

Form 2A

Resolution to prepare or adopt a Local Planning Scheme Amendment

Regulation 35(1)

*Planning and Development Act 2005***RESOLUTION TO ADOPT AMENDMENT TO LOCAL PLANNING SCHEME**

SHIRE OF SERPENTINE JARRAHDAL LOCAL PLANNING SCHEME NO. 3

AMENDMENT NO. 7

Resolved that the local government pursuant to Section 75 of the *Planning and Development Act 2005* amend the above Local Planning Scheme by:

1. Replacing the text in ‘Schedule 7.1 – Byford Development Contribution Plan’ with the following:

Development Contribution Plan	DCP1
Development Contribution Area Name	Development Contribution Area 1 – Byford
Reference Number on Scheme Map(s)	SCA6/DCA1
Items	<p>Thomas Road (Primary Regional Road) between Tonkin Highway and Wungong South Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 50-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the unconstructed carriageway. • The construction and upgrade of one carriageway to a Primary Regional Road standard, including intersection treatments and traffic control devices as required. • Associated drainage works including water sensitive urban design measures. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design and management.

	<p>Abernethy Road (Integrator A) between Tonkin Highway reserve and the Perth to Bunbury railway reserve where the portion of Abernethy Road adjacent to the Byford Trotting Complex area incurs only half the cost of road widening, construction, and upgrade with the DCP:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required. • Associated drainage works including water sensitive urban design measures. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design and management. <p>Orton Road (Integrator B) between Tonkin Highway and the South Western Highway:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • One at-grade rail crossing. • Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required. • 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. <p>Note: The construction of the at-grade crossing is subject to agreement between the Road Manager and Rail Infrastructure Manager. The Local Government is responsible to manage communications between all stakeholders, obtain the required approvals and arrange for an Australian Level Crossing Assessment Model (ALCAM) Report and a Rail Safety Report to be undertaken.</p> <p>In the event that an at-grade rail crossing is not approved, the local government is to apply any funds already collected to an approved alternate rail crossing or if no rail crossing is approved any collected funds shall be applied to the Orton Road infrastructure item generally or other infrastructure items in the DCP.</p>
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	<p>Kardan Boulevard (Neighbourhood Connector A) between Thomas Road and Abernethy Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 25-metre-wide road reserve from Abernethy Road to Fawcett Road and a 30m wide road reserve from Fawcett Road to Thomas Road, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required. • Associated drainage works including water sensitive urban design measures. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design and management. <p>Indigo Parkway (Integrator B) from Thomas Road to Larsen Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 22.5-metre-wide road reserve adjacent to Public Open Space, a 30-metre-wide road reserve for the Malarkey Rd section, and a 27.5-metre-wide road reserve for the remaining areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required. • 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. <p>Sansimeon Boulevard (Integrator B) south of Larsen Road to Armadan Court:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 22.5-metre-wide road reserve between Larsen Road and Armadan Court, and a 30m wide road reserve for the remaining areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required. • Associated drainage works including water sensitive urban design
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	<p>measures.</p> <ul style="list-style-type: none"> • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design and management. <p>Doley Road (Neighbourhood Connector A) between Abernethy Road and Orton Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve and where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required. • 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. <p>Warrington Road (Neighbourhood Connector B) between Abernethy Road and Orton Road:</p> <ul style="list-style-type: none"> • Land required where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Neighbourhood Connector B standard, including intersection treatments and traffic control devices as required. • 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. <p>Byford Central District Open Space Improvements:</p> <ul style="list-style-type: none"> • Earthworks. • Grassing. • Irrigation. • Associated costs relating to construction including design and management. <p>West Byford Primary School/Kalimna District Open Space Improvements (under JUA):</p> <ul style="list-style-type: none"> • Earthworks. • Grassing.
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	<ul style="list-style-type: none"> • Irrigation. • Associated costs relating to construction including design and management. <p>The Glades District Open Space Improvements This will be a district level Futsal space (hardcourts).</p> <ul style="list-style-type: none"> • Earthworks. • Grassing and/or Hard Landscaping. • Public Toilets. • Irrigation. • Associated costs including design, management, and Shire internal costs. <p>Orton Road District Open Space Improvements and REW Enhancement:</p> <p>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. Works covered under the Byford Traditional DCP include:</p> <ul style="list-style-type: none"> • Earthworks. • Grassing. • Irrigation. • Associated costs including design, management, and Shire internal costs. <p>In addition to the above, the buffer associated with the Cardup Brook Resource Enhancement Wetland (REW) is considered a regionally valuable ecological and environmentally sensitive corridor. As such, the Shire requires the REW along the Cardup Brook to be developed to a standard considered above minimum standard.</p> <p>Land for District Open Space, Public Open Space, Drainage and Roads:</p> <p>All land required for district open space, public open space (including Community Purpose POS), multiple use drainage corridors and new roads or road widening (excluding the standard 20m road reserve).</p> <p>Water Monitoring:</p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Byford Townsite Drainage and Water Management Plan.</p> <p>Administrative:</p> <p>All future costs associated with administration of the DCP, including:</p>
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	<ul style="list-style-type: none"> • Costs to prepare and administer the DCP. • Costs associated with the annual review of cost estimates. • Cost associated with the review of the cost apportionment schedules based on land development undertaken since the last review. • Costs for undertaking valuations. • Fees for professional services directly linked to the preparation and implementation of the DCP. • Costs for Computer software and/or hardware upgrades necessary to enable DCP preparation. • Proportion of staff salaries directly related to DCP administration. • Financial institution fees and charges associated with the administration of DCP funds. • Interest charged on loans taken out to pre-fund items included in the DCP.
Contribution Methodology	<p>The Cost Contribution rate is calculated and shared proportionally, on a m² basis based on the remaining developable land in the DCP Precinct/Area identified in Schedule 7.1. The formula for calculating cost contributions is as follows:</p> $\text{Total Costs Outstanding} / \text{Total Remaining Developable Land} = \text{Contribution cost per m}^2.$ <p>For simplicity of calculation, all Residential lots/dwellings will be calculated as an average R20 (450m²) lot. For Non-Residential subdivision or development, the actual lot area at subdivision or development footprint under a Development Application, is used for the calculation.</p> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review. The escalation rate (ER) is detailed below.</p> $ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$ <p>Where:</p> <ul style="list-style-type: none"> • ER is the weighted Escalation Rate. • DER is the daily escalation rate (ER/365). • IC is the estimated Infrastructure Cost. • LV is the estimated Land Value. • AC is the estimated Administration Cost • TC is the Total Cost being IC + LV+ AC. • IER is the Infrastructure Escalation Rate. • LVER is the Land Value Escalation Rate. • AER is the Administration Escalation Rate. • D is the number of days since the last cost review. <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p>

