

Shire of Serpentine-Jarrahdale

**Town Planning Scheme No. 2
Amendment No. 208**

**Byford Development Contribution Area
Scheme Amendment**

May 2020

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. 2

AMENDMENT NO. 208

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 'Appendix 10 – Byford Development Contribution Area – Scheme Development Contribution' with the following:

Development contribution area name	10A – Development Contribution Area 1 - Byford
Reference number on Scheme Map(s)	DCA 1
Boundary of development contribution area	Refer Scheme Map(s)
<p>Items:</p> <p>Thomas Road between Tonkin Highway and the Perth to Bunbury railway reserve to the East:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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, 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 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 within the DCP:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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 (based on a single lane carriageway between Kardan Boulevard and Hopkinson Road, and a single lane split carriageway with central median, for the remaining section), including intersection treatments and traffic control devices as required; • Associated drainage works including water sensitive urban design measures; • Shared paths; 	

<ul style="list-style-type: none">• Utility removal, relocation and insertion; and• Associated costs including design and management.
<p>Orton Road between Tonkin Highway and the South Western Highway:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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; and• Associated costs including design and management.
<p>Kardan Boulevard between Thomas Road and Abernethy Road:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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 between Thomas Road and Larsen Road (previously part of the San Simeon Boulevard Upgrade project):</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road reserve, to achieve a width of 22.5 metres in areas adjacent to public open space and 27.5 metres in built up areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.• Earthworks for the whole road reserve;• Complete road construction based on a single lane split carriageway with central median, 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; and• Associated costs including design and management.
<p>San Simeon Boulevard south of Larsen Road to Abernethy Road and Clara Street West in Town Centre:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, including intersection treatments and traffic control devices as required;• Associated drainage works including water sensitive urban design measures;• Shared paths;

<ul style="list-style-type: none"> • Utility removal, relocation and insertion; and • Associated costs including design and management.
<p>Soldiers Road and Gordin Way between Abernethy Road and Cardup Siding Road:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road reserve (Soldiers Road requires a 30 metre wide road reserve and Gordin Way a 25m 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 based on a single lane split carriageway with central median, 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; and • Associated costs including design and management.
<p>Doley Road between Abernethy Road and Cardup Siding Road:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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; and • Associated costs including design and management.
<p>Warrington Road 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 based on an undivided single carriageway, 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; and • Associated costs including design and management. <p>Note: No land is required over and above a standard 20-metre road reserve for Warrington Road.</p>
<p>George Street from Pitman Way to Larsen Road</p> <ul style="list-style-type: none"> • Earthworks; • Associated drainage works including water sensitive urban design measures; • Lifting of Sewer Manholes and other services; • Asphaltting and provision of flush kerbing; • Traffic facilities; • Public facilities; • Pedestrian crossings and key footpath intersections; and, • Footpath along eastern side of George Street including pram ramps.
<p>Byford Central District Open Space Improvements:</p> <ul style="list-style-type: none"> • Earthworks;

<ul style="list-style-type: none">• Grassing;• Irrigation; and• Associated costs relating to construction including design and management.
<p>West Byford Primary School/Kalimna District Open Space Improvements (under a JUA):</p> <ul style="list-style-type: none">• Earthworks;• Grassing;• Irrigation; and• Associated costs relating to construction including design and management.
<p>Byford Primary School /The Glades District Open Space Improvements (under a JUA):</p> <ul style="list-style-type: none">• Earthworks;• Grassing;• Irrigation; and• Associated costs relating to construction including design and management.
<p>Orton Road District Open Space Improvements and REW Enhancement:</p> <p>This is a shared project with the Community Infrastructure DCP. The building and lights will be covered by the Community DCP and the ovals 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 relating to construction including design and management. <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 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, drainage, new roads or widening in excess of a standard 20m reserve.</p>
<p>Water Monitoring:</p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Byford Town site Drainage and Water Management Plan.</p>
<p>Administrative:</p> <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;• Costs 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

The Byford development contribution area is divided into five precincts as shown on Plan 10A of Appendix 10.

A Cost Contribution rate is to be calculated on a per lot/dwelling basis based on the estimated lot yield for those Precincts identified in Plan 10A

A cost review is to be undertaken at least annually, at which time the Contribution rate will be established based on:

- Road Upgrades and Construction
- District Open Space Improvements
- Land Values
- Land required for Roads, POS, Drainage and DOS
- George Street
- Water monitoring costs
- Administration Costs
- Yields and Lots done
- Escalation Rates

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 start date for daily escalation is the approval date for the prevailing Cost Review.

The Contribution Rate is to be applied as follows where the DER is the daily escalation rate and D is the number of days since the last cost review:

i) Standard residential subdivision or development:

The number of additional dwellings/lots being created at the time of **subdivision/development** multiplied by the applicable development contribution rate.
(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution).

ii) Non-standard residential subdivision or development

E.g. Lifestyle village, retirement village, caravan park, park home estate or similar.

The number of additional dwellings, residential units or similar created at the time of subdivision/development multiplied by the applicable development contribution rate.

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

iii) Non-residential subdivision or development

The R20 subdivision/development potential of the site (minus the equivalent of one lot or dwelling) multiplied by the applicable development contribution rate.

(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development

<p>potential of the site – the equivalent of one lot or one dwelling = Required development contribution)</p> <p>For private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the Shire, development contributions shall be levied at the 0.3 percent of the total development costs of the site, as agreed with the Shire based on the building licence application.</p> <p>iv) <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 lot or one dwelling = 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>
<p>Period of operation 20 years</p>
<p>Priority and timing of infrastructure provision Refer Development Contribution Plan report (as revised from time to time).</p>
<p>Review Process 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 'Plan No. 10a Byford Development Contribution Areas'.
3. Amending the Scheme Maps to replace the DCA1 boundary with the DCA boundary shown on the Proposed Zoning Map.

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 _____ day of _____ 2020

P MARTIN
CHIEF EXECUTIVE OFFICER

Scheme Amendment Report

1 INTRODUCTION

This scheme amendment report has been prepared in support of a proposed amendment to the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2 (TPS2).

Provision 1 of Development Area 3 listed under Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, provides that the Byford Development Area is subject to the provisions of the Byford Structure Plan. This is a District Structure Plan, that was granted final approval by Council on 22 August 2005, and has been amended from time to time. This updated Draft District Structure Plan, adopted by Council for advertising at the 17 December 2018 meeting, represents the latest version of the District Structure Plan and is being advertised concurrently, though independently, to this amendment, for community consultation in its draft form. If Council adopts this Draft District Structure Plan following advertising, it will become the latest version of the Byford Structure Plan, in accordance with Provision 1 of Development Area 3.

