								
ItemName	Precinct	Res m2 Total	Non Res m2 Total	Res m2 Cleared	Non Res m2 Cleared	Res m2 Remaining	Non Res m2 Remaining	Total Cost Cleared	Total Cost Remaining	Total Cost All Land	
Briggs Road-Larsen Road Precinct	A	15,458	0	0	0.00	15,458	0	\$0	\$1,071,394	\$1,071,394	
Byford Central	A	52,303	0	52,303	0.00	0	0	-\$1,817,118	\$0	\$1,817,118	
Byford Meadows	A	47,425	0	37,064	0.00	10,361	0	-\$1,919,440	\$718,121	\$2,637,561	
Byford Town Centre	A	51,544	34,069	1,006	18,197.00	50,538	15,872	-\$2,054,266	\$5,452,029	\$7,506,295	
Byford West	A	36,254	0	36,254	0.00	0	0	-\$1,447,950	\$0	\$1,447,950	
Doley Road Precinct	A	108,920	0	12,267	0.00	96,653	0	-\$656,285	\$6,699,019	\$7,355,304	
Grange Meadows (Byford Green)	A	21,850	0	7,255	0.00	14,595	0	-\$310,514	\$1,011,579	\$1,322,093	
Kalimna Estate	A	53,242	0	53,242	0.00	0	0	-\$2,094,000	\$0	\$2,094,000	
Lots 59 - 62 Briggs Road	A	23,031	0	6,878	0.00	16,153	0	-\$420,590	\$1,119,564	\$1,540,154	
Marri Park	A	58,494	0	58,494	0.00	0	0	-\$2,398,000	\$0	\$2,398,000	
Mead Street	A	0	0	0	0.00	0	0	\$0	\$0	\$0	
Nettleton Road South	D	13,718	0	0	0.00	13,718	0	\$0	\$950,795	\$950,795	
Old Quarter	C	0	0	0	0.00	0	0	\$0	\$0	\$0	
Redgum Brook	A	97,195	9,802	97,195	9,802.00	0	0	-\$6,185,521	\$0	\$6,185,521	
St Thomas Estate	B	11,868	0	11,868	0.00	0	0	-\$781,000	\$0	\$781,000	
Stanley Road North East	B	14,700	0	0	0.00	14,700	0	\$0	\$1,018,857	\$1,018,857	
Stanley Road Precinct	B	27,000	0	0	0.00	27,000	0	\$0	\$1,871,370	\$1,871,370	
Sunrays	B	4,236	0	4,236	0.00	0	0	-\$136,867	\$0	\$136,867	
The Brook (Aspen) Lot 2 Nettleton	D	51,787	0	51,787	0.00	0	0	-\$2,136,311	\$0	\$2,136,311	
The Glades	A	447,259	2,011	360,061	0.00	87,198	2,011	-\$18,490,212	\$6,290,664	\$24,780,877	
The Reserve	A	0	9,196	0	9,196.00	0	0	-\$1,103,520	\$0	\$1,103,520	
Totals		1,136,284	55,078	789,910	37,195.00	346,374	17,883	-\$41,951,593	\$26,203,393	\$68,154,986	

Appendix J - Infrastructure Designs

To reduce file size, only designs for uncompleted infrastructure projects will be shown, where available.