	<p><u>Standard residential subdivision or development</u></p> <p>The number of additional dwellings/lots being created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution)</p> <p><u>Non-standard residential subdivision or development</u></p> <p>E.g., Lifestyle village, retirement village, caravan park, park home estate or similar.</p> <p>The number of additional dwellings, residential units or similar created at the time of subdivision/development multiplied by the applicable development contribution rate.</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution)</p> <p><u>Non-residential subdivision or development</u></p> <p>A development contribution is required for the creation of non-residential lots based on the actual size and number of lots created (minus the equivalent of one Parent Lot where applicable), multiplied by the applicable development contribution rate.</p> <p>Where a subdivision creates a lot that accommodates an existing non-residential development, that lot shall be exempt from the requirement for a development contribution to be made.</p> <p>For clarity purposes, the area of the lot accommodating the existing approved non-residential development is to be subtracted from the overall subdivision area, before calculating the development contribution for the remaining balance of the subdivision area.</p> <p>New non-residential development (including alteration and additions to existing non-residential development) will not be required to make a development contribution unless the new non-residential development results in increased traffic to the subject land, as identified by the information provided by the applicant in support of the development application for that new non-residential development.</p> <p>Where increased traffic is identified to occur, the applicable development contribution is to be calculated as follows-</p> <p>Square metre rate x square metre size of land being developed (including alterations and additions) = Required development contribution</p>
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	<p>For new 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 Local Government, development contributions shall be levied at 0.3 percent of the total development costs of the site, as agreed with the Local Government based on the building licence application.</p> <p><u>Mixed-use development</u></p> <p>The R20 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Where based on dwelling potential -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development potential of the site - the equivalent of one Parent Lot where applicable = Required contribution rate)</p> <p>Where based on the actual number of dwellings -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x actual number of residential lots/dwellings being created - the first dwelling being created = Required development contribution)</p>
Period of operation	20 years (2034)

Priority and timing of infrastructure provision	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council’s long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following infrastructure items are priority items at the time of this Amendment-</p> <p>1. Indigo Parkway</p> <p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report.</p> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Byford Central DOS</td><td>Completed</td></tr><tr><td>2</td><td>Kalimna DOS</td><td>Completed</td></tr><tr><td>3</td><td>Kardan Boulevard</td><td>Completed</td></tr><tr><td>4</td><td>Abernethy Road</td><td>Completed</td></tr><tr><td>5</td><td>Thomas Road</td><td>Completed</td></tr><tr><td>6</td><td>Sansimeon Boulevard</td><td>Completed</td></tr><tr><td>7</td><td>Indigo Parkway</td><td rowspan="6">Short Term: 2024 - 2029</td></tr><tr><td>8</td><td>The Glades DOS</td></tr><tr><td>9</td><td>Orton Road DOS & REW</td></tr><tr><td>10</td><td>Doley Road</td></tr><tr><td>11</td><td>Warrington Road</td></tr><tr><td>12</td><td>Orton Road</td></tr></table>	Priority	Project	Timeline (Completion)	1	Byford Central DOS	Completed	2	Kalimna DOS	Completed	3	Kardan Boulevard	Completed	4	Abernethy Road	Completed	5	Thomas Road	Completed	6	Sansimeon Boulevard	Completed	7	Indigo Parkway	Short Term: 2024 - 2029	8	The Glades DOS	9	Orton Road DOS & REW	10	Doley Road	11	Warrington Road	12	Orton Road
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10	Doley Road																																		
11	Warrington Road																																		
12	Orton Road																																		
Review process	<p>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.</p>																																		

2. Replacing the text in ‘Schedule 7.2 – ‘West Mundijong Industrial Development Contribution Plan’ with the following:

Development Contribution Plan	DCP2
Development Contribution Area Name	Development Contribution Area 2 – West Mundijong Industrial
Reference Number on Scheme Map(s)	SCA7/DCA2
Relationship to other planning instruments	The development contribution plan generally aligns with the district and/or local structure plans (as approved) prepared for the development contribution area.
Items	<p>Mundijong Road (West) (Integrator B) between Kargotich Road and the Tonkin Highway reservation:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve to achieve a 40m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • The construction and upgrade of one carriageway to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including, intersection treatments incorporating slip lanes and associated works (to be confirmed by MRWA). • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Kargotich Road (Integrator B) between the freight rail crossing and Mundijong Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments incorporating slip lanes and associated works.

	<ul style="list-style-type: none"> • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Bishop Road (West) (Integrator B) between Kargotich Road and Tonkin Highway reservation:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B Standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including one set of traffic lights, intersection treatments incorporating slip lanes and associated works. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>North South Spine Road (Integrator B) between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 27m wide road reserve between Scott Road and Leipold Road, and a 30m wide road reserve for the remaining length, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments incorporating slip lanes and associated works. • Shared paths. • Associated costs including design, management, and Shire internal costs. <p>Land for drainage:</p> <p>All land required for district drainage purposes.</p> <p>Administrative:</p>
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	<p>All future costs associated with administration of the DCP, including:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the DCP. • Costs associated with the annual review of cost estimates. • Cost associated with the review of the cost apportionment schedules based on land development undertaken since the last review. • Costs for undertaking valuations. • Fees for professional services directly linked to the preparation and implementation of the DCP. • Costs for Computer software and/or hardware upgrades necessary to enable DCP preparation. • Proportion of staff salaries directly related to DCP administration. • Financial institution fees and charges associated with the administration of DCP funds. and • Interest charged on loans taken out to pre-fund items included in the DCP.
Contribution Methodology	<p>A Cost Contribution rate is to be calculated on a per square metre basis.</p> <p>The formula for calculating cost contributions is as follows-</p> <p>Total Costs Outstanding / Total Remaining Developable Land = Contribution cost per m2.</p> <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to be established through the Cost Review.</p> <p>The weighted escalation rate (ER) is detailed below-</p> <p>$ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$</p> <p>Where-</p> <ul style="list-style-type: none"> • ER is the weighted Escalation Rate. • DER is the daily escalation rate (ER/365). • IC is the estimated Infrastructure Cost. • LV is the estimated Land Value. • AC is the estimated Administration Cost • TC is the Total Cost being IC + LV+ AC. • IER is the Infrastructure Escalation Rate. • LVER is the Land Value Escalation Rate. • AER is the Administration Escalation Rate. • D is the number of days since the last cost review.