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

The purpose of this amendment is to update and align TPS2 with the Shire's updated and council approved draft District Structure Plan (CABDSP), which is an informing, relevant and strategic document that enables the consideration and exercising of discretion for Structure Plans and Local Development Plans, which fall under the auspices of the deemed provisions.

2 BACKGROUND

The current WAPC approved Byford District Structure Plan was prepared in 2009 to provide high-level strategic guidance on future planning and development in the Byford locality. Since the preparation of this document, the Shire has undergone a significant amount of change due to exponential population growth, most of which has occurred in Byford. According to the Australian Bureau of Statistics Byford had a population of 3,041 people in 2001. In 2017, the ABS estimated residential population was 16,871 people representing an increase of 82%. This growth has put pressure on existing services, facilities and infrastructure, providing the impetus for the Byford District Structure Plan review.

In addition, in 2015, the then Department of Planning released the draft Perth and Peel@3.5 million strategic planning frameworks. This strategy identified that the Shire was projected to accommodate an additional 90,000 people (113,000 in total). SJ2050, the Shire's high-level strategic vision explored how best to distribute this population, it was determined that approximately 45,000 people would call the Byford Urban cell home. This would be approximately three times the current population.

The above has resulted in the need to update the existing Byford District Structure Plan with the proposed CABDSP, which guides the preparation of more detailed local structure plans, facilitating subdivision and development within the Byford area. Infrastructure and land for public purposes will be required to cater for this development.

The purpose of this proposed amendment is to facilitate implementation of the CABDSP; this includes updated scheme provisions in TPS2, and revisions to the existing Development Contribution Plan. This will allow for the delivery of essential infrastructure required for a population of 45,000 people.

3 Site Description

3.1 Location

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

As illustrated on **Figure 1**, the Local Development Strategy area is located approximately 35km southeast of the Perth CBD and 5km south of Armadale.

Figure 1: Regional Context Plan

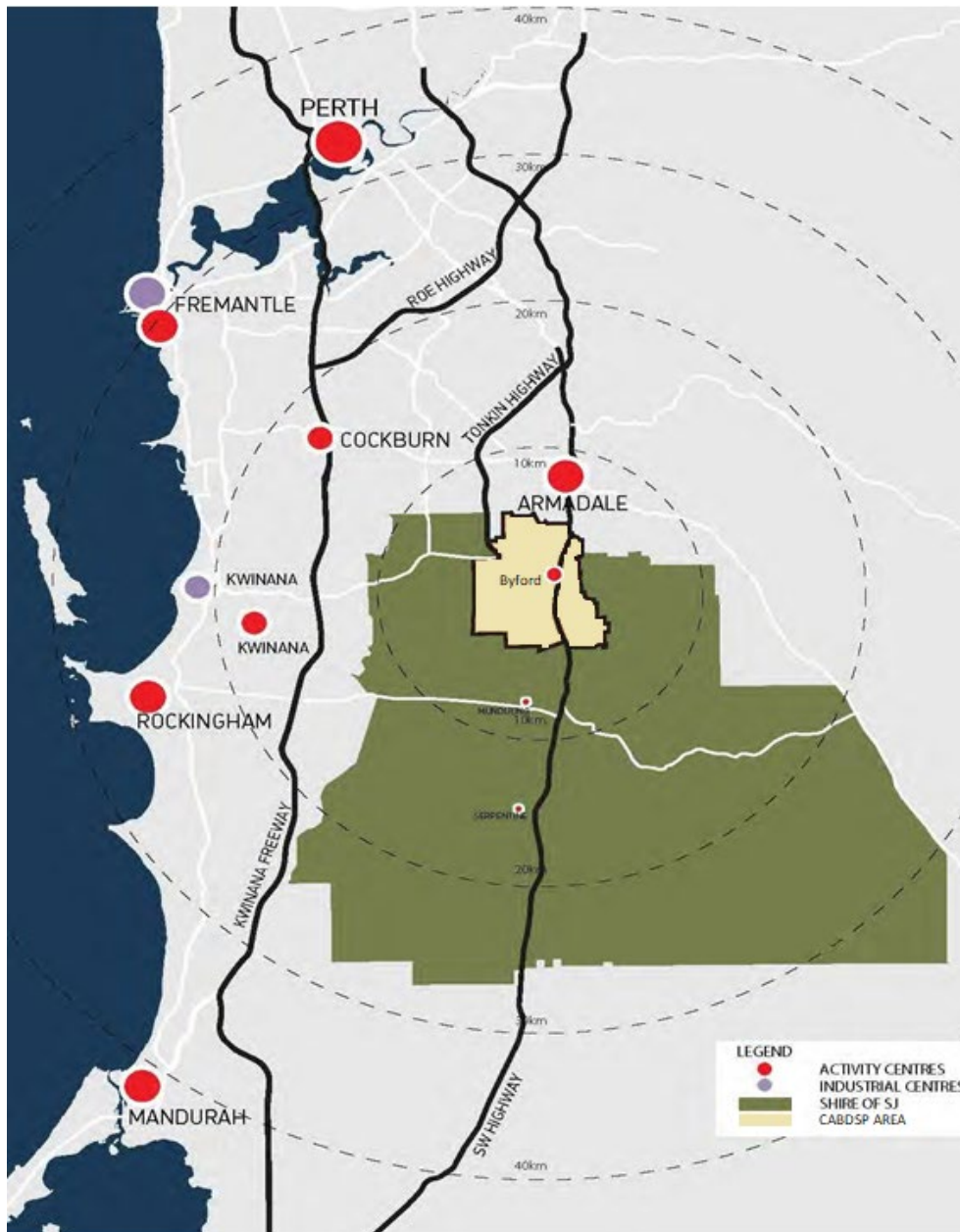
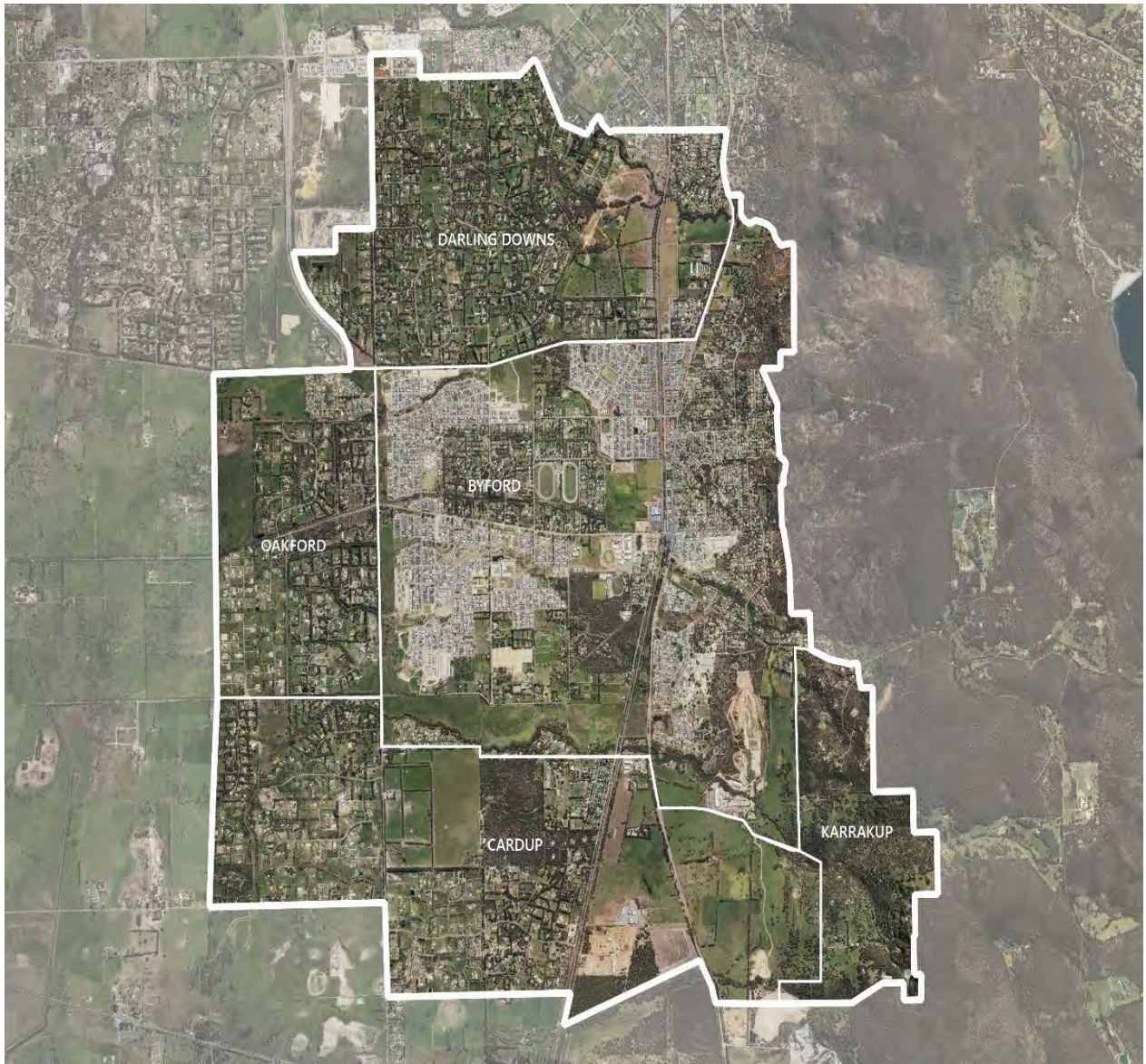