	The start date for daily escalation is the review date for the prevailing Cost Review.														
Period of operation	20 years (2038)														
Priority and timing of infrastructure provision	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council’s long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following items are priority items at the time of this Amendment-</p> <p>1. Bishop Road (West)</p> <p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report.</p> <table><tr><th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr><tr><td>1</td><td>Bishop Road (West)</td><td>Short Term: 2024 - 2029</td></tr><tr><td>2</td><td>North South Spine Road</td><td>Medium Term: 2030 - 2034</td></tr><tr><td>3</td><td>Kargotich Road</td><td rowspan="2">Long term: 2035 - 2038</td></tr><tr><td>4</td><td>Mundijong Road (West)</td></tr></table>	Priority	Project	Timeline (Completion)	1	Bishop Road (West)	Short Term: 2024 - 2029	2	North South Spine Road	Medium Term: 2030 - 2034	3	Kargotich Road	Long term: 2035 - 2038	4	Mundijong Road (West)
Priority	Project	Timeline (Completion)													
1	Bishop Road (West)	Short Term: 2024 - 2029													
2	North South Spine Road	Medium Term: 2030 - 2034													
3	Kargotich Road	Long term: 2035 - 2038													
4	Mundijong Road (West)														
Review Process	<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p> <p>The estimated costs will be reviewed at least annually to reflect the changes in the funding, indexing and revisions to remaining infrastructure or land costs. Revisions to costs of infrastructure and value of land will be undertaken by a suitably qualified person.</p> <p>Contribution values will be adjusted to reflect these changes to estimated costs, as well as considering any adjustment for the DCP fund being in surplus or deficit revenue received versus expenditure incurred).</p>														

3. Replacing the text in 'Schedule 7.3 – 'Mundijong Urban Development Contribution Plan' with the following:

Development Contribution Plan	DCP3
Development Contribution Area Name	Development Contribution Area 3 – Mundijong Urban
Reference Number on Scheme Map(s)	SCA8/DCA3
Items	<p>Bishop Road (East) (Integrator B) upgrade between Tonkin Highway reserve and Bett Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including one set of traffic lights and one roundabout. • Upgrade of one existing at-grade rail crossing. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Taylor Road/Adams Street (Integrator B) upgrade between Bishop Road and Mundijong Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including one set of traffic lights and one roundabout. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Town Centre Distributor Road (Whitby New Road) (Integrator B) construction between Taylor Road and South Western Highway:</p>