Figure 2: Council Adopted Byford District Structure Plan (CABDSP) Area



Existing land within the CABDSP area is comprised primarily of rural and rural-residential land. Urban development is currently concentrated within Byford. This includes the emerging Byford Town Centre, which is a District Activity Centre and the primary retail and commercial hub in the region.

3.2 Land Use

The CABDSP area includes the suburbs of Byford and Darling Downs, parts of Cardup, Oakford and Karrakup. The area is generally bounded to the North by Rowley Road, to the East by Kargotich Road, the South by Gossage Road and to the West by the Darling Ranges foothills.

Key land uses within the CABDSP can be summarised as follows:

- Retail and commercial is concentrated within the Byford Town Centre which is located at the corner of Abernethy Road and South Western Highway;
- Residential land (typically in the form of low-density R20) is provided in Byford, typically within close proximity to the various local centres and Byford Town Centre;

- Larger rural residential lots are located on the periphery of the BDSP in Darling Downs, Oakford and Cardup; and
- Other residential character areas include the Byford Trotting Complex (and surrounds), and the Byford Old Quarter which is located east of South Western Highway.

4 STRATEGIC PLANNING CONSIDERATIONS

4.1 Perth and Peel @ 3.5 Million (2018)

The Perth and Peel@3.5 million suite of strategic land use planning documents provide a framework for future growth in the Perth and Peel regions. The strategy recognises the benefits of a consolidated and connected city utilising the region's previous historic patterns of urban growth. This strategy promotes more efficient use of land and infrastructure and maintains a target of 47% of new development in the form of urban infill.

The strategy is divided into four sub-regional frameworks, which provide more detailed guidance on future land use and development for a city of 3.5 million people. The frameworks provide for different lifestyle choices, vibrant nodes for economic and social activity and a more sustainable urban transport network.

The Shire of Serpentine Jarrahdale is guided by the South Metropolitan Peel Sub-Regional Planning Framework. The framework outlines that the significant population growth expected within the South Metropolitan Peel region requires careful coordination to ensure quality and sustainable development is achieved. Byford is identified in the sub regional framework as a district level activity centre, highlighting the importance of its role as a place for people to live, work and play.

4.2 SJ 2050 Vision

The Serpentine Jarrahdale 2050 Vision (SJ2050) process commenced in April 2016, in response to the draft 'Perth and Peel@3.5 million' strategic plan released by the State Government in 2015. As mentioned above, the strategy estimated a population increase of approximately 100,000 in the Shire by 2050.

SJ2050 was developed through extensive consultation and engagement with the local community and key stakeholders. The document identifies the core values and guiding aspirations of the Shire's community. SJ 2050 sets out a strategic growth framework that aims to accommodate rapid growth, without compromising the community's values and aspirations.

The SJ2050 spatial framework identifies that Byford will ultimately accommodate approximately 50,000 people; this significant growth resulted in the need to review and update the existing Byford District Structure Plan.

4.3 Shire of Serpentine Jarrahdale Draft Local Planning Strategy

The Shire of Serpentine Jarrahdale Draft Local Planning Strategy sets out long term planning direction and provides the rationale for the zones and other provisions of the draft Shire of Serpentine Jarrahdale Local Planning Scheme No.3. The Local Planning Strategy outlines the general aims and intentions for future long-term growth and change within the Shire of Serpentine Jarrahdale. A key component of the Strategy is the Strategic Plan, which includes land use categories that have been guided by the overall vision, principles and objectives of the Strategy.

The draft Local Planning Strategy aligns with SJ2050 by planning for a future Byford population of 45,000 people, to facilitate this growth the following objectives were developed:

- Achieve a diversity of housing types to provide choice, adaptability and to accommodate a range of incomes, households, life stages and the changing demographics of Byford;
- Achieve greater housing densities in proximity to the Byford Town Centre, neighbourhood activity centres, schools, community facilities, public open space and transport nodes and corridors to improve accessibility and enhance community connections;
- Integrate new housing and urban development with nearby rural land types and natural areas as well as older urban development patterns and housing in a sensitive manner; and
- Encourage urban development and housing to be both environmentally sustainable and resource efficient.

These objectives are supported by a number of strategies and actions, a key one of which is to review the development contribution scheme and plan for Byford.

The proposed scheme amendment has been prepared in response to this objective.

4.4 Period of the Development Contribution Plan

The DCP will operate until 20 January 2034, however may be extended for further periods, with or without modification, by subsequent scheme amendments.

This timeframe reflects the forecasted “hyper-growth” of the Byford area and is required to ensure that infrastructure built will sustain long-term population growth, thus avoiding future costs and disruption associated with the duplication of, or retrospective upgrades to, relatively new facilities.

The “Need and Nexus” for each of the infrastructure items included in the DCP considers the future capacity required to 2034 which will ensure proper, orderly and cost-effective planning for the anticipated duration of the area’s hyper-growth.

5 STATUTORY PLANNING CONSIDERATIONS

5.1 Shire of Serpentine Jarrahdale Local Planning Scheme No.2

The Shire of Serpentine Jarrahdale Local Planning Scheme No.2 was originally gazetted on 4 August 1989.

Clause 9.3.2 of LPS 2 identifies the purposes of DCAs as follows:

‘The purpose of having development contribution areas is to—

(a) provide for the equitable sharing of the costs of infrastructure and administrative costs between owners;

(b) ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area; and

(c) coordinate the timely provision of Infrastructure’.

Clause 9.3.4 of LPS2 requires that the development contribution plan be incorporated in Appendix 10 as part of this scheme. This Scheme Amendment will enable the amendment to DCA1 in accordance with the LPS2 requirements.

The DCP has been prepared in accordance with the provisions of LPS2 regarding the guiding principles for DCPs and the recommended content of DCPs. LPS2 also contains provisions outlining how the DCP will be administered and how disputes can be resolved.

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

6 Overview of Proposal

6.1 Council Adopted Byford District Structure Plan (CABDSP)

It is critical that planning for the predicted population growth of the CABDSP area aligns with Perth and Peel@3.5million by promoting urban consolidation. This will be achieved through focusing development around existing activity centres providing efficient use of existing transport networks, service infrastructure, employment and key community/social infrastructure facilities. The CABDSP seeks to optimise the use of land in close proximity to key public transport infrastructure to establish new nodes of activities, underpinned by high-quality built form and public spaces linked together by a network of 'multiple use corridors'.

6.2 Council Adopted Byford District Structure Plan (CABDSP) Strategic Intent

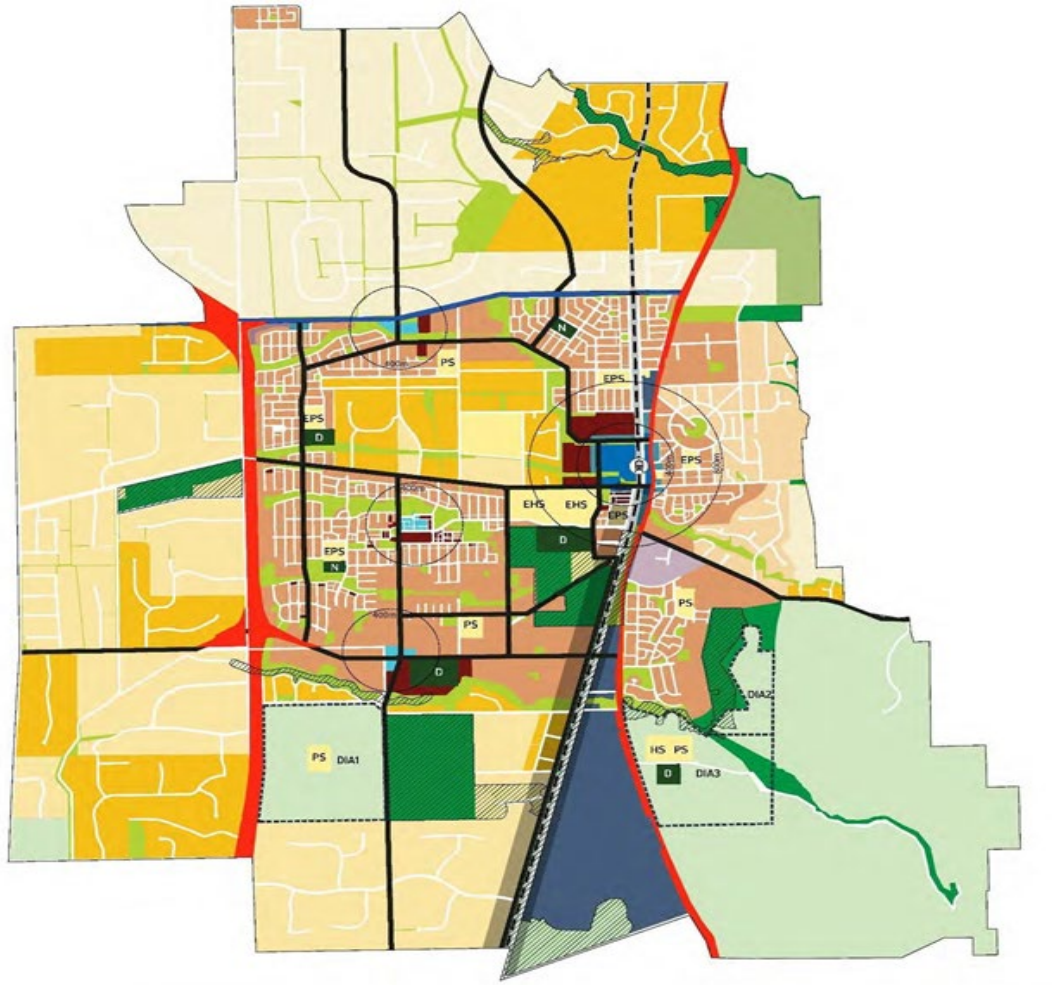
The CABDSP has been prepared to provide a broad framework for future land use planning and infrastructure provision for the area shown in the CABDSP map in **Figure 3**. It seeks to optimise the reuse and consolidation of key precincts and reinforce Byford's strategic role as a District Activity Centre.