	<ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments and associated works. • Construction of one at-grade rail crossing. • Costs associated with one rail crossing closure (Keirnan Street). • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Note: The construction of the at-grade crossing is subject to agreement between the Road Manager and Rail Infrastructure Manager. The Local Government is responsible to manage communications between all stakeholders, obtain the required approvals and arrange for an Australian Level Crossing Assessment Model (ALCAM) Report and a Rail Safety Report to be undertaken.</p> <p>Construction of the at-grade crossing should not be considered prior to the freight rail being realigned away from the Mundijong Urban area. In the event that an at-grade rail crossing is not approved, the local government is to apply any funds already collected to an approved alternate crossing or if no crossing is approved any collected funds shall be applied to the Town Centre Distributor Road item generally or other items in the DCP.</p> <p>North-South Road (Integrator B) construction between Watkins Road and Galvin Road:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 30m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Integrator B standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments and associated works. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs.
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	<p>Skyline Boulevard (Neighbourhood Connector A) construction between Town Centre Distributor Road (Whitby New Road) and Tinspar Avenue:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Connector A standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments and associated works. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Tinspar Avenue (Neighbourhood Connector A) construction between Skyline Boulevard and South Western Highway:</p> <ul style="list-style-type: none"> • Land required that is in excess of a standard 20m reserve, to achieve a 25m wide road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections. • Earthworks for the whole road reserve. • Complete road construction to a Liveable Neighbourhoods Connector A standard. • Associated drainage works including water sensitive urban design measures. • Traffic control devices including intersection treatments and associated works. • Shared paths. • Utility removal, relocation, and insertion. • Associated costs including design, management, and Shire internal costs. <p>Kiernan Park Stage 1A District Sporting Space (LSP Precinct C):</p> <p>Improvements for two playing fields, each having minimum dimension of 205m x 175m:</p> <ul style="list-style-type: none"> • Earthworks. • Grassing. • Irrigation. • Associated costs including design, management, and Shire internal costs.
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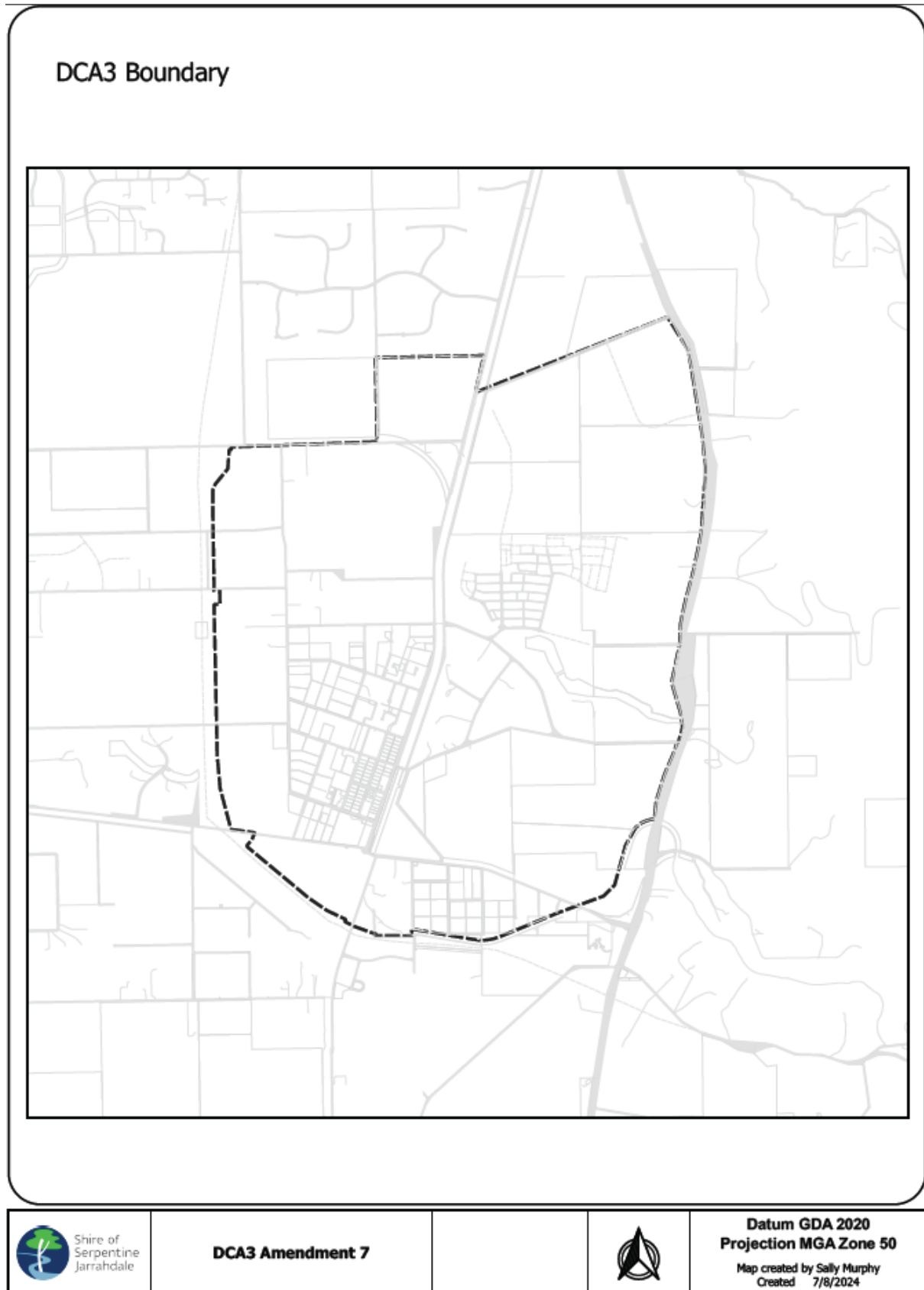
	<p>G1 North Primary School Neighbourhood Open Space (LSP Precinct G):</p> <p>Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:</p> <ul style="list-style-type: none"> • Earthworks. • Grassing. • Irrigation. • Associated costs including design, management, and Shire internal costs. <p>Adams St / Cockram St Primary School Neighbourhood Open Space (LSP Precinct E1):</p> <p>Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education:</p> <ul style="list-style-type: none"> • Earthworks. • Grassing. • Irrigation. • Associated costs including design, management, and Shire internal costs. <p>Land for District Open Space, Public Open Space, and Drainage:</p> <p>All land required for district open space, public open space and/or drainage purposes.</p> <p>Water Monitoring:</p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Mundijong Drainage and Water Management Plan.</p> <p>Administrative:</p> <p>All expended and estimated future costs associated with administration, planning, review and development of the District Structure Plan, District Water Management Plan/s, preparation and implementation of the Mundijong Urban Development Contribution Plan and any technical documents necessary for the implementation of the above, including:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the DCP. • Costs associated with the annual review of cost estimates. • Cost associated with the review of the cost apportionment schedules based on land development undertaken since the last review. • Costs for undertaking valuations. • Fees for professional services directly linked to the preparation and implementation of the DCP. • Costs for Computer software and/or hardware upgrades
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	<p>necessary to enable DCP preparation.</p> <ul style="list-style-type: none"> • Proportion of staff salaries directly related to DCP administration. • Financial institution fees and charges associated with the administration of DCP funds. • Interest charged on loans taken out to pre-fund items included in the DCP.
Contribution Methodology	<p><u>Non-residential subdivision or development</u></p> <p>A development contribution is required for the creation of non-residential lots based on the actual size and number of lots created (minus the equivalent of one Parent Lot where applicable), multiplied by the applicable development contribution rate.</p> <p>Where a subdivision creates a lot that accommodates an existing non-residential development, that lot shall be exempt from the requirement for a development contribution to be made.</p> <p>For clarity purposes, the area of the lot accommodating the existing approved non-residential development is to be subtracted from the overall subdivision area, before calculating the development contribution for the remaining balance of the subdivision area.</p> <p>New non-residential development (including alteration and additions to existing non-residential development) will not be required to make a development contribution unless the new non-residential development results in increased traffic to the subject land, as identified by the information provided by the applicant in support of the development application for that new non-residential development.</p> <p>Where increased traffic is identified to occur, the applicable development contribution is to be calculated as follows-</p> <p>Square metre rate x square metre size of land being developed (including alterations and additions) = Required development contribution</p> <p>For new 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 Local Government, development contributions shall be levied at 0.3 percent of the total development costs of the site, as agreed with the Local Government based on the building licence application.</p> <p><u>Mixed-use development</u></p> <p>The R25 subdivision/development potential of the site, or the actual number of lots/dwellings being created at the time of subdivision/development, whichever is the greater (minus the</p>