This will be achieved through the following key changes (from the gazetted 2009 Byford District Structure Plan):

1. Redefined urban growth boundary, which delineates a core and rural-residential fringe. This will accommodate future growth in a defined area and protect existing rural-residential areas;
2. Increased residential density in the Byford Town Centre and establishment of it as an exemplar of a Transit Oriented Development (TOD) based around the proposed Byford Railway Station;
3. Increased area of the Byford Town Centre;
4. Identification of neighbourhood centres to provide local services in close proximity to urban growth areas, in accordance with the relevant approved local structure plans;
5. Identification of the Cardup Business Park within the CABDSP area;
6. Provision of a new high school and district open space in the southern portion of the CABDSP area;
7. Extension of internal north-south road linkages to the west of Soldiers Road to provide for through-connection between San Simeon Road and Turner Road;
8. Extension of Orton Road through to South Western Highway to reduce traffic congestion on Soldiers Road;
9. Extension of internal east-west linkage at Clara Street to facilitate internal movements around the Town Centre providing ease of access to parking and Kiss-and-Ride drop off zones;
10. Extension of the Tonkin Highway providing a major freight route for Byford, through to Mundijong;
11. Identification of character protection areas;
12. Identification of LSP areas and the matters to be considered within each LSP area;
13. Cardup Business Park changed from Industrial to Service Commercial.

To facilitate the above, this scheme amendment is required to update the Byford Development Contribution Plan in order to ensure adequate provision of community infrastructure and upgrades to other essential infrastructure (such as roads) are delivered for a population of 45,000 people.

Figure 3: Council Adopted Byford District Structure Plan (CABDSP) Map



Byford District Structure Plan			Scale: 1:10,000	Project Number: 2020/001	Project Name: Byford District Structure Plan	Project Date: 16/11/2020	Hames Sharley
LEGEND							
— CABDSP BOUNDARY	■ MEDIUM - HIGH R40-100	■ RAILWAY RESERVE					
■ DISTRICT CENTRE	■ LOW (SUBURBAN) R20-35	■ HIGH FREQUENCY TRANSIT CORRIDOR					
■ NEIGHBOURHOOD CENTRE	■ LOW (TRANSITIONAL) R2-10	■ PASSENGER RAIL LINE					
■ MIXED USE	■ SPECIAL RESIDENTIAL	● RAIL STATION					
■ COMMUNITY AND PUBLIC PURPOSE	■ RR-1	--- DIA BOUNDARY					
■ LIGHT INDUSTRIAL	■ RR-2	■ DIA DEVELOPMENT INVESTIGATION AREA					
■ SERVICE COMMERCIAL	■ R2/R3 SMALL HOLDINGS	■ EHS EXISTING HIGH SCHOOL					
■ BUSH FOREVER	■ R2/R3	■ EPS EXISTING PRIMARY SCHOOL					
■ DISTRICT/NEIGHBOURHOOD OPEN SPACE	■ PRIMARY DISTRIBUTOR	■ HS HIGH SCHOOL					
■ RESERVE	■ SECONDARY DISTRIBUTOR	■ PS PRIMARY SCHOOL					
■ MULTIPLE USE CORRIDOR/LOCAL OPEN SPACE	■ DISTRICT DISTRIBUTOR	■ D DISTRICT OPEN SPACE					
		■ N NEIGHBOURHOOD OPEN SPACE					

7 Development Contribution Plan

A draft Development Contribution Plan has been prepared in support of the CABDSP. The development contribution plan has been prepared by SPP Consulting in accordance with the Scheme and State Planning Policy 3.6 Development Contributions for Infrastructure. It applies to the Byford Development Contribution Area (DCA1).

The Byford Development Contribution Plan report has been prepared to set out in detail:

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

7.1 Contribution Items

Development contributions are proposed to be collected for various road infrastructure, district open space upgrades and administrative items within DCA1. Additional detail on these items is contained within the proposed scheme provisions and Development Contribution Plan Report.

7.1.1 Infrastructure items:

- Thomas Road (between Tonkin Highway and the Perth to Bunbury railway reserve)
- Abernethy Road (between Tonkin Highway and the Perth to Bunbury railway reserve)
- Orton Road (between Tonkin Highway and the South Western Highway)
- Kardan Boulevard (between Thomas Road and Abernethy Road)
- Indigo Parkway (between Thomas Road and Larsen Road)
- San Simeon boulevard (south of Larsen Road to Abernethy Road and Clara Street West)
- Soldiers Road and Gordin Way (between Abernethy Road and Cardup Siding Road)
- Doley Road (between Abernethy Road and Cardup Siding Road)
- Warrington Road (between Abernethy Road and Orton Road)
- George Street (from Pitman Way to Larsen Road)
- Byford Central District Open Space
- West Byford Primary School/Kalimna District Open Space
- Byford Primary School/The Glades District Open Space
- Orton Road District Open Space and REW Enhancement

7.1.2 Land for District Open Space, Public Open Space, Drainage and Roads:

All land required for district open space, public open space, drainage, new roads or widening in excess of a standard 20m reserve.

7.1.3 Water Monitoring

All costs associated with the development, implementation and ongoing operation of post-development water monitoring.

7.1.4 Administrative Items

All future costs associated with administration of the DCP, including:

- Costs to prepare and administer the DCP;
- Costs associated with the annual review of cost estimates;
- Costs 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.

7.2 DCP Report

The DCP Report has been prepared to accompany the Scheme Amendment but will not form part of the Scheme. The DCP Report provides the rationale and justification for the development contribution plan and is included as an Appendix. The Report has been prepared in accordance with SPP3.6 and includes:

- A map of the DCP area;
- The purpose and period of the DCP;
- Information regarding the operation of the DCP;
- The principles for determining development contributions and how they have been applied;
- Items included in the DCP;
- Estimated costs;
- The method of calculating development contributions;
- The priority and timing of infrastructure delivery;
- How payment of contributions is to occur; and
- The process for undertaking further reviews of the DCP.

The Scheme Amendment and DCP Report will be advertised concurrently.