		<p>equivalent of one lot or dwelling), multiplied by the applicable development contribution rate.</p> <p>Where based on dwelling potential -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x R25 subdivision/development potential of the site - the equivalent of one Parent Lot where applicable = Required contribution rate)</p> <p>Where based on the actual number of dwellings -</p> <p>(Precinct contribution rate per lot/dwelling x DER x D x actual number of residential lots/dwellings being created - the first dwelling being created = Required development contribution)</p>																								
Period of operation		15 years (2038)																								
Priority and timing of infrastructure provision		<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council's long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following infrastructure items are priority items at the time of this Amendment -</p> <p>1. Kiernan Park Stage 1 District Sporting Space</p> <p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report.</p> <table border="1"> <thead> <tr> <th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr> </thead> <tbody> <tr> <td>1</td><td>Kiernan Park Stage 1a DSS</td><td rowspan="4">Short Term: 2024 - 2029</td></tr> <tr> <td>2</td><td>Taylor Rd/Adams St</td></tr> <tr> <td>3</td><td>Town Centre Distributor Rd (Whitby New Rd)</td></tr> <tr> <td>4</td><td>Bishop Road (East)</td></tr> <tr> <td>5</td><td>North South Road</td><td rowspan="4">Medium Term: 2030 to 2034</td></tr> <tr> <td>7</td><td>Skyline Boulevard</td></tr> <tr> <td>8</td><td>G1 North Primary School NOS</td></tr> <tr> <td>9</td><td>Adams St/Cockram St NOS</td></tr> <tr> <td>10</td><td>Tinspar Avenue</td><td>Long Term: 2035 to 2038</td></tr> </tbody> </table>	Priority	Project	Timeline (Completion)	1	Kiernan Park Stage 1a DSS	Short Term: 2024 - 2029	2	Taylor Rd/Adams St	3	Town Centre Distributor Rd (Whitby New Rd)	4	Bishop Road (East)	5	North South Road	Medium Term: 2030 to 2034	7	Skyline Boulevard	8	G1 North Primary School NOS	9	Adams St/Cockram St NOS	10	Tinspar Avenue	Long Term: 2035 to 2038
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Review process		<p>The Plan will be reviewed when considered appropriate, though not exceeding a period of five years duration, having regard to the rate of subsequent development in the catchment area since the last review and the degree of development potential still existing.</p>																								

	<p>The estimated costs will be reviewed at least annually to reflect changes in funding, indexing and revisions for remaining infrastructure or land costs. Revisions to costs of Infrastructure and value of land will be undertaken by a suitable qualified person.</p> <p>Contribution values will be adjusted to reflect these changes to estimated costs, as well as considering any adjustment for the DCP fund being in surplus or deficit (revenues received versus expenditure incurred).</p>
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4. Replacing the map for “Development Contribution Area 3 – Mundijong”



Community Infrastructure DCP

6. Replacing the text in 'Schedule 7.4 – 'Byford and Mundijong Community Infrastructure Development Contribution Plan' with the following:

Development Contribution Plan	DCP4
Development Contribution Area Name	Development Contribution Area 4 – Byford and Mundijong Community Infrastructure
Reference Number on Scheme Map(s)	SCA9/DCA4
Relationship to other planning instruments:	<p>The CIDCP generally conforms to:</p> <ul style="list-style-type: none"> • Integrated Planning and Reporting Framework (IPRF) • Strategic Community Plan (SCP) • Corporate Business Plan (CBP) • Long Term Financial Plan (LTFP) • State Planning Policy 3.6 (SPP3.6) • Community Infrastructure and Public Open Space Strategy (CIPOSS) • Community Infrastructure Implementation Plan (CIIP) • Byford District Structure Plan & Development Contribution Plan (BDSP & DCP) • Mundijong District Structure Plan & Development Contribution Plan (MDSP & DCP)
Items	<p><u>Byford Community Infrastructure:</u></p> <p>Byford Library & Multi-Agency Service Centre – Building: A single storey facility with an estimated total floor area of around 1500m². Provisions include:</p> <ul style="list-style-type: none"> • Building construction • Children's library and activities spaces • Reading Lounge and Library space • Family Room and 2 x Multi-Purpose Rooms • 3 x Male & Female Ablutions • 1 x Creche • 1 x Café/kitchen • 3 x Agency Rooms, 2 x Meeting Rooms • Storage and bin spaces • Parking • Associated external works including 2 Courtyard areas and utilities. • Associated costs including design, management, and Shire internal costs.

	<p>Briggs Park Pavilion – Building: A single storey facility with an estimated total floor area of around 560m². The CIDCP shall be responsible for 66% of the total cost of this item. Provisions include:</p> <ul style="list-style-type: none"> • Building construction • Storage areas • 2 x home and 2 x away changing rooms/showers • Umpire spaces • Kitchen/Canteen and a Cold store • Club Room/Social Space (including a bar) • Male/Female Ablutions • Storage and bin spaces • Parking • Associated external works including utilities. • Associated costs including design, management, and Shire internal costs. <p>Orton Road District Sport Space – Building & Lights: Construction of a single storey pavilion with an estimated total floor area of 660m². Provisions include:</p> <ul style="list-style-type: none"> • Building construction • 2 x home and 2 x away showers/change rooms • Umpire spaces • Male/Female ablutions • Club Room/Social Space, including a bar • Kitchen • Storage/cleaning rooms and bin spaces • Sports lighting • Parking • Associated external works including utilities. • Associated costs including design, management, and Shire internal costs. <p>Cardup Brook Themed Playground – Nature Play. Includes:</p> <ul style="list-style-type: none"> • Wooden structures and other equipment • Covered BBQs • Paved area • Parking • Associated costs including design, management, and Shire internal costs. <p>Lindt Street Themed Playground – Adventure Playground. Includes:</p> <ul style="list-style-type: none"> • Play structures and other equipment • Covered BBQs
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- Paved area
- Parking
- Associated costs including design, management, and Shire internal costs.

The Glades District Community Facility – Building

Including:

- Building construction
- Multi-Purpose hall
- Male/Female ablutions
- Storage room
- 2 x multi-purpose spaces suitable for future use such as café, creche, meeting/office space, etc.
- Parking
- Associated external works including utilities.
- Associated costs including design, management, and Shire internal costs.

Mundijong Community Infrastructure:

Themed Playground – Dog Park.

Including:

- A range of agility equipment
- Grassed free ball-play area
- Seating for visitors
- Parking
- Associated external works including utilities.
- Associated costs including design, management, and Shire internal costs.

Whitby Themed Playground – Adventure Playground. Based at the Whitby District Sporting Space. Includes:

- Wooden structures and other equipment such as ropes and nets
- Covered BBQs
- Paved area
- Parking
- Associated external works including utilities.
- Associated costs including design, management, and Shire internal costs.

Keirnan Park District Sporting Space –Building & Lights.