8 CONCLUSION

Recent population growth and forecast population targets identified in the Perth and Peel @ 3.5 million Land Use Planning Strategy have necessitated the need to undertake a review of the Byford District Structure Plan. This review has determined that due to the population growth forecast for Byford, upgrades will be required to essential infrastructure such as public open space and roads.

To facilitate this, the proposed scheme amendment seeks to update the provisions of the Byford Development Contribution Area (DCA1) and include a revised version of the Byford Development Contribution Plan. These updates align with the actions proposed in the Shire's CABDSP and will assist in delivering community and other essential infrastructure required to implement the CABDSP. The Shire has identified the items as core priorities over the lifespan of the Development Contribution Plan to ensure the community's needs are met.

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

Planning and Development Act 2005

RESOLUTION TO AMEND A LOCAL PLANNING SCHEME

SHIRE OF SERPENTINE JARRAHDAL LOCAL PLANNING SCHEME NO. 2

AMENDMENT NO. 208

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 'Appendix 10 – Byford Development Contribution Area – Scheme Development Contribution' with the following:

Development contribution area name	10A – Development Contribution Area 1 - Byford
Reference number on Scheme Map(s)	DCA 1
Boundary of development contribution area	Refer Scheme Map(s)
<p>Items:</p> <p>Thomas Road between Tonkin Highway and the Perth to Bunbury railway reserve to the East:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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, 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 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 within the DCP:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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 (based on a single lane carriageway between Kardan Boulevard and Hopkinson Road, and a single lane split carriageway with central median, for the remaining section), 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; and • Associated costs including design and management. 	
<p>Orton Road between Tonkin Highway and the South Western Highway:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road reserve, to achieve a 30-metre wide 	

<p>road reserve, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.</p> <ul style="list-style-type: none">• Earthworks for the whole road reserve;• Complete road construction based on a single lane split carriageway with central median, 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; and• Associated costs including design and management.
<p>Kardan Boulevard between Thomas Road and Abernethy Road:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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 between Thomas Road and Larsen Road (previously part of the San Simeon Boulevard Upgrade project):</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road reserve, to achieve a width of 22.5 metres in areas adjacent to public open space and 27.5 metres in built up areas, plus additional land where necessary to accommodate channelization and/or roundabout construction at intersections.• Earthworks for the whole road reserve;• Complete road construction based on a single lane split carriageway with central median, 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; and• Associated costs including design and management.
<p>San Simeon Boulevard south of Larsen Road to Abernethy Road and Clara Street West in Town Centre:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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; and• Associated costs including design and management.
<p>Soldiers Road and Gordin Way between Abernethy Road and Cardup Siding Road:</p> <ul style="list-style-type: none">• Land required over and above a standard 20m road reserve (Soldiers Road requires a 30 metre wide road reserve and Gordin Way a 25m Road Reserve), plus additional land where necessary

<p>to accommodate channelization and/or roundabout construction at intersections;</p> <ul style="list-style-type: none"> • Earthworks for the whole road reserve; • Complete road construction based on a single lane split carriageway with central median, 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; and • Associated costs including design and management.
<p>Doley Road between Abernethy Road and Cardup Siding Road:</p> <ul style="list-style-type: none"> • Land required over and above a standard 20m road 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 based on a single lane split carriageway with central median, 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; and • Associated costs including design and management.
<p>Warrington Road 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 based on an undivided single carriageway, 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; and • Associated costs including design and management. <p>Note: No land is required over and above a standard 20-metre road reserve for Warrington Road.</p>
<p>George Street from Pitman Way to Larsen Road</p> <ul style="list-style-type: none"> • Earthworks; • Associated drainage works including water sensitive urban design measures; • Lifting of Sewer Manholes and other services; • Asphaltting and provision of flush kerbing; • Traffic facilities; • Public facilities; • Pedestrian crossings and key footpath intersections; and, • Footpath along eastern side of George Street including pram ramps.
<p>Byford Central District Open Space Improvements:</p> <ul style="list-style-type: none"> • Earthworks; • Grassing; • Irrigation; and • Associated costs relating to construction including design and management.
<p>West Byford Primary School/Kalimna District Open Space Improvements (under a JUA):</p> <ul style="list-style-type: none"> • Earthworks; • Grassing;

<ul style="list-style-type: none"> • Irrigation; and • Associated costs relating to construction including design and management.
<p>Byford Primary School /The Glades District Open Space Improvements (under a JUA):</p> <ul style="list-style-type: none"> • Earthworks; • Grassing; • Irrigation; and • Associated costs relating to construction including design and management.
<p>Orton Road District Open Space Improvements and REW Enhancement:</p> <p>This is a shared project with the Community Infrastructure DCP. The building and lights will be covered by the Community DCP and the ovals 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 relating to construction including design and management. <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, drainage, new roads or widening in excess of a standard 20m reserve.</p>
<p>Water Monitoring:</p> <p>All expended and estimated future costs for the post development water monitoring programme required by the Byford town site Drainage and Water Management Plan.</p>
<p>Administrative:</p> <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; • Costs 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.
<p>Contribution methodology</p> <p>The Byford development contribution area is divided into five precincts as shown on Plan 10A of Appendix 10.</p> <p>A Cost Contribution rate is to be calculated on a per lot/dwelling basis based on the estimated lot yield for those Precincts identified in Plan 10A</p>

A cost review is to be undertaken at least annually, at which time the Contribution rate will be established based on:

- Road Upgrades and Construction
- District Open Space Improvements
- Land Values
- Land required for Roads, POS, Drainage and DOS
- George Street
- Water monitoring costs
- Administration Costs
- Yields and Lots done
- Escalation Rates

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 start date for daily escalation is the approval date for the prevailing Cost Review.

The Contribution Rate is to be applied as follows where the DER is the daily escalation rate and D is the number of days since the last cost review:

i) Standard residential subdivision or development:

The number of additional dwellings/lots being created at the time of **subdivision/development** multiplied by the applicable development contribution rate.
(Precinct contribution rate per lot/dwelling x DER x D x number of additional lots or dwellings being created = Required development contribution).

ii) Non-standard residential subdivision or development

E.g. Lifestyle village, retirement village, caravan park, park home estate or similar.

The number of additional dwellings, residential units or similar created at the time of subdivision/development multiplied by the applicable development contribution rate.

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

iii) Non-residential subdivision or development

The R20 subdivision/development potential of the site (minus the equivalent of one lot or dwelling) multiplied by the applicable development contribution rate.