Including:

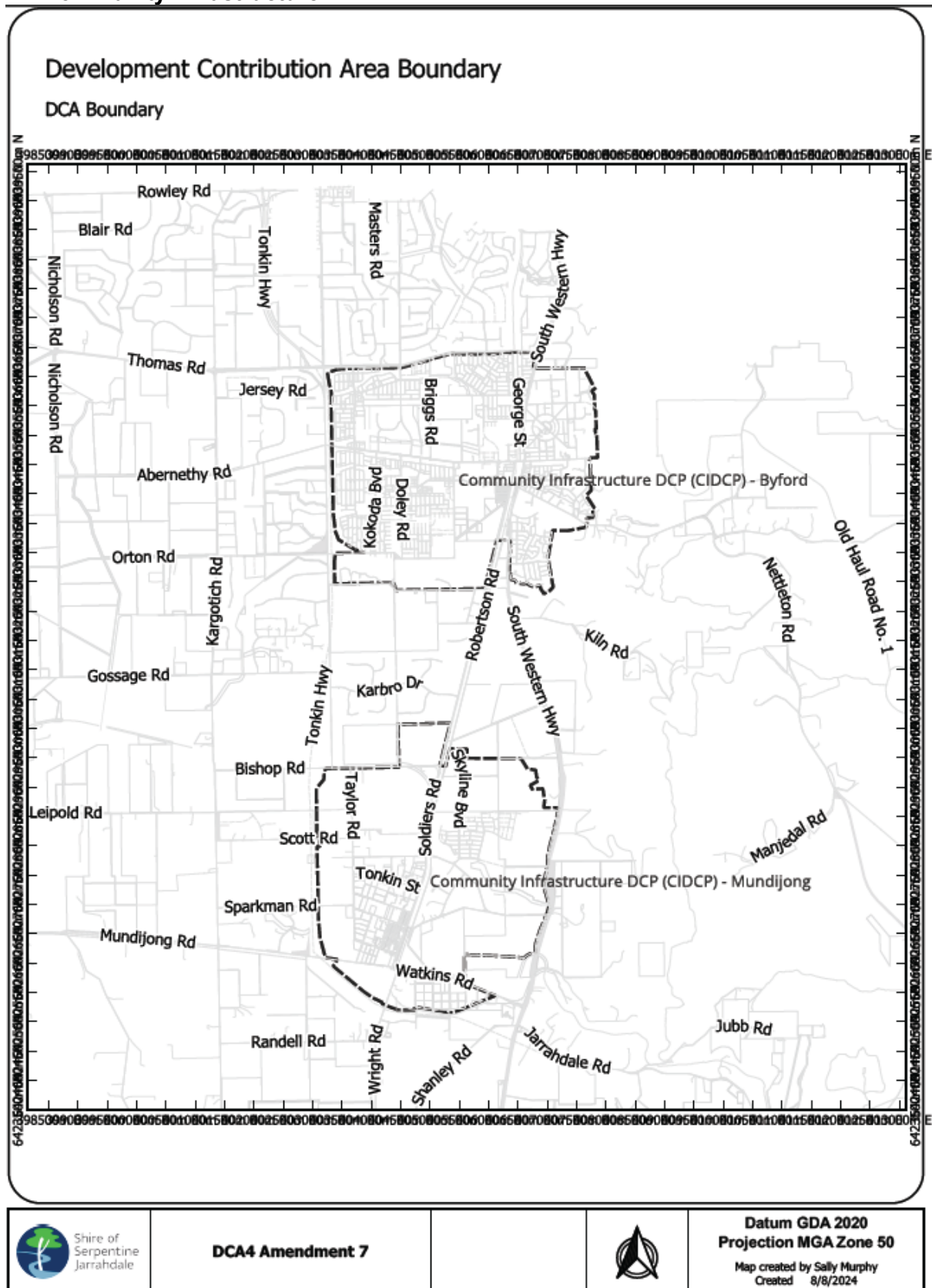
- Construction of a pavilion building
- 2 x Away and 2 x Home Change Rooms/Showers
- Umpire rooms
- Male/Female ablutions
- 2 x Kitchen and Cold store

	<ul style="list-style-type: none"> • Club Room/Social Space • 2 x Bar space • Storerooms • Lifts • Canopies, Tiered seating, Play area • Sports Lighting • Associated external works including utilities. • Associated costs including design, management, and Shire internal costs. <p>Region wide at Keirnan Park: Keirnan Park BMX Regional facility</p> <ul style="list-style-type: none"> • Access Road • Construction of the BMX track and Pavilion building • Shade structures • Fencing • Parking and Lighting to car park • Associated external works including utilities. • Associated costs including design, management, and Shire internal costs. <p>Administrative costs of the CIDCP:</p> <ul style="list-style-type: none"> • Costs to prepare and administer the DCP. • Costs associated with the annual review of cost estimates. • Cost associated with the review of the cost apportionment schedules based on land development undertaken since the last review. • Costs for undertaking valuations. • Fees for professional services directly linked to the preparation and implementation of the DCP. • Costs for Computer software and/or hardware upgrades necessary to enable DCP preparation. • Proportion of staff salaries directly related to DCP administration. • Financial institution fees and charges associated with the administration of DCP funds. • Interest charged on loans taken out to pre-fund items included in the DCP.
Contribution Methodology	<p>The Cost Contribution rate is calculated and shared proportionally, on a per lot/dwelling basis based on the remaining anticipated residential lots to be developed in the DCP Precinct/Area identified in Schedule 7.1. The formula for calculating cost contributions is as follows:</p> $\text{Total Costs Outstanding} / \text{Total Remaining Developable Lots} = \text{Contribution cost per lot or dwelling}$ <p>To ensure costs remain current between Cost Reviews all costs will be calculated on a daily basis based upon an annual escalation rate to</p>

		<p>be established through the Cost Review. The escalation rate (ER) is detailed below.</p> $ER = (\%IC/TC \times IER) + (\%LV/TC \times LVER) + (\%AC/TC \times AER)$ <p>Where:</p> <ul style="list-style-type: none"> • ER is the weighted Escalation Rate. • DER is the daily escalation rate (ER/365). • IC is the estimated Infrastructure Cost. • LV is the estimated Land Value. • AC is the estimated Administration Cost • TC is the Total Cost being IC + LV+ AC. • IER is the Infrastructure Escalation Rate. • LVER is the Land Value Escalation Rate. • AER is the Administration Escalation Rate. • D is the number of days since the last cost review. <p>The start date for daily escalation is the review date for the prevailing Cost Review.</p> <p>Infrastructure costs have been allocated to the DCA4 area which they will service, or if servicing both areas, have been apportioned proportionally to the forecasted growth of each area. The Shire will carry a portion of these costs based on the existing population.</p> $(\text{Additional Forecasted Population} / \text{Total Forecasted Population}) \times 100 = \text{Allocated \%}$												
Period of operation	of	15 Years (2036).												
Priority and timing of infrastructure provision	of	<p>A summary of the estimated timing and priority for the delivery of each item of infrastructure is provided below to align with the Council's long-term strategic plan and infrastructure plan with the details outlined in the Development Contribution Plan Report.</p> <p>The following infrastructure items are priority items at the time of this Amendment:</p> <ol style="list-style-type: none"> 1. Keirnan Park DSS. 2. Kiernan Park BMX relocation. <p>The infrastructure items are to be delivered in the following broad timeframes with a more detailed timeline provided in the Development Contribution Plan Report.</p> <table border="1"> <thead> <tr> <th>Priority</th><th>Project</th><th>Timeline (Completion)</th></tr> </thead> <tbody> <tr> <td>1</td><td>Kiernan Park DSS</td><td rowspan="4">Short Term: 2024 to 2029</td></tr> <tr> <td>2</td><td>Kiernan Park BMX</td></tr> <tr> <td>3</td><td>The Glades District Community Facility</td></tr> <tr> <td>4</td><td>Briggs Park Pavilion</td></tr> </tbody> </table>	Priority	Project	Timeline (Completion)	1	Kiernan Park DSS	Short Term: 2024 to 2029	2	Kiernan Park BMX	3	The Glades District Community Facility	4	Briggs Park Pavilion
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	6	Orton Road DSS	
	7	Lindt St Playground	
	8	Mundijong Dog Park	
	9	Whitby Playground	
	10	Cardup Brook Playground	
Review process	<p>The CIDCP shall be reviewed five years from the date of gazettal of the local planning scheme or amendment to the local planning scheme to incorporate the CIDCP, or earlier should the local government consider it appropriate having regard to the rate of development in the area and the degree of development potential still existing.</p> <p>The estimated infrastructure costs shown in the cost apportionment schedule shall be reviewed at least annually to reflect changes in funding and revenue sources and indexed based on the Building Cost Index or other appropriate index as approved by the qualified person undertaking the certification of costs.</p>		

7. Replacing the map for “Development Contribution Area 4 – Byford and Mundijong Community Infrastructure”



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

Under Regulation 34, a complex amendment is defined as including 'an amendment to identify or amend a development contribution area or to prepare or amend a development contribution plan.'

Dated this 30 day of September 2024.

A handwritten signature in blue ink, appearing to read 'P Martin', is written over a horizontal line.

P MARTIN

CHIEF EXECUTIVE OFFICER

Scheme Amendment Report

Amendment 7 Scheme Amendment Report

1 INTRODUCTION

This Scheme Amendment report has been prepared to support a proposed amendment to the Shire of Serpentine-Jarrahdale Local Planning Scheme No. 3 (LPS3). Part 5 Special Control Areas and Schedule 7 of LPS3 stipulate that the Byford Urban, Mundijong-Whitby Urban, and West Mundijong Industrial Development Areas are each governed by a Traditional Development Contribution Plan (DCP). Additionally, a Community Infrastructure Development Contribution Plan is in place for the Byford and Mundijong-Whitby Urban Development Areas.

The purpose of this amendment is fourfold:

1. To extend the DCA boundary for the Mundijong-Whitby Urban Traditional DCP and Community DCP to include Lot 30 Soldiers Road (which is in the process of being rezoned "Urban").
2. To include and amend additional infrastructure within the Mundijong-Whitby Urban Traditional DCP for precincts now expected to be developed within the lifespan of the DCP.
3. To extend of the lifespan of the West Mundijong Industrial DCP by 10 years, due to slower than anticipated growth in that DCP area.
4. To reduce infrastructure items funded under the Community DCP, for which other funding sources will be sought.

2 BACKGROUND

Byford Traditional Infrastructure DCP and the Community DCP (Byford Precinct)

The latest amendment to update the Byford Traditional DCP (Amendment 208 to TPS2) was gazetted on 23 May 2023, achieving the required 5-year major review.

Discussions have been held regarding the inclusion of Lot 33 Hopkinson Road within the DCA1 and DCA4 boundaries. This lot currently has an approved Local Structure Plan and a subdivision approval underway. The landowner has expressed a preference for entering into a separate Developer Agreement for delivering the District Open Space (DOS) on the site (including one senior-sized oval, a pavilion building, and associated parking, utilities, and landscaping). Subject to the execution of this agreement, the Shire will no longer pursue the inclusion of this lot or the associated DOS within DCA1 and DCA4.

Mundijong-Whitby Urban Traditional DCP

The amendment introducing the Mundijong-Whitby Urban Traditional DCP was gazetted on 23 May 2023.

Since then, the development front in the Mundijong-Whitby Urban area has advanced, with Local Structure Plans (LSPs) now in place for Precincts E1 & E2 and Precinct G2. The landowners within these LSPs have indicated that substantial development is expected to occur in these areas within the DCP's lifespan.

As a result, new infrastructure inclusions, such as the "Taylor Road/Adams Street" project and the Adams St / Cockram St Primary School Neighbourhood Open Space, have been added. Additionally, the approved LSP for Precinct G1 identifies a Neighbourhood Open Space (NOS)

to the north, requiring the renaming of the current NOS inclusion to "G1 North Primary School Neighbourhood Open Space."

The amendment also proposes removing the traditional infrastructure component of the Whitby High School (Reilly Road) DOS from the Mundijong Urban Traditional DCP, as it is part of a shared project with the CIDCP.

The "Need and Nexus" for each infrastructure item included in the DCP considers future capacity requirements up to 2038, ensuring proper, orderly, and cost-effective planning for the area's anticipated hyper-growth.