(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development potential of the site – the equivalent of one lot or one dwelling = Required development contribution)

For private education establishments and associated development, provided a shared use agreement for public access to district open space is agreed to the satisfaction of the Shire, development contributions shall be levied at the 0.3 percent of the total development costs of the site, as agreed with the Shire based on the building licence application.

iv) Mixed-use development

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.

Where based on dwelling potential:

(Precinct contribution rate per lot/dwelling x DER x D x R20 subdivision/development potential of the site - the equivalent of one lot or one dwelling = Required contribution rate).

Where based on the actual number of dwellings:

(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).

Period of operation

20 years

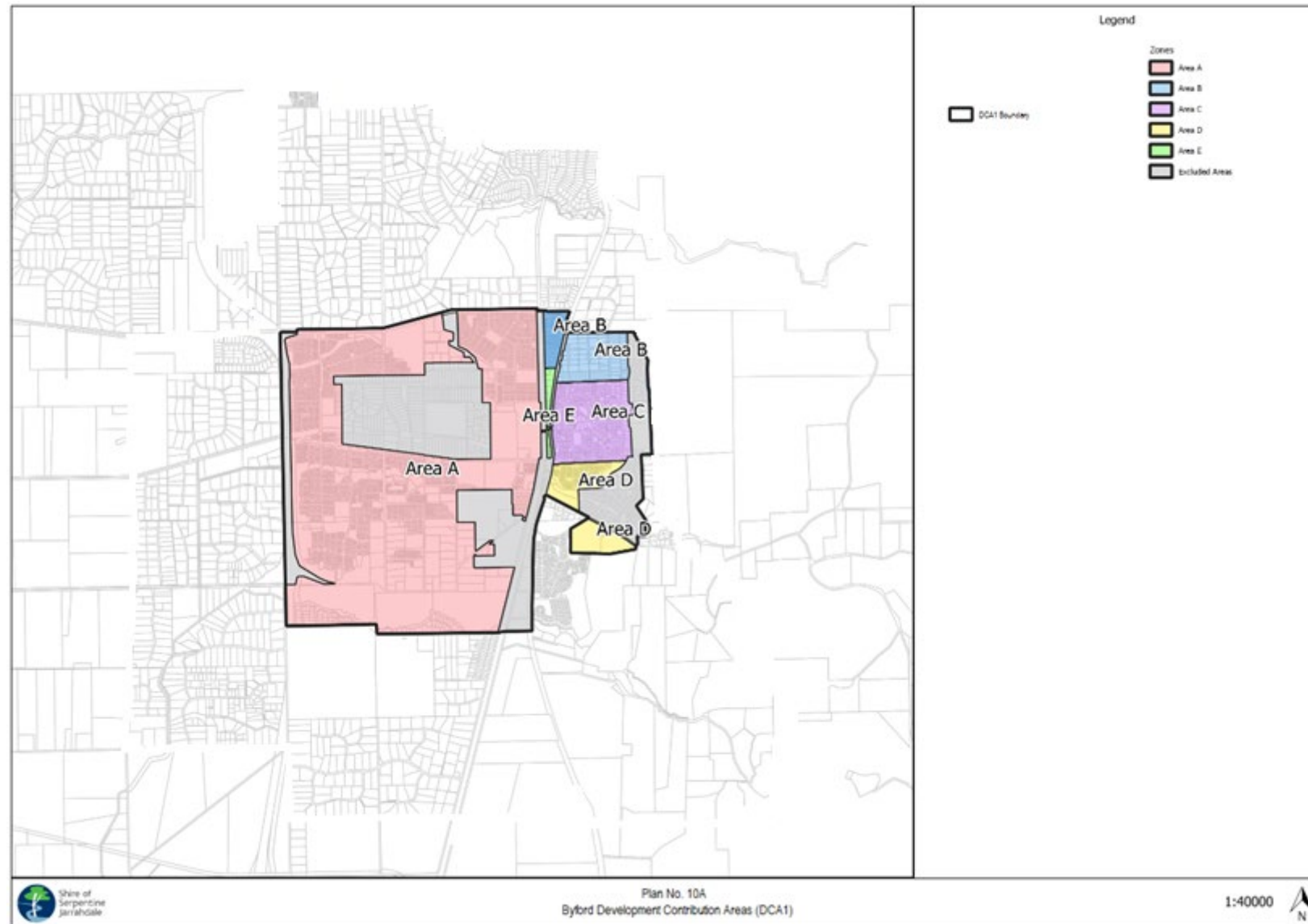
Priority and timing of infrastructure provision

Refer Development Contribution Plan report (as revised from time to time).