The amendment also adjusts the DCA boundary to include Lot 30 Soldiers Road, which is in the final stages of being zoned Urban under the Metropolitan Region Scheme. The inclusion of Lot 30 will share the existing infrastructure items within the DCAs, with no additional infrastructure required.

An administrative correction has also been requested for the gazetted end date of the DCP. Originally submitted in 2019 for a 15-year period, the DCP's end date should have been adjusted to 2038, following its gazettal in 2023.

Community Infrastructure DCP (CIDCP)

The amendment introducing the Community Infrastructure Development Contribution Plan was gazetted on 4 June 2021. The changes proposed in this amendment constitute the 5-year Major Review of the CIDCP.

Several infrastructure reductions are proposed within the CIDCP to balance affordability and ensure that the price cap is not exceeded.

As projects progress towards detailed design and costing, cost escalations have significantly exceeded the allowable Non-Residential Building indexation rates applied since the new SPP 3.6 was implemented. These escalations impact both the DCP share and the Shire's share, which are not sustainable.

Additionally, industry feedback indicates significant construction delays due to material and labour shortages, likely hampering the Shire's ability to deliver all required projects within the DCP's lifespan, particularly those planned for the latter stages.

The Shire is therefore adopting a more aggressive approach to securing alternative funding sources and a more informed strategy for delivering projects within constrained resources before the CIDCP's end date in 2036.

The proposed changes include:

- DCA4: Briggs Park Pavilion - reduced to 66% (anticipated 33% grant funded).
- DCA4: Briggs Park Youth Centre – removed (anticipated 100% grant funded).
- DCA4: Briggs Park Recreation Centre Extension – removed (anticipated 100% grant funded).
- DCA4 and DCA3: Whitby (Reilly Road) DSS – removed (undeliverable by 2036).
- DCA4: Mundijong Whitby Skate Park – removed (anticipated 100% grant funded).
- DCA4: Keirnan Park Youth Centre – removed (undeliverable by 2036).

As with DCA3, the amendment also adjusts the DCA4 boundary to include Lot 30 Soldiers Road, which will share the existing infrastructure items, with no additional requirements due to its inclusion.

West Mundijong Industrial Traditional DCP

The current DCP lifespan is 10 years, ending in February 2028. However, development in the industrial area has been slow, with only three lots developed to date, limited funds in the Reserve, and no infrastructure delivered.

The Shire, as the fastest-growing local government in Western Australia, has attempted to attract seed capital and the involvement of Development WA, similar to their roles in Armadale Forrestdale Business Park, Peel Business Park, and Latitude 32. However, in the absence of government direction for such involvement, the Shire remains responsible for facilitating development opportunities and funding via the DCP.

Development momentum is expected to increase over the next decade, supported by the formal structure plan in place and the planned Tonkin Highway extension. The forecast rate of development is around 15 hectares in the first few years from 2024, expected to increase over the next 10-15 years.

An extension of 10 years (to February 2038) is required for this DCP to collect enough funds to deliver the planned infrastructure necessary to support development across the site.

General

There are currently no direct internal Shire costs allocated to DCP projects. However, these costs are estimated to be around 18% of the total project cost, based on recent modelling for non-DCP projects. These costs apply only to projects the Shire delivers (i.e. not pre-funded infrastructure delivered by developers) and are associated with project management and procurement/compliance regulations mandated by the Local Government Act and internal governance. These are unavoidable costs and should be included within the applicable DCP costings.

Each DCP item currently includes a scope for “Costs associated with Design and Management.” While this scope is understood to include internal Shire costs, these have not been included in the costings to date. Moving forward, these costs will be included where applicable, and the wording “Shire Internal Costs” have been added to this line item for transparency.

While most traditional infrastructure is pre-funded by developers, internal costs will primarily apply to CIDCP projects. However, it is not possible to identify upfront which traditional projects, or portions thereof, will ultimately be delivered by the Shire. Therefore, the updated line item is reflected in each project, but is not expected to apply to most traditional projects.

3 Statutory Planning Considerations

The DCP proposals and new inclusions have been prepared in accordance with the provisions of the Shire of Serpentine-Jarrahdale’s Local Planning Scheme No. 3 (LPS3) and State Planning Policy for Infrastructure Contributions 3.6 (SPP 3.6).

Given the above, it is considered that the proposed Scheme Amendment is suitable and appropriate.

4 Development Contribution Plans

Form 2A details the revised scope of the DCP provisions and is included along with this report.

5 Development Contribution Plan Reports

A draft DCP report for each amended DCP has been prepared to accompany the Scheme Amendment but will not form part of the Scheme. The Scheme Amendment and DCP Report will be advertised concurrently.

6 Consultation

The updates and inclusions proposed have been informed by and discussed with the Byford and Mundijong Industry Reference Groups for consideration and feedback. At this time, it is believed there is a general (without prejudice) consensus among the groups that the revised inclusions proposed are appropriate and meet the required need and nexus.

7 CONCLUSION

The most recent Amendments 208 and 209 related to the Traditional DCPs were advertised between May and August 2020, with gazettal occurring in May 2023. The development front in both Mundijong and Byford has substantially progressed over this period, and this amendment addresses those changes within the context of the DCPs.

Based on the information contained in this report and its appendices, it is recommended that the amendment be supported.

Form 6A

COUNCIL ADOPTION

This Complex Amendment was adopted and is to proceed to advertising by resolution of the Council of the Shire of Serpentine Jarrahdale at the Ordinary Meeting of the Council held on the 16th day of September 2024.

.....

 SHIRE PRESIDENT

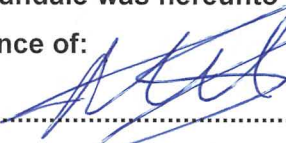
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 CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the Shire of Serpentine Jarrahdale at the Ordinary Meeting of the Council held on the 16th day of September 2024 and the Common Seal of the Shire of Serpentine Jarrahdale was hereunto affixed by the authority of a resolution of the Council in the presence of:



.....

 SHIRE PRESIDENT

.....

 CHIEF EXECUTIVE OFFICER

ENDORSEMENT (r.63)

.....
 DELEGATED UNDER S.16 OF
 THE P&D ACT 2005

DATE

APPROVAL GRANTED

.....
 MINISTER FOR PLANNING
 DATE