Review Process

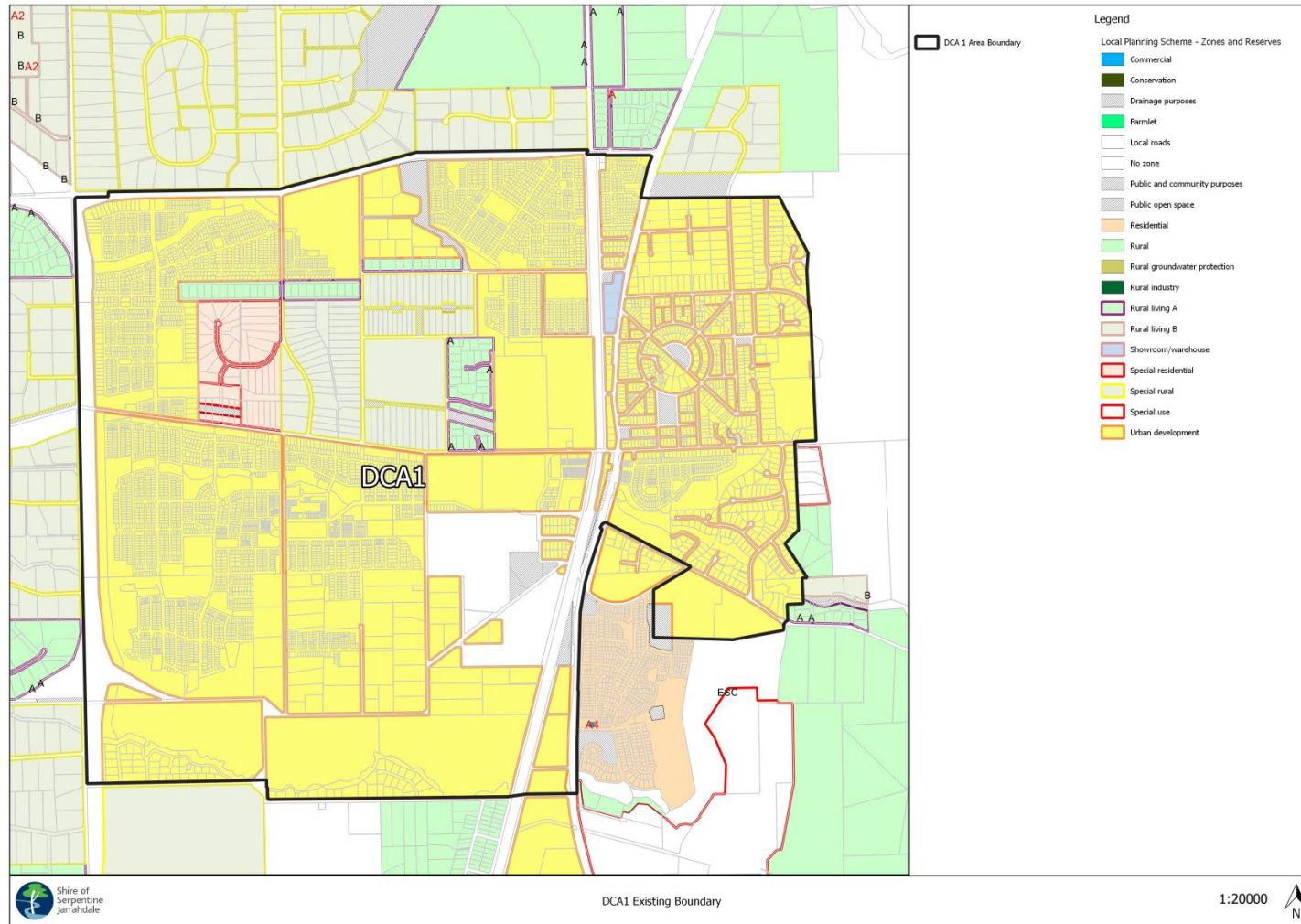
The development contribution plan will be reviewed when considered appropriate, having regard to the rate of subsequent development in the area since the last review and the degree of development potential still existing, but not exceeding a period of 5 years.

2. Replacing 'Plan No. 10a Byford Development Contribution Areas'.

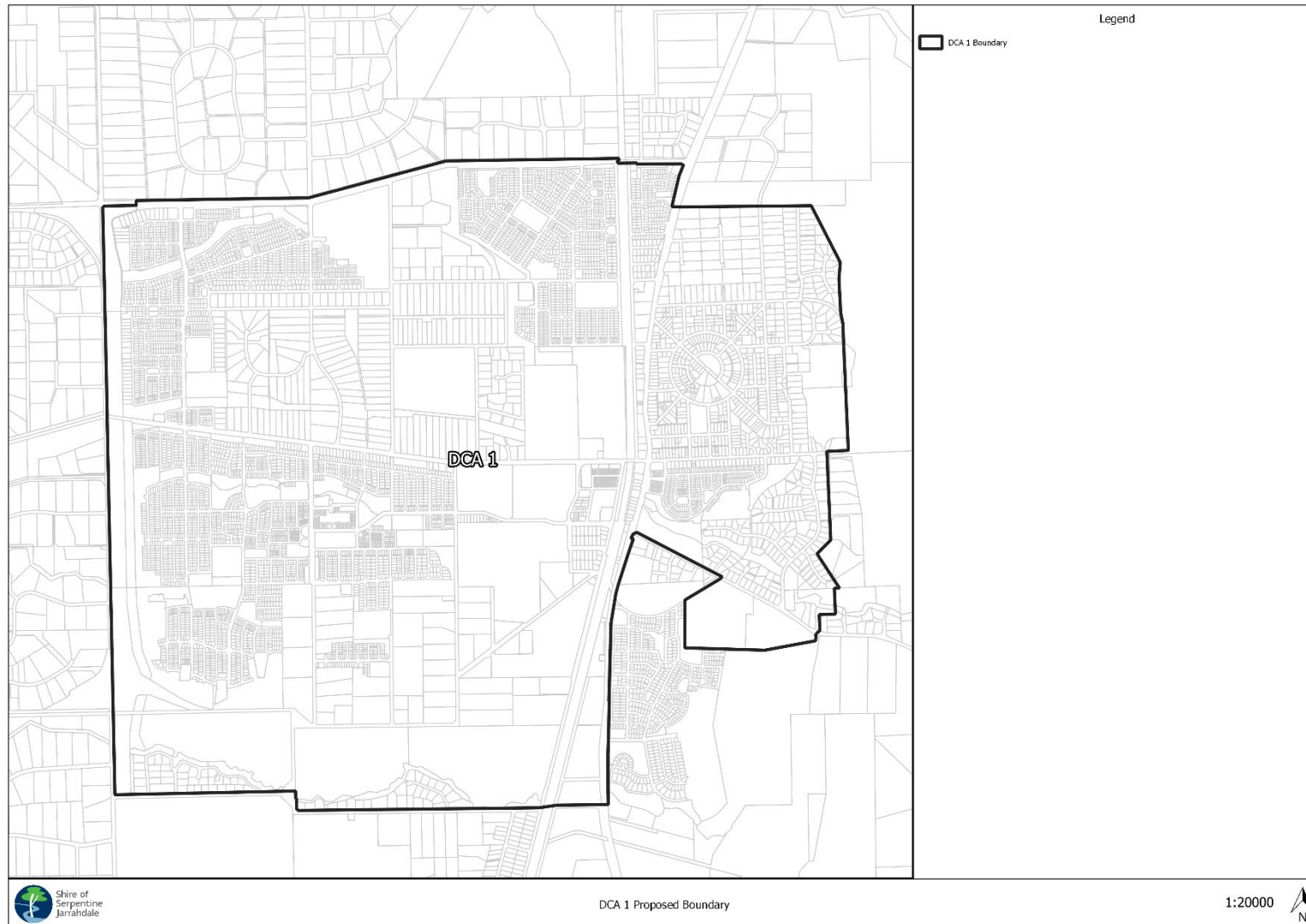


3. Amending the Scheme Maps to replace the DCA1 boundary with the DCA boundary shown on the Proposed Zoning Map.

Existing Zoning Map



Proposed Zoning Map



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 17th day of December 2018.

.....

SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support / not to be supported by resolution of the Shire of Serpentine Jarrahdale at the Ordinary Meeting of the Council held on the _____ day of _____ 20__ 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

WAPC ENDORSEMENT (r.63)

.....

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

DATE

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE