



Byford Traditional Infrastructure Development Contribution Plan

Report No. 6

Ordinary Council Meeting - 16 November 2020



Revision Schedule

| No. | Date | Details | CM |
|------------|-------------|--|-----------|
| 0.1 | 02/08/18 | First Draft | JE |
| 0.2 | 16/10/18 | Draft Revision | JE |
| 0.3 | 17/10/18 | Text Reformat | SOS |
| 0.4 | 29/10/18 | Draft Revision | SOS |
| 0.5 | 06/12/18 | Draft Revision | JE |
| 0.6 | 04/09/19 | Draft Revision | SM |
| 0.7 | 29/10/19 | Reformatting and draft for advertising | SM |
| 0.8 | 20/01/20 | Update WAPC comments | SM |
| 0.9 | 01/05/20 | Modifications for advertising | SM |



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1. Introduction

1.1 Background

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.

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.

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

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

The CABDSP therefore serves to guide the preparation of more detailed local structure plans (LSPs) facilitating subdivision and development within the Byford area. Infrastructure and land for public purposes will be required to cater for this development.

In January 2014, the first Development Contribution Plan Report (Byford Development Contribution Plan Report 1) was gazetted. Subsequent report revisions represent annual reviews which update costings and quantities, based on the existing Byford Development Contribution Plan as contained in TPS 2 Appendix 10, and will remain current until the gazettal of Amendment no. 208.

1.2 Context of Byford Development Contribution Plan Report number 6

The CABDSP results in the exclusion or inclusion of certain infrastructure items. The changes to infrastructure are captured in Amendment 208 that amends Appendix 10 in Town Planning Scheme No. 2 (TPS2).

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

Scheme Amendment 208 fulfils the 5-year review requirement and updates the Development Contribution Plan. This revision of the Development Contribution Plan Report No. 6 updates the contributions due for the revised DCP in Appendix 10.

See **Figure 1** “Council Adopted Byford District Structure Plan (CABDSP) Map”.



1.3 Purpose of the Development Contribution Plan number 6

This report has been prepared to set out in detail:

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

See **Figure 2** “Byford Development Contribution Area”.

1.4 Status

This Byford Development Contribution Plan Report has been prepared pursuant to Clause 9.3.10 of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2 (TPS 2).

The report should be read in conjunction with Clause 9.3 and Appendix 10 of TPS 2 and any relevant precinct-level LSPs. This Byford Development Contribution Plan Report does not form part of TPS 2 and comes into effect after the gazettal of Amendment No. 208 and following adoption by the local government.

2. Infrastructure, Land and Other Items

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

- Roads performing a district distributor function;
- Land for public and district open space and drainage;
- Water monitoring costs; and
- Administration costs.



2.1 Land

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

Standard Residential/Non-Standard Residential

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

Non-Residential/Mixed Use

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

Pursuant to Clause 9.3.11 of TPS 2, the estimated land value will be reviewed at least annually. The net land value is to be determined in accordance with the definition of "value" in TPS 2 s.9.3.12 and having general regard to the International Valuation Standards Committee's definition of market value as adopted by the Australian Property Institute. To account for the direct transfer of land, the fair market value should be discounted by standard marketing costs including fees, commissions and advertising cost.

The rate for residential and non-residential land rates is included in Appendix D.

2.2 Roads

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

- Thomas Road;
- Abernethy Road;
- Orton Road;
- Kardan Boulevard;
- Indigo Parkway;
- San Simeon Boulevard and Clara Street West;
- Soldiers Road and Gordin Way;
- Doley Road;
- Warrington Road and;



- George Street

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

2.2.1 Thomas Road – District Distributor

Thomas Road borders a significant portion of DCA1 area to its south. Under the Metropolitan Region Scheme (MRS), the road is reserved as an Other Regional Road, is identified as a district distributor and is being investigated for transfer to MRWA control. Until the transfer terms and timing are finalised, the Shire needs to make provision for the Thomas Road upgrade within the DCP.

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

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

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

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

- Land required 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 as required;
- Associated drainage works and water sensitive urban design measures;
- Shared paths.
- Utility removal, relocation and insertion; and
- Associated costs including design and management.

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

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.



2.2.2. Abernethy Road – Local Distributor

Abernethy Road is located centrally within DCA1, providing an east- west connection and linking in with the proposed expansion of the Byford Town Centre. Abernethy Road is a Shire controlled road and is not reserved under the MRS. The existing state of Abernethy Road is rural in nature, with a narrow single carriageway allowing for one lane in either direction. The road is not proposed to provide a direct connection to the future extension of Tonkin Highway and will ultimately become a cul-de-sac at this point subject to confirmation following further structure planning.

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

The upgrade of Abernethy Road will occur between the Tonkin Highway reserve and the railway reserve to the east. The portion of Abernethy Road adjacent to the Byford Trotting Complex will have half the cost of road widening, construction and upgrade borne by the DCP. The portion of Abernethy Road between Kardan Boulevard and Hopkinson Road will be retained as and the remaining section will be a single lane split carriageway with central median. The overall portion of costs borne by the Byford Development Contribution Plan is 71.25%.

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

- Land required 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.

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

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

- Minor intersections treatments into the adjoining subdivisional road network. These will be subject to a standard truncation requirement;
- Land required to achieve a standard 20 metre road reserve, which will be ceded free of cost as part of the subdivision process.
- In accordance with normal subdivision cost apportionment, half the cost share associated with the portion of road adjacent to the Byford Trotting Complex is excluded from the Byford Development Contribution Plan, as it is the responsibility of future development within the Trotting Complex. The excluded 50% cost share includes the land for widening, earthworks, drainage, construction and associated works; and
- Modifications to the current railway crossing configuration; as this may change in the future when detailed planning is undertaken by the Public Transport Authority for the future electrification of the railway line to Byford.



A detailed breakdown of the original costing for this project is provided in **Appendix B**. The value of land associated with each project is included in **Appendix E**.

2.2.3. Orton Road New – Local Distributor

Orton Road is located in the southern portion of DCA1, currently running east to west between Hopkinson Road and Warrington Road. Orton Road is a Shire controlled road and is not reserved under the MRS.

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

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

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

- Land required 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.

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

- Minor intersections treatments into the adjoining subdivisional road network. These will be subject to a standard truncation requirement;
- Land required to achieve a standard 20 metre road reserve, which will be ceded free of cost as part of the subdivision process; and
- Any intersection treatment with Tonkin Highway. Tonkin Highway is a Primary Regional Road under the MRS and is a responsibility of Main Roads WA.

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.



2.2.4 Kardan Boulevard – Local Distributor

Kardan Boulevard is located in the north-west portion of DCA1, providing a North-South connection between Thomas Road and Abernethy Road. Construction of the road provides an important connection for district traffic and public transport movements.

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

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

- Land required over and above a standard 20m road reserve, to achieve the required 25 to 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 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.

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

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

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.

2.2.5. Indigo Parkway – Local Distributor (previously part of the San Simeon Road upgrade)

Indigo Parkway is located in the northern portion of the DCA, providing a northwest- southeast connection between Thomas Road and Larsen Road. Originally part of the "San Simeon Boulevard" upgrade in previous DCPs, this project has now been split into two separate stages which reflect the correct road names, and which will allow each section to have a different priority status. Ultimately, the Indigo-San Simeon connector will be a key district level connection from Thomas Road to Abernethy Road and, with the additional inclusion of Clara Street, now provides a through route into Byford Town Centre. This connection will also assist in limiting vehicle movements through the Byford Trotting Complex.

The construction the Indigo Parkway will occur between Thomas Road and Larsen Road, the length of the road to be completed is 1,600 metres. Subject to final design, Indigo Parkway will have a width



of 22.5 metres in areas adjacent to public open space and 27.5 metres in built up areas.

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

- Land required over and above a standard 20m road reserve, to achieve up to a 27.5 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.

The following items are not included in the Byford Development Contribution Plan for Indigo Parkway:

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.

2.2.6 San Simeon Boulevard and Clara Street West – Local Distributor

San Simeon Boulevard and the Clara Street Extension West is in the central portion of DCA1 and connects San Simeon Boulevard south of Larsen Road to Abernethy Road and the South Western Highway. These are two new roads to be constructed as part of the town Centre Development.

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

- 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.



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

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.

2.2.7. Soldiers Road and Gordin Way – Regional Distributor

The section of Gordin Way and Soldiers road from Abernethy Road to Cardup Siding road requires upgrading, including a modified roundabout intersection at Soldiers Road, Turner Road and Gordin Way. This upgraded intersection will provide preference for vehicles to use Gordin Way as an entry road into the Byford Town Centre. This modified roundabout intersection would guide vehicles to Gordin Way and North towards the San Simeon/ Abernethy Road Intersection.

The following items are included in the Byford Development Contribution Plan for Soldiers Road and Gordin Way:

- 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 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

The following items are not included in the Byford Development Contribution Plan for Soldiers Road and Gordin Way:

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.



2.2.8. Doley Road – Local Distributor

Doley Road is located in the southern portion of DCA1, providing a North-South connection between Abernethy Road and Cardup Siding Road. Doley Road will play an important district role by providing vehicle access into the proposed local centre, which will cater for a wide catchment population.

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

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

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

- Land required 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.

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

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

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.

2.2.9. Warrington Road – Local Distributor

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

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

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



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

- 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

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

- Minor intersections treatments into the adjoining subdivisional road network. These will be subject to a standard truncation requirement;

A detailed breakdown of the original costing for this project is provided in **Appendix A**. The value of land associated with each project is included in **Appendix E**.

2.2.10. George Street – Local Road

George Street is a local road, which requires upgrading and/or constructing between Pitman Way to Larsen Road. George Street has been the subject of a local planning policy that requires contributions from the Service Commercial lots fronting onto the road. The following items are included in the Byford Development Contribution Plan for George Street:

- 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.

Cost apportionment for George Street has been determined based on the frontage of each lot to George Street and shown in **Appendix F**.

2.3. Road Reserve Improvements

The amenity of urban areas can be substantially enhanced through public realm improvement works such as vegetation, hard landscaping, public art and higher design standards of infrastructure. Road



reserves provide significant opportunities for amenity enhancement, especially in the case of wider reserves such as distributor roads and in the instance of split- carriageways.

Thomas Road, Abernethy Road, Orton Road and the other distributor roads have the ability to incorporate significant improvement works.

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

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

2.4. Land for Road Reserves

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

The cost and meterage of all land required (already acquired and for future acquisition is detailed in **Appendix E**.

2.5. District Open Space Improvements

The Shire's Community Infrastructure and Public Open Space Strategy (CIPOS) outlines the general approach and philosophy in planning for community infrastructure and public open space in the Shire of Serpentine Jarrahdale. It provides a guiding document for current and future development relevant to this purpose and is further supported by the Shire's Community Infrastructure and Implementation Plan (CIIP).

The CIIP rationalises service provision for expenditure within asset categories, and sets out a programme based on community priorities, resource availability and overall community needs. The types of community infrastructure include sport, recreation, community, emergency, tourism and Shire administration requirements. These facilities are to cater for the growing pressures on local clubs, community groups and service providers, where the increasing population increases service delivery requirements.

As part of the investigations of CIPOS, it has been identified that the Byford District currently has a shortfall of District Open Space suitable for senior competition sports. As part of the CABDSP, a provision has been set aside for the allocation of two senior sized playing fields south of Orton Road. A Shared Use Agreement (SUA) exists between the Shire and West Byford Primary School (Kalimna) and negotiations are ongoing with the Byford Primary School (Glades - Woodland Grove Primary School) to finalise a Shared Use Agreement for the required level of district open space. An SUA also will need to be negotiated between the Shire, the Department of Education and the Catholic Education Office for the State High School and the Catholic K-12 School just north of the Recreation



Centre.

It is likely that at least two senior sized playing fields (165m x 135m) will be located on these sites along with two Hockey/Soccer/Rugby Pitches. Community consultation has identified the need for playing fields to cater for sports not yet operating in the Shire (such as Soccer, Hockey, and Rugby). This necessitates playing fields to be of a size that can accommodate sporting field requirements consistent with Australian Standards and associated guidelines.

The DOS facilities at the High School and Catholic school sites are covered in the proposed Community Infrastructure Byford Development Contribution Plan. The construction of the District Open Space ovals on land acquired by the Byford Development Contribution Plan is included within the Byford Development Contribution Plan at the following sites:

- Byford Central;
- Kalimna /West Byford Primary School;
- Byford Primary School /The Glades District Open Space (senior AFL oval and rectangular field);
- Orton Road District Open Space (two Senior AFL Ovals)

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

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

Appendix H details the Land required for District Open Space.

2.5.1. Byford Central District Open Space (Soccer)

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

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

All works associated with the above scope have now been completed.

2.5.2. The West Byford Primary School / Kalimna District Open Space Oval

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



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

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

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

All works associated with the above scope have now been completed.

2.5.3. Byford Primary School / The Glades District Open Space (Woodland Grove School)

As with the revealed demand for the Kalimna District Open Space, The Glades is expected to experience a similar level of AFL sporting demand and the Shire has recognised additional demand for other football codes. To meet this need, the size of the Byford Primary School / The Glades DOS was reconfigured and expanded by a further 0.7549 ha to accommodate a new senior sized AFL field. A JUA will be negotiated with the Department of Education to share the cost of developing the oval between the Shire and the Department of Education. Note, the additional District Open Space land was formerly allocated to POS.

The following items are included in the Byford Development Contribution Plan and details of the DCP share of the costs (under a JUA) are included within **Appendix C1**. Land required is costed and covered separately under 2.6 and 2.7:

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

2.5.4. Orton Road District Open Space

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.

This will be two senior sized AFL fields, which will require the Public Open Space within the Orton Road Part of the Glades Structure plan, to be reconfigured. This will allow the 7.88 ha required to accommodate the DOS in this precinct. Note; a part of the additional District Open Space land was formerly allocated to POS.



The following items are included in the Byford Development Contribution Plan (land required is costed and covered separately under 2.6 and 2.7 and within **Appendix C2**):

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

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.

2.6. Land for Open Space and/or Drainage

A significant amount of land will be provided within DCA1 for:

- Public and District open space;
- Dual-function Public Open Space and drainage land; and
- Drainage only purposes.

This land includes:

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

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

- The existence of multiple-use corridors and other Public Open Space entailing a dual drainage and recreation function.
- Numerous LSPs being prepared based on different Public Open Space credit calculation methodologies based on different versions of Liveable Neighbourhoods.
- Deposited plans of subdivision being endorsed containing combined reserves for drainage and recreation.
- Early structure planning and subdivision being based on the adopted Byford Urban Stormwater Management Strategy. This Strategy has now been replaced with the Byford Town site Drainage and Water Management Plan that is guiding more recent LSPs and subdivision applications.



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

Figure 5 details the Local Structure Plan Areas referenced.

2.7. Estimated amount of land for Public Open Space and Drainage

A significant amount of detailed planning has been completed for the DCA1 area, in the form of LSPs. This level of planning allows for the specific identification of land areas required for drainage and/or Public Open Space. More recently, the finalisation of the Byford Town Centre has identified additional land for drainage between South Western Highway and George Street and to the east of the high school site.

There are however several areas within Byford which have not yet been subject to the preparation of LSPs, including the Doley Road, Mead Street, Briggs Road and Stanley Road areas. To ensure that appropriate funds are collected to allow for the future purchase of land required for POS and drainage within these areas, it has been necessary to determine an estimated amount for each precinct.

The following methodology has been applied:

1. A review of LSPs and spatial data has been undertaken to identify the total amount of land covered by each LSP and the total amount of land required for Public Open Space and drainage.
2. From these totals, the percentage of land required for Public Open Space and drainage has been calculated.
3. Spatial data has been used to identify the total land area of areas in Byford for which LSPs have yet to be prepared.
4. The percentage identified in step 2 has then been applied to the total identified in step 3 to generate an estimated amount of land required for Public Open Space and drainage in these areas.
5. The Public Open Space and drainage land areas identified in steps 1 and 4 are then added to identify a total estimate of land required for POS and drainage within Byford DCA1.

Based on this methodology, it has been estimated that 118.6956 hectares of land will be required for Public Open Space and drainage in the Byford Development Contribution Plan.

Notes:

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

Appendix G details the calculations and associated historic and future costs for Public Open Space and Drainage.



Figures 6 and 7 show a graphical representation of Public Open Space/drainage subject to a non-residential land value.

2.8. Items not included

State Policy provides a clear indication that the development of POS to a minimum standard, and maintenance for a minimum period, is at the developer's expense. As such, the development and initial maintenance of Public Open Space is not included within the Byford Development Contribution Plan and will be the responsibility of the subdivider.

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

It should be noted that the Council has resolved not to require Public Open Space contributions from subdivision and development in the existing Byford Town site, identified as Byford Development Contribution Plan Area C on Plan 16A of Appendix 16 of TPS 2 except for land required for District Open Space.

While the Byford Development Contribution Plan includes land for drainage purposes, it does not include drainage works themselves (i.e. earthworks, drainage infrastructure such as piping, pits, mechanical treatments, water sensitive urban design treatments or similar). These are considered subdivisional works, generally required by local water management strategies and urban water management plans, and are very difficult to calculate given the varying nature of drainage infrastructure provided and proposed throughout Byford. Developers may treat drainage works in various ways to benefit their development. The requirement to provide optimal certainty in costing Byford Development Contribution Plan items to achieve equity between developers over time reinforces the need to exclude drainage works. The drainage works contained within the proposed roads are permitted to be included in accordance with SPP3.6.

2.9. District Open Space

Land identified as District Open Space occurs in five LSPs. These are Byford Central (2.4979 ha), Kalimna (4.0618 ha), Byford Primary School/The Glades (1.0203 ha) and Orton Road DOS (7.8800 ha).

Appendix H details the calculations and costs for land for District Open Space.

2.10 Water Monitoring

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

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



prepare the Byford Flood Plain Management Strategy and then later engaged consultants GHD to further progress this work in the form of a DWMP. In February 2008, a draft DWMP for Byford was released by the DoW for public comment. The DWMP was published as a final document in September 2008.

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

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

Both approaches will allow longer-term trends in water quality and quantity to be identified and monitored as the DCA1 is fully developed. Suitable remediation works or structural controls may be implemented to rectify any identified problems.

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

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

As Development progress within the Byford area has been slower than anticipated, no monitoring has been carried out to date, however district level sampling is anticipated to commence in early 2020, which will capture the requirements up to year 8 of the DWMP.

Appendix I gives a detailed breakdown of the costs associated with Water Monitoring.

2.11. Outstanding Costs

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

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

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

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

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



2.12. Administrative Items

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

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

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

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

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

2.13. Cost Review Reconciliation

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

A Cost Review can result in a surplus or deficit given it represents only the time between review periods. A surplus means the contributions arising from lots developed exceeded the Byford Development Contribution Plan costs incurred at the review date. A deficit means that the contributions arising from lots developed were less than the costs incorrect at the review date. Future Byford Development Contribution Plan contribution rates take account of net contributions and future works and lots yet to be developed.

Over the life of the Byford Development Contribution Plan, the methodology employed in this Byford Development Contribution Plan should see the annual surpluses and deficits cancel out.

Appendix K details the Annual Cost Review Outcomes from the latest Review and any adjustment required for the following DCP period.

2.14. Total Cost

Appendix L details a cost summary for all completed and future costs associated with this DCP 6 in the current review period and adjust for any surplus or deficit from the previous review period.



2.15. Cost Escalators

Three cost escalators are used as described in 3.4.2. Applicable escalation rates for each review period are included in **Appendix O**.

2.15.1. Administration Escalation Rate (AER)

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

2.15.2. Infrastructure Escalation Rate (IER)

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

2.15.3. Land Value Escalation Rate (LVER)

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

3. Development Contribution Methodology

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

3.1. Precincts

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

Figure 8 provides a graphical representation of the precinct areas.

Table 1 – Precinct Contribution Items

| Item/Precinct | A | B | C | D | E |
|---------------|---|---|---|---|---|
| Thomas Road | X | X | X | X | X |



| | | | | | |
|--|---|---|---|---|---|
| Abernethy Road | X | X | X | X | X |
| Orton Road | X | X | X | X | X |
| Kardan Boulevard | X | | | | |
| Indigo Parkway | X | | | | |
| San Simeon Boulevard and Clara Street | X | | | | |
| Soldiers Road | X | | | | |
| Doley Road | X | | | | |
| Warrington Road | X | | | | |
| George Street | | | | | X |
| Land for Roads | X | X | X | X | X |
| District Open Space Improvements | X | X | X | X | X |
| Land Acquisitions for District Open Space | X | X | X | X | X |
| Land Acquisitions for Public Open Space & Drainage | X | X | | X | X |
| Water Quality Management | X | X | X | X | X |
| Development Contribution Plan Administration | X | X | X | X | X |
| Cost Review Reconciliation | X | X | X | X | X |

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

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

Furthermore, in the absence of an LSP and detailed drainage investigations, it has not been possible to determine the drainage requirements for Precinct C. The area, therefore, will not be required to contribute toward land for drainage purposes. This situation may be reviewed in the future pending further detailed planning and detailed investigations into drainage requirements.



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

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

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

3.2. Estimation of Lot/Dwelling Potential

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

The following methodology has been applied:

1. A review of LSPs and spatial data has been undertaken to identify the estimated total lot/dwelling yield for each area covered by an LSP or approved subdivision application.
2. The estimates for greenfield areas not yet subject to LSPs have been determined through identifying the total land area, deducting 40 percent (accounting for land required for public purposes such as roads, POS and drainage), and then determining the subdivision/development potential of the remaining land area based on its residential density coding.
3. The lot/dwelling estimates for infill sites (i.e. existing urban) not yet subject to LSPs were determined through manual calculations of the development potential of each landholding based on the relevant residential density.
4. By adding the lot/dwelling yields calculated in steps 1-3, the total estimated lot/dwelling yield for the Byford Development Contribution Plan area has been identified.
5. A 'Parent lot' deduction has been included within the total lot count. Parent lots do not generate a contribution requirement in the Byford Development Contribution Plan.

As lots extinguish their liability to pay contributions, the future lot count is revised at each cost review.

Table 2 – Estimated Lot Yield

| Local Structure Plan Areas | Total Site Area (ha) | Estimated Dwelling Yield | | | | | Source |
|----------------------------|----------------------|--------------------------|---|---|---|---|--|
| | | A | B | C | D | E | |
| Byford Town Centre | 78.29 | 415 | | | | | L1 Abernethy Rd Sub Approval (WAPC 145778) |
| Marri Park | 28.85 | 316 | | | | | LSP Nov 2012 & Sept 2013 |
| Byford Central | 65 | 743 | | | | | LSP Jan 2006 |



| | | | | | | | |
|-----------------------|-----------------|--------------|------------|----------|------------|----------|------------------------------------|
| The Reserve | 8.7759 | 116 | | | | | LSP Oct 2009 |
| Byford Meadows | 29.4 | 359 | | | | | LSP Jun 2014 |
| L15 Abernethy Road | | 73 | | | | | Subdivision Approval (WAPC 148939) |
| Redgum North & South | 68.55 | 704 | | | | | LSP Sept 2013 & May 2015 |
| Kalimna | 52.6424 | 352 | | | | | LSP Oct 2009 |
| Byford Green Private | 16.6 | 216 | | | | | LSP Jan 2013 |
| Byford West | 31.56 | 377 | | | | | LSP July 2010 |
| The Glades | 329.4532 | 3,638 | | | | | LSP April 2011 |
| Doley Road Precinct | 120.5 | 1,900 | | | | | Draft LSP Jan 2016 |
| The Brook | 32.3 | | | | 425 | | LSP Aug 2014 |
| Stanley Road Precinct | 24.41 | | 320 | | | | LSP Draft Jan 2017 |
| Sunrays | 6.35 | | 83 | | | | GIS |
| St Thomas Estate | 5.4582 | | 60 | | | | LSP Aug 2014 |
| Total | 898.1397 | 9,209 | 463 | 0 | 425 | 0 | 10,097 |

| Non-Structure Planned Areas | Total Site Area (ha) | Estimated Dwelling Yield | | | | | Source |
|-----------------------------|----------------------|--------------------------|-----|-----|-----|----|---|
| | | A | B | C | D | E | |
| Briggs Road/Larsen Road | 18.77 | 200 | | | | | Total area minus 40% (land for public purposes) divided by 450 m ² (R20) |
| Stanley Road North East | 24.42 | | 320 | | | | Total area minus 40% (land for public purposes) divided by 450m ² (R20) |
| Mead Street | 4.8 | 106 | | | | | Total area (no land for public purposes) divided by 450 m ² (R20) |
| Old Quarter | 98.637 | | | 630 | | | Manual Calculations |
| Nettleton Road | 23.6112 | | | | 315 | | |
| George Street | | | | | | 62 | |



| | | | | | | | |
|--------------|-----------------|------------|------------|------------|------------|-----------|--------------|
| Total | 170.2382 | 306 | 320 | 630 | 315 | 62 | 1,633 |
|--------------|-----------------|------------|------------|------------|------------|-----------|--------------|

| Yield | | A | B | C | D | E | Total |
|---|--|--------------|---------------|---------------|---------------|--------------|---------------|
| Residential + Mixed Use Residential Equivalent | | 9,502 | 463 | - | 425 | 0 | 10,389.66 |
| Non-Structure Planned | | 306 | 320 | 630 | 0 | 62 | 1,318.00 |
| Total Lot Yield | | 9,808 | 783.00 | 630.00 | 425.00 | 62.00 | 11,708 |

Notes:

Old Quarter yield has been discounted by 50% in recognition of the likelihood some existing lots may not be redeveloped.

Land for public purposes (i.e. Public Open Space, drainage and similar) is expected to be provided within the Doley and Briggs Road precincts. As such, a 40 percent deduction has been applied to the total site area of each precinct.

It is assumed that no land will be provided for public purposes within the Mead Street precinct given its existing development pattern. As such, a 40 percent deduction has not been utilised.

In the absence of finalised LSPs depicting residential densities, an R20 code has been utilised to determine the lot/dwelling estimates for the Doley Road, Briggs Road and Mead Street precincts.

Due to the nature of infill development proposed for the Stanley Road and Old Quarter precincts, lot/dwelling estimates have been made based on manual calculations of the subdivision/development potential of each lot.

The yield estimate calculated for mixed development is based on 15 lots per gross hectare to provide for infrastructure of subdivision works such as roads and drainage facilities to be transferred to the state / local government. Where individual lots do not require land to be transferred to the state / local government, 20 lots per gross hectare has been applied.

The hypothetical lot yield for George Street is based on the contributing lot frontages from the remaining length of the street being 770 metres. Given the R20 zoning, it has been assumed for the purposes of establishing a hypothetical yield that the average lot width fronting George Street is 12.5 metres. Thus hypothetical number of lots is "length/12.5m=number of lots". For the calculation of contribution cost liability, the actual frontage, as determined by the Diagram of Survey, will be applied to a cost per metre.

See **Appendix M** for calculations on lots completed and remaining.



3.3. Identifying the Contribution Rate for Each Precinct

The Byford development contribution area is divided into five precincts. Each precinct will contribute toward certain infrastructure and cost items. Each precinct will therefore have a different contribution rate.

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

A breakdown of these costs is provided in **Appendix N**.

3.4. Calculating the Contribution rate for Landowners/Developers

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

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

Various types of residential and non-residential subdivision and development will occur within Byford. The following sections identify how the methodology applies to each of these scenarios. For the purposes of calculating an R20 equivalent, a minimum area of 450m² will be implemented, as per State Planning Policy 7.3 - Residential Design Codes Volume 1.

3.4.1. Cost Review input into Contribution Rate Revisions

Cost Reviews will be undertaken at least annually.

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

- Appendix A & B - Road Upgrades and Construction
- Appendix C – District Open Space Improvements
- Appendix D - Land Values
- Appendix E - Land for Roads
- Appendix F – George Street
- Appendix G - Land for POS & Drainage
- Appendix H - Land for DOS
- Appendix I – Water monitoring costs
- Appendix J – Administration Costs
- Appendix K – Cost Review
- Appendix L – Cost Summary
- Appendix M – Yields and Lots done
- Appendix N – Contribution Rates
- Appendix O – Escalation Rates



3.4.2. Calculating the Contribution Rate between Cost Reviews

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

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

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

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

3.4.3. Standard Residential Subdivision or Development

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

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

The calculation methodology works on the additional number of lots/dwellings being created. This approach is based upon each original lot either having, or having the potential to entail a single dwelling without the requirement for substantial infrastructure upgrades. The creation of the first dwelling or lot would therefore in effect, retain the status quo and not necessitate a contribution toward infrastructure upgrades, land and other items.

For the avoidance of doubt, the original lot is the parent lot for the subdivision. Where subdivision is being undertaken in stages on a parent lot, there is one lot credit only for that lot. In other words, each subdivision stage does not receive a one-lot credit.

3.4.4. Non-Standard Residential Subdivision or Development

There may be instances in the Byford DCA1 where the large-scale permanent residential development of a site is proposed without any standard residential subdivision and/or development (i.e. a lifestyle village, retirement village, caravan park, park home estate or similar).



Development contributions will be required from such forms of non-standard residential subdivision/development as for Standard Residential Subdivision or Development shown in 3.4.3 above.

3.4.5. Non-Residential Subdivision or Development

Portions of land within the Byford DCA1 will be developed for non-residential purposes, including retail/commercial, community purpose (or similar) and private schools. All forms of development contribute toward a need for new and improved infrastructure including roads. Non-residential development is no different in this regard.

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

Development contributions for non-residential subdivision or development are calculated on the number of dwellings/lots that could have been created/developed at an R20 density (i.e. the R20 subdivision/development potential of the site), minus the equivalent of the first lot/dwelling created in a subdivision or a development. Note, the one lot credit can be claimed only once in any multi-staged development based on the parent lot or single lot paid as part of an earlier subdivision.

The R20 development potential of the site will be determined according to the overall lot area, minus any land needed for additional infrastructure/subdivision works such as roads and drainage facilities to be transferred to the state or local government.

The lot/dwelling equivalent is calculated in accordance with net site size 450m² for sites or portions of sites covered by a DA where 450m² represents the minimum lot size within an R20 zone. Since the calculation of dwelling/lot equivalents is a hypothetical yield based on an area, the resulting number of dwellings or lots in non-residential zones may not be a whole number thus allowing partial dwellings/lots to be used in the calculation of contribution liability.

For each precinct:

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

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

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

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

Actual development costs will be used in each JUA contribution assessment for determining the 0.3 percent contribution liability.



3.4.6. Mixed Use Development

In the context of mixed-use development, there are residential and non-residential components. Mixed use therefore can combine standard residential (3.4.3), non-standard residential (3.4.4) and non-residential (3.4.5) forms of development. The contribution rate is based upon the number of dwellings/lots equivalents that could have been created/developed at an R20 density on the overall lot area, or the actual number of residential dwellings/lots being created at the time of subdivision/development, whichever is the greater, minus the equivalent of the first dwelling/lot created in the first stage of development.

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

Precinct contribution rate per dwelling x DER x D x (R20 development potential of the overall lot area)
or (actual number of dwellings), whichever is greater, less one dwelling/lot equivalent for the first
development on the existing lot.

= Required development contribution

It is recognised development can be staged on a site. Therefore, the calculation of contribution liability will be calculated for each stage. It is important to note that where the land use is non-residential, a Byford Development Contribution Plan liability will be incurred only once on any site area (footprint) provided the liability discharged is based in the full R20 potential of 450m² per dwelling or lot. Subsequent non-residential development will not be liable for additional Byford Development Contribution Plan contributions.

For example, multilevel non-residential development or ongoing development on the non-residential site will be exempt from further Byford Development Contribution Plan liability – liability is based on the non-residential land “footprint”. However, should there be subsequent residential development over the non-residential development footprint; additional contribution liability will be incurred should the actual number of dwellings constructed exceed the R20 development potential used to calculate the non-residential contribution liability.

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

3.4.7. Future Subdivision/Development Potential

It is acknowledged that land within the Byford area may be developed to a residential density lower than that envisaged within the yield calculations. Such development may however allow for additional subdivision and/or development in the future.

Contributions will be required for the creation of additional lots/dwellings post-initial development at the time that those additional lots/dwellings are created. Such additional contributions will be required in accordance with the Byford Development Contribution Plan.

It should be noted that future lot yield is the base for calculation of contribution/lot. At each cost review, the future yield will be adjusted to account for lots on which contributions have been paid.

3.4.8. Change of use of a Development

Where a change in use from Residential to Non-Residential, or vice versa, occurs after the original contribution liability has been discharged, the contribution liability will be recalculated using the



methodology for the revised use, at the current DCP contribution rates. The revised number of lots/dwellings will be adjusted to account for the original number of lots/dwellings paid, in order to calculate any additional contributions payable or credits to be applied.

Example 1:

A residential lot of 927m² incurs a one-lot contribution at Subdivision clearance stage. After the contribution has been paid, a Development Application is received for a Non-Residential use of the lot. The Non-Residential methodology calculates contributions on dwelling yield of the lot, less one parent lot (3.4.5).

Calculation: 927m² / 450m² (R20 potential) = 2.06 lots, less one parent lot = 1.06 lots payable under the non-residential methodology. A one lot contribution has already been paid, therefore 0.06 lots are payable at the current contribution rate.

Example 2:

A non-residential lot of 927m² incurs a contribution of 2.06 lots, less one parent lot = 1.06 lots at Subdivision clearance stage. After the contribution has been paid, a Development Application is received for only one residential dwelling on the lot, for which contributions are calculated on the number of dwellings.

Only one lot is payable under the Residential methodology. A contribution for 1.06 lots has already been paid; therefore, 0.06 lots are creditable to the account of the developer at the current contribution rate.

3.4.9. Change in number of Residential Dwellings within a Lot

Where a change in the number of residential dwellings occurs on a lot after the original contribution liability has been discharged, the contribution liability will be recalculated using the revised number of lots. The number of lots/dwellings liable for contributions will be adjusted to account for the original number of lots/dwellings paid, in order to calculate any additional contributions payable or credits to be applied and will be calculated at the current contribution rate.

Example:

A residential lot incurs a one-lot contribution at Subdivision clearance stage. After the contribution has been paid, a Development Application is received for a three dwelling strata/grouped housing development on the lot. Under the new development application, contributions are due for three dwellings. As a one-lot contribution has already been discharged, contributions are required for the additional two dwellings at the current DCP contribution rates.

4. Application and Payout of Developer Credits

Credits are earned through ceding of land identified in the DCP or through pre-funding of infrastructure works by a Developer. A credit balance will be used to offset future Contributions owed by a Developer in the first instance.



Credits must be “earned” before they can be used to offset a Contribution liability, i.e. from land previously ceded, or ceded in the same subdivision clearance under which Contributions become due. Contributions cannot be offset against future anticipated credits values.

Once the Developer has completed all landholdings in the DCP area, the Developer may apply for a refund of any balance of credits. Payout of credits is subject to the conditions below:

- Where Priority Infrastructure items are identified in the DCP and have yet to be completed; only values associated with those items can be paid out from the Byford Development Contribution Plan restricted cash account;
- All other Byford Development Contribution Plan credits will be held on account and the value will be held as at that point in time, until the Priority Infrastructure has been completed *and* surplus funds are available for payment;
- All credit refunds are paid at the Shire’s discretion;
- Upon completion of the Development Contribution Plan, any balance owed to Developers shall be paid out within 90 days of the condition clearance of the final subdivision of the DCP.

The Priority infrastructure identified in this DCP is/are listed below:

- Priority 1 - Abernethy Road
- Priority 2 – Indigo Parkway

5. Priority and Timing of Provisions

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

- Ensuring a constant turnover of funds – By managing the cash flow of the Byford Development Contribution Plan, the Shire can optimise the use of funds between land acquisition and civil works and recoument of developer pre-funding.
- Prioritising the purchase of land identified for public purposes that encompasses all of, or a substantial portion of, one landholding – such landholdings are essentially “quarantined” from subdivision and/or development and would be difficult to sell to a private buyer.
- Constructing infrastructure on an “as needs” basis to facilitate development – This is especially apparent in the context of road upgrades.
- Undertaking works and land acquisition in areas of fragmented ownership – this assists in the successful and coordinated development of these areas. In areas of consolidated ownership, the developer provides most infrastructure and land as offsets to cost contributions.
- Grant funding opportunities – the Shire will actively seek grant funding to assist in the provision of Byford Development Contribution Plan infrastructure. In most instances, the use of grant funding is reliant on the Shire providing a matching or partial contribution. The Shire may utilise Byford Development Contribution Plan funds and elevate the priority and timing of an infrastructure item to capitalise on grant funding opportunities. This approach is beneficial to the long- term financial viability of the Byford Development Contribution Plan. The identification of priorities will be undertaken as part of the annual cost estimate review and the associated Byford Development Contribution Plan Report update.



6. Period of Operation and Review

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

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

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

Where the costing and details of the Byford Development Contribution Plan Report are revised based on any or all of the following criteria, the revised Byford Development Contribution Plan Report may not be advertised for public comment, but will remain available for public inspection:

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

All landowners with current subdivision approvals will be automatically advised of each revision of the Byford Development Contribution Plan Report. The Byford Industry Reference Group (BIRG), comprising all major landowners, will be consulted as part of its regular agenda.

7. Operational Matters

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

7.1. Estimation of Costs

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

7.2. Land Valuation

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

The net land value is to be determined in accordance with the definition of "value" in cl. 9.3.12 and having general regard to the International Valuation Standards Committee's definition of market value as adopted by the Australian Property Institute. To account for the direct transfer of land, the fair market value should be discounted by standard marketing costs including fees, commissions and



advertising costs and by the prevailing Byford Development Contribution Plan contribution liability which otherwise would have applied to the land.

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

Market Values of Land shall include GST.

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

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

7.3. Liability and Timing for Contributions

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

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

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

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

Where a subdivision is staged, the development contribution is payable only on those stages cleared. Under a Development Application, the size of the current/existing lot on which the development resides is used to calculate liability. Under a Development Application, the trigger for payment is the application for a Building Permit. Under a Subdivision, the trigger for payment is the application for Clearance of Conditions.

This section should be read in conjunction with section 3.4.

7.4. Payment of Contributions

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



7.5. Arbitration

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

7.6. Implementation

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

7.7. Form of Contributions

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

- cheque or cash;
- transferring to the local government or a public authority land in satisfaction of the cost contribution;
- the provision of physical infrastructure;
- some other method acceptable to the local government; or
- any combination of these methods.

7.8. Pre-Funding of Infrastructure items

7.8.1. Context

Pre-funding of infrastructure items may be considered, and must be agreed with the Shire in advance of works in situations where:

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

7.8.2. Pre-Funding Agreement

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

7.8.3. Principles for Cost Recoupment

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



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

The agreed value of works will be credited to the Developer's account and subject to the principles detailed in Section 4.

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

7.8.4. Acceptance of Works

The Developer shall ensure the works are:

- Undertaken in a proper and workmanlike manner;
- In accordance with plans and specifications constituting the Approved Works;
- Completed within the agreed period.

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

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

7.8.5. Accounting for Recoupment

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

The balance in this account is subject to the conditions prescribed in Section 4.

8. Examples of Calculations

Appendix P details examples to explain the method of calculating the development contribution applicable to a certain development scenario.

For simplicity, the daily escalation rate has not been applied in the example calculations.

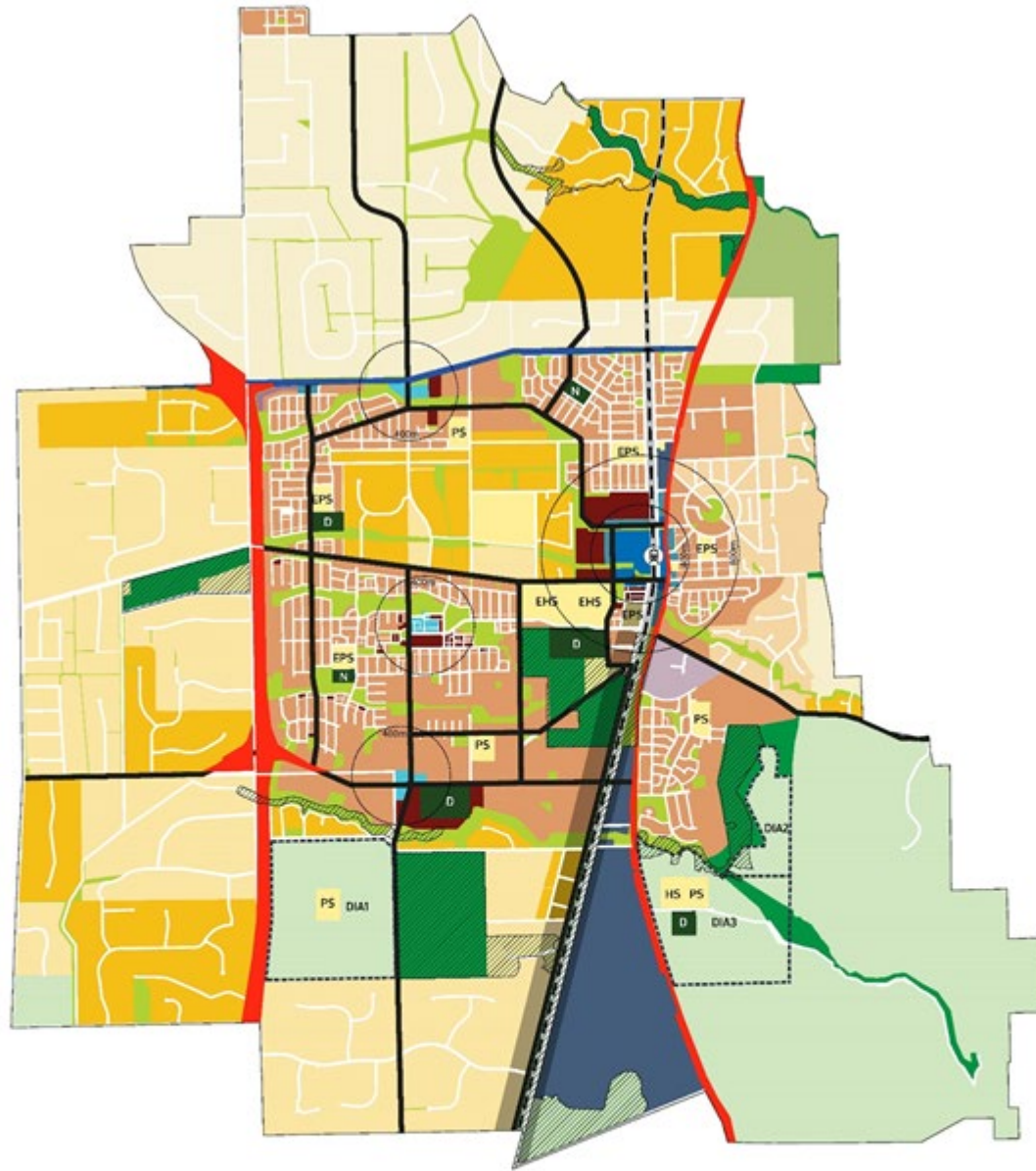


Continued



9. Figures

Figure 1 – Council Adopted Byford District Structure Plan (CABDSP) Map



Scale: 1:50,000
Project Number: 2019/01
Drawing Number: 2019/01/01
Revision: 1
Date: 20/11/2019
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 | ■ RURAL SMALL HOLDINGS | ■ EHS EXISTING HIGH SCHOOL |
| ■ BUSH FOREVER | ■ RURAL | ■ 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 |



Figure 2 – Byford Development Contribution Area (DCA1)

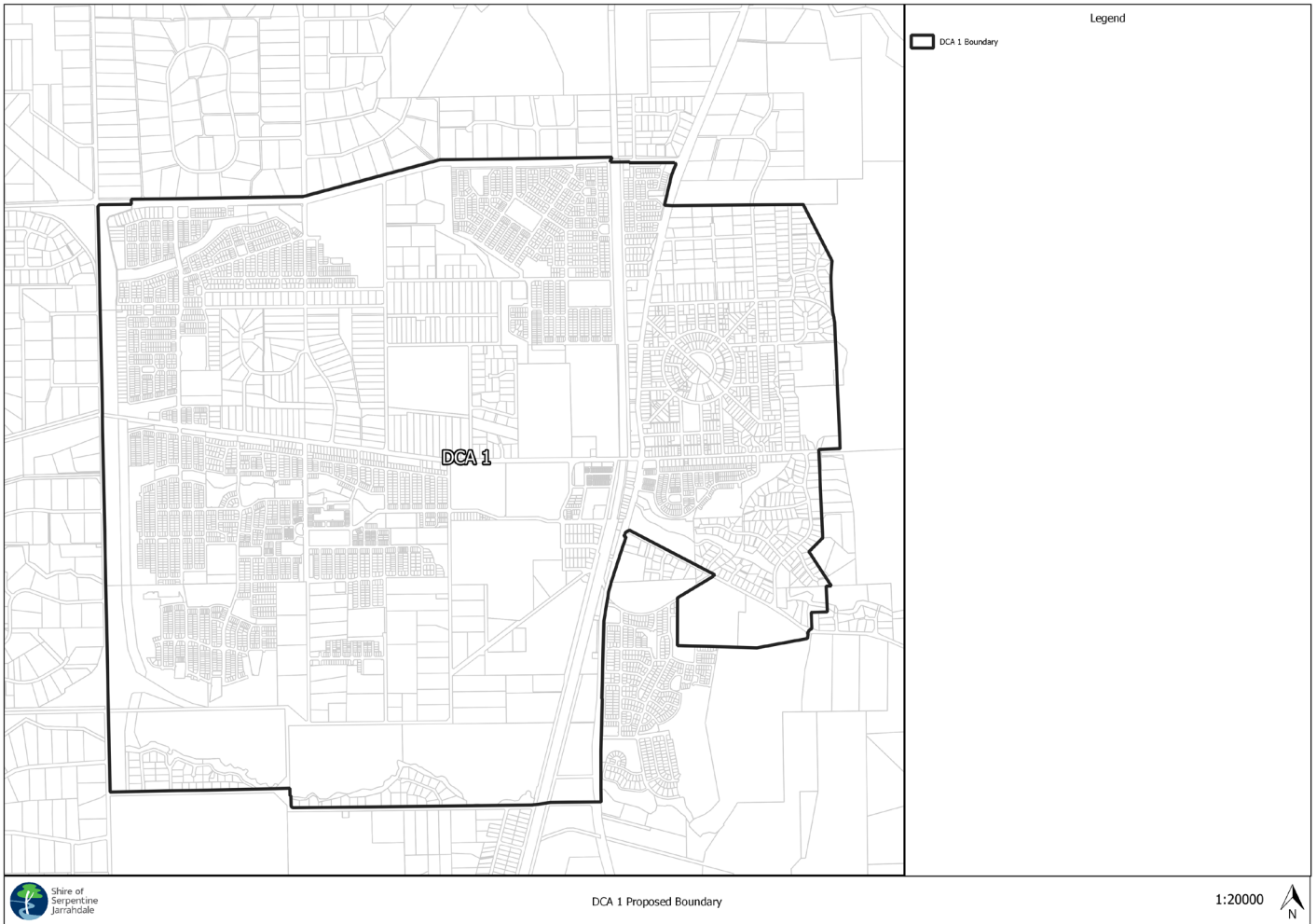




Figure 3 – Roads to be constructed through DCA1

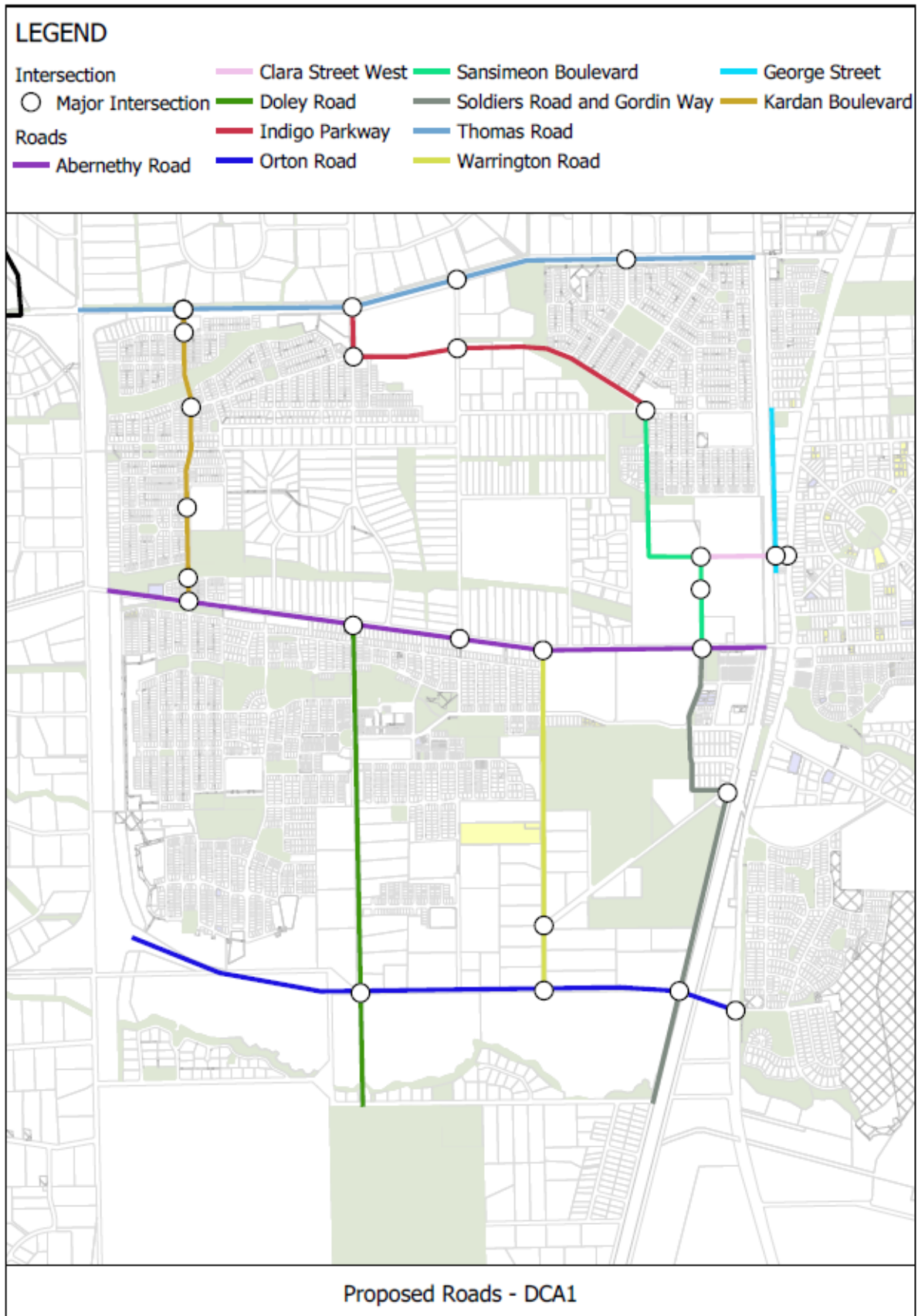




Figure 4 – District Open Space to be improved/constructed through DCA1



Figure 5 – Local Structure Plan Areas

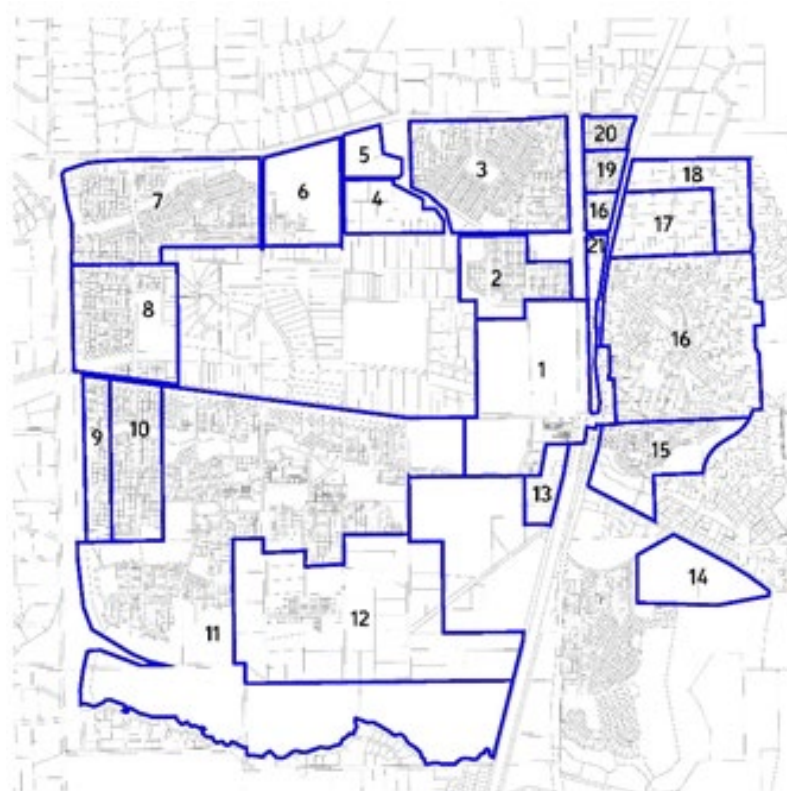




Figure 6 – Non-Residential Land Rates Map: Byford Town Centre



South
 Level 1, 25 St Georges Terrace
 Perth WA 6000
 T 08 9447 2000
 URS Pty Ltd ABN 50 109 296 209

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

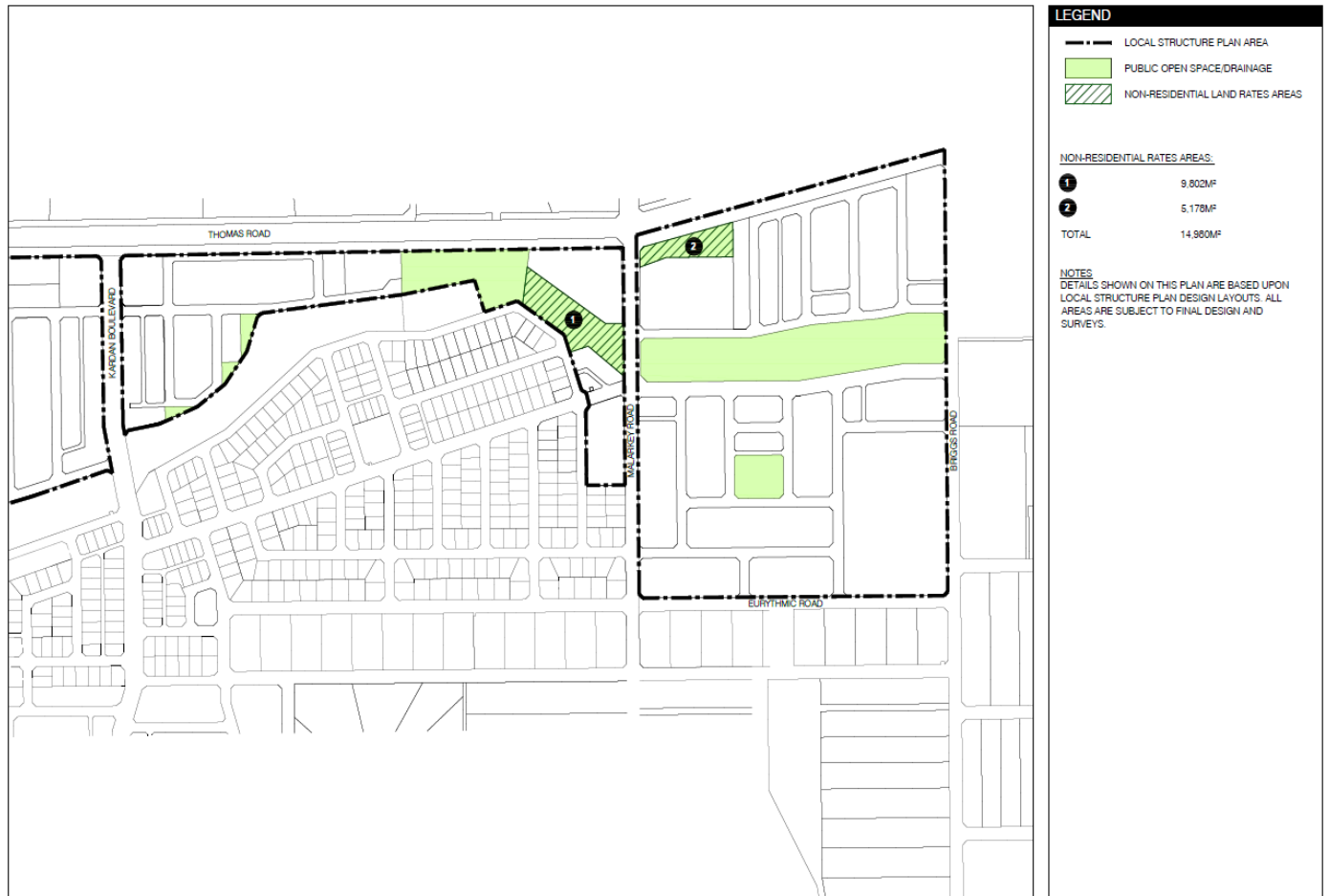
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PROJECT NO: BYFORD
 DATE: 26.02.2016
 DRAWING NO: DCA-01
 REV: 0



Figure 7 – Non-Residential Land Rates Map: The Glades



South
Level 1, 25 St Georges Terrace
Perth WA 6000
t 08 9442 0000
www.ply.com.au

BYFORD DEVELOPMENT CONTRIBUTION PLAN
NON-RESIDENTIAL LAND RATES - THOMAS ROAD LOCAL CENTRE

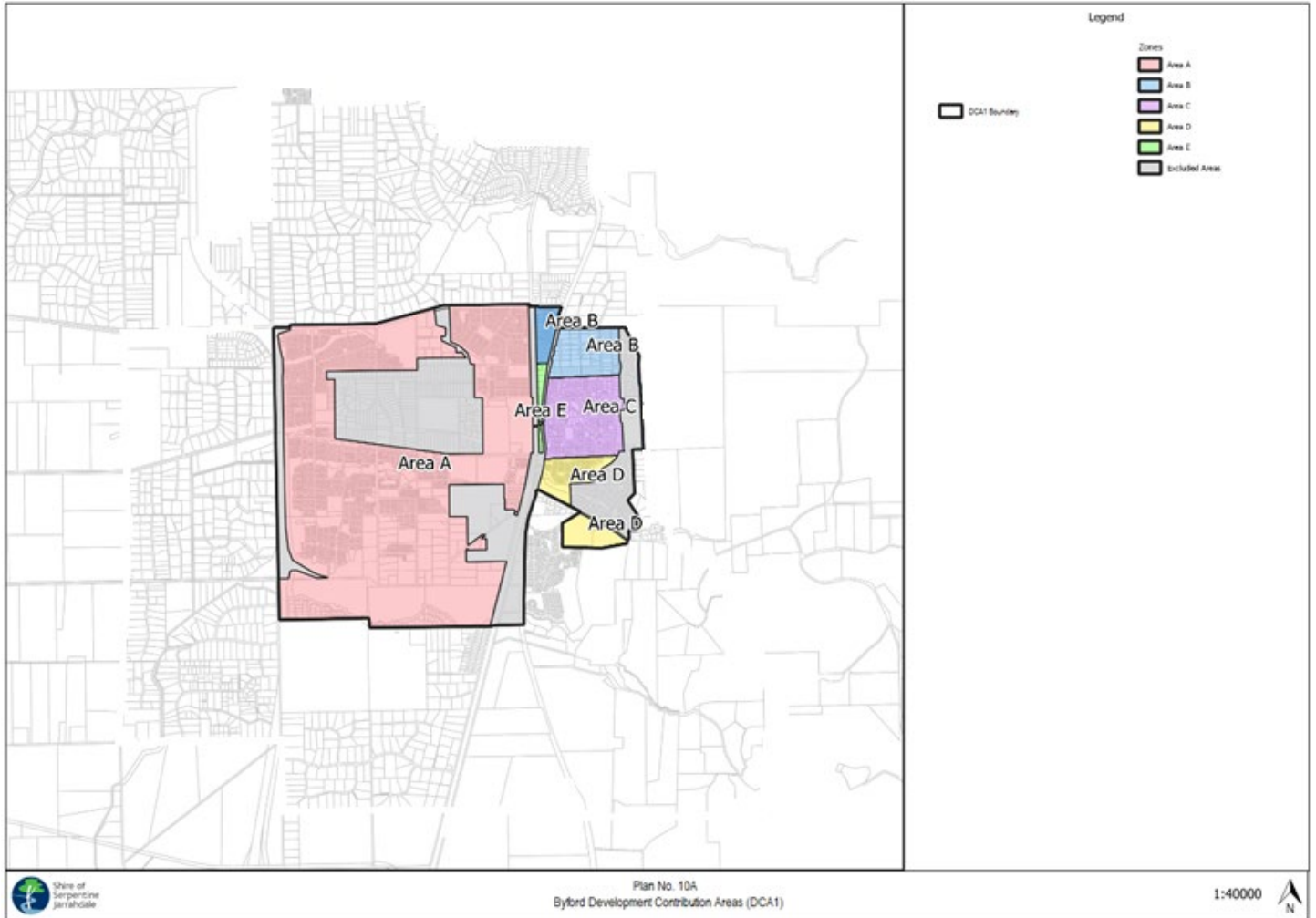
Scale 1:5,000 @ A3

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PROJECT NO: BYFORD
DATE: 08.03.2019
DRAWING NO: DCA-02
REV: 0



Figure 8 – Plan 10A of Appendix 10 of Town Planning Scheme No. 2 – Precincts





Appendices

- Appendix A – Road Upgrades and Construction (excluding Abernethy Road)
- Appendix B – Abernethy Road Upgrade and Construction
- Appendix C – District Open Space Improvements
- Appendix D - Land Values
- Appendix E - Land for Roads
- Appendix F – George Street
- Appendix G - Land for POS & Drainage
- Appendix H - Land for DOS
- Appendix I – Water monitoring costs
- Appendix J – Administration Costs
- Appendix K – Cost Review
- Appendix L – Cost Summary
- Appendix M – Yields and Lots done
- Appendix N – Contribution Rates
- Appendix O – Escalation Rates
- Appendix P – Example Calculations

APPENDIX A - Road Costings (exc Abernethy Road)

Thomas Road

| Item | Total |
|---|---------------------|
| Preliminaries and Site Costs | \$1,044,661 |
| Earthworks | \$1,221,593 |
| Demolition | - |
| Roads | \$2,819,451 |
| Drainage | \$1,667,822 |
| Power & Lighting | \$1,183,200 |
| Landscape | \$468,384 |
| Public Utilities & Traffic Facilities | \$3,876,995 |
| Sub-total | \$12,282,106 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$9,545,336</i> |
| Remaining Total | \$2,736,770 |
| Contingency @ 10% | \$273,677 |
| Total Excl GST | \$3,010,447 |

Orton Road

| Item | Total |
|---|---------------------|
| Preliminaries and Site Costs | \$719,762 |
| Earthworks | \$777,970 |
| Demolition | - |
| Roads | \$1,239,620 |
| Drainage | \$2,616,437 |
| Power & Lighting | \$643,661 |
| Landscape | \$882,481 |
| Public Utilities & Traffic Facilities | \$3,742,822 |
| Sub-total | \$10,622,753 |
| <i>Less Proportion completed to date & grants</i> | <i>\$0</i> |
| Remaining Total | \$10,622,753 |
| Contingency @ 10% | \$1,062,275 |
| Total Excl GST | \$11,685,028 |

APPENDIX A - Road Costings (exc Abernethy Road)

Kardan Boulevard

| Item | Total |
|---|---------------------|
| Preliminaries and Site Costs | |
| Earthworks | \$632,269 |
| Culvert Crossings for Floodways | \$730,826 |
| Roads | \$1,981,995 |
| Drainage | \$1,763,687 |
| Power & Lighting | - |
| Landscape | - |
| Public Utilities & Traffic Facilities | \$351,685 |
| Sub-total | \$5,460,462 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$4,729,636</i> |
| Remaining Total | \$730,827 |
| Contingency @ 10% | \$73,083 |
| Total Excl GST | \$803,909 |

Indigo Parkway (From Larsen Rd to Thomas Rd)

| Item | Total |
|---|--------------------|
| Preliminaries and Site Costs | \$801,089 |
| Earthworks | \$515,279 |
| Demolition | \$0 |
| Roads | \$676,250 |
| Drainage | \$3,910,955 |
| Power & Lighting | \$579,156 |
| Public Utilities & Traffic Facilities | \$923,243 |
| Sub-total | \$7,405,972 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$270,908</i> |
| Remaining Total | \$7,135,064 |
| Contingency @ 10% | \$713,506 |
| Total Excl GST | \$7,848,571 |

APPENDIX A - Road Costings (exc Abernethy Road)

San Simeon Boulevard and Clara Street

| Item | Total |
|---|---------------------|
| Preliminaries and Site Costs | \$1,176,744 |
| Earthworks | \$505,110 |
| Demolition | - |
| Roads | \$2,763,982 |
| Drainage | \$2,757,049 |
| Public Utilities & Traffic Facilities | \$2,098,638 |
| Sub-total | \$9,704,027 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$1,466,215</i> |
| Remaining Total | \$8,237,812 |
| Contingency @ 10% | \$823,781 |
| Total Excl GST | \$9,061,594 |

Soldiers Road & Gordin Way

| Item | Total |
|---|--------------------|
| Preliminaries and Site Costs | \$1,028,000 |
| Earthworks | \$391,000 |
| Demolition | \$225,000 |
| Roads | \$2,226,000 |
| Drainage | \$225,000 |
| Power & Lighting | \$975,000 |
| Landscape | \$67,500 |
| Public Utilities & Traffic Facilities | \$2,414,625 |
| Sub-total | \$7,552,125 |
| <i>Less Proportion completed to date & grants</i> | <i>\$0</i> |
| Remaining Total | \$7,552,125 |
| Contingency @ 10% | \$755,213 |
| Total Excl GST | \$8,307,338 |

APPENDIX A - Road Costings (exc Abernethy Road)

Doley Road

| Item | Total |
|---|---------------------|
| Preliminaries and Site Costs | \$786,410 |
| Earthworks | \$665,409 |
| Demolition | |
| Roads | \$1,058,109 |
| Drainage | \$1,942,560 |
| Power & Lighting | \$1,334,043 |
| Public Utilities & Traffic Facilities | \$2,050,714 |
| Sub-total | \$7,837,245 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$4,904,439</i> |
| Remaining Total | \$2,932,807 |
| Contingency @ 10% | \$293,281 |
| Total Excl GST | \$3,226,087 |

Warrington Road

| Item | Total |
|---|--------------------|
| Preliminaries and Site Costs | \$345,176 |
| Earthworks | \$275,034 |
| Demolition | - |
| Roads | \$470,703 |
| Drainage | \$1,029,548 |
| Power & Lighting | \$165,565 |
| Landscape | \$144,313 |
| Public Utilities & Traffic Facilities | \$1,167,562 |
| Sub-total | \$3,597,901 |
| <i>Less Proportion completed to date & grants</i> | <i>-\$716,367</i> |
| Remaining Total | \$2,881,534 |
| Contingency @ 10% | \$288,153 |
| Total Excl GST | \$3,169,687 |

APPENDIX C

Byford South/The Glades DOS Oval Summary of Estimated Costs

| Cost of Works | Estimated Cost (excl GST) | | | |
|---|---------------------------|----------------|-------------|---------------------|
| Civil and drainage* | \$752,787.69 | | | |
| Irrigation | \$81,600.00 | | | |
| Landscape & Maintenance (turf grassing & 12 months maintenance) | \$241,740.00 | | | |
| Subtotal for works | \$1,076,127.69 | | | |
| Fees for Service | | | | |
| Engineer | \$46,853.70 | | | |
| Surveyor | \$11,271.00 | | | |
| Landscape Architect | \$18,372.24 | | | |
| Project Management | \$43,207.20 | | | |
| Contingency (5%) | \$5,985.36 | | | |
| Subtotal for service | \$125,689.50 | | | |
| | | | | |
| Total Costs | \$1,201,817.19 | | | |
| | | | | |
| Civil and Drainage Breakdown* | | | | |
| Prelims and Establishment | Qty | Unit | Rate | Total |
| Mob/demob | \$1.00 | Item | \$5,100.00 | \$5,100.00 |
| Insurances | 1 | Item | \$5,100.00 | \$5,100.00 |
| BCTIF Levy | 1 | Item | \$2,550.00 | \$2,550.00 |
| PMP | 1 | Item | \$1,020.00 | \$1,020.00 |
| Dust Bond | 1 | Item | \$3,570.00 | - |
| Supervision | 4 | Weeks | \$3,060.00 | \$12,240.00 |
| Survey | 4 | Weeks | \$1,106.70 | \$4,426.80 |
| Water for Construction | 1 | Item | \$5,100.00 | \$5,100.00 |
| Subtotal | | | | \$35,536.80 |
| Siteworks and Dust Control | Qty | Unit | Rate | Total |
| Windbreak Fencing | 400 | m | \$16.48 | \$6,593.28 |
| Dust Control during Contract | 4 | Weeks | \$510.00 | \$2,040.00 |
| Contactors Site Accommodation | 4 | Weeks | \$408.00 | \$1,632.00 |
| Maintenance of haul road | 4 | Weeks | \$255.00 | \$1,020.00 |
| Dustex application | 4 | Weeks | \$1,530.00 | \$6,120.00 |
| Subtotal | | | | \$17,405.28 |
| Earthworks | Qty | Unit | Rate | Total |
| Clearing | 2 | HA | \$5,151.00 | \$10,302.00 |
| Topsoil stripping and stockpile | 20,000 | m ² | \$0.28 | \$5,508.00 |
| Topsoil screening and replacement (not allowed) | | | | 0 |
| Proof Rolling | 20,000 | m ² | \$0.09 | \$1,836.00 |
| Geotech certification | 1 | Item | \$2,550.00 | \$2,550.00 |
| Cut to fill to achieve subgrade | 9,875 | m ³ | \$3.13 | \$30,922.58 |
| Cut to stockpile | 1,000 | m ³ | \$3.13 | \$3,131.40 |
| Import Fill (700mm Sand Layer) | 13,825 | m ³ | \$24.72 | \$341,820.36 |
| Import Fill (300mm Sports Media Layer) | 5,925 | m ³ | \$24.72 | \$146,494.44 |
| QA Testing | 1 | Item | \$5,100.00 | \$5,100.00 |
| Subtotal | | | | \$547,664.78 |
| Stormwater Drainage | Qty | Unit | Rate | Total |
| Preliminaries | 1 | Item | \$6,120.00 | \$6,120.00 |
| Excavate and backfill 0-2m | 900 | m | \$26.83 | \$24,143.40 |
| Sand bedding and cover | 900 | m | \$8.94 | \$8,041.68 |
| Placement of AG lime | 900 | m | \$3.13 | \$2,818.26 |
| Supply and cart AG lime to trench | 10 | Item | \$40.80 | \$408.00 |
| Supply and install subsoil drainage | 900 | m | \$47.39 | \$42,650.28 |
| Junction Pits | 2 | Item | \$2,040.00 | \$4,080.00 |
| Locate and Protect Existing | 1 | Item | \$510.00 | \$510.00 |
| Survey | 1 | Item | \$2,550.00 | \$2,550.00 |
| D-Spec | 1 | Item | \$3,570.00 | \$3,570.00 |
| Subtotal | | | | \$94,891.62 |
| Underground Power | Qty | Unit | Rate | Total |
| Supply, excavate and lay 100mm duct | 200 | m | \$11.54 | \$2,307.24 |
| 25mm service cable | 200 | m | \$19.38 | \$3,876.00 |
| Uni Pillar | 1 | Item | \$5,100.00 | \$5,100.00 |
| Joints | 3 | Item | \$326.40 | \$979.20 |
| Mob/Demob | 1 | Item | \$3,060.00 | \$3,060.00 |
| Testing | 1 | Item | \$4,080.00 | \$4,080.00 |
| Transport Materials | 1 | Item | \$2,040.00 | \$2,040.00 |
| Subtotal | | | | \$21,442.44 |
| | | | | |
| Contract Contingency (5%) | | | | \$35,847.05 |
| | | | | |
| Contract Total | | | | \$752,787.96 |

APPENDIX C Continued

ORTON ROAD DOS AND REW

| Earthworks / Drainage | Unit | Unit Rate |
|---|------|-----------|
| Total Cost | | |
| Clear site of all turf, vegetation etc | m2 | 2.57 |
| Demolish & Remove existing reticulation | m2 | 1.22 |
| Proofroll | m2 | 0.25 |
| Bulk Earthworks, imported fill to underside of subgrade | m3 | 21.73 |
| Final trim to bulk earthworks | m2 | 0.65 |
| Supply and install geotextile layer | m2 | 1.68 |
| Supply, place and compact soil | m2 | 4.8 |
| Final trim to topsoil | m2 | 0.65 |
| Total Earthworks (No Drainage Layer) | | |

| | | |
|--|-----------|------------------------------|
| 100mm thick of drainage gravel, laid flat, rolled and compacted to receive root zone sand (Provisional sum) | m2 | 7.35 |
| | | Total (Incl Prov Sum) |
| Unit Rate Earthworks (With 100mm Drainage layer) | m2 | 38.47 |
| Turfing | | |
| Turfing to playing surface | m2 | 11.37 |
| TOTAL Rate m2 | | 49.84 |
| Irrigation | | |
| Irrigation System Design & Install | Item | 57,119.89 |
| | | Total |

| Cost of Works | Estimated Cost (excl GST) |
|---|------------------------------|
| Civil and drainage* | \$1,384,920 |
| Irrigation | \$57,120 |
| Landscape & Maintenance (turf grassing & 12 months maintenance) | \$409,320 |
| Subtotal for works | \$1,851,360 |
| Fees for Service | |
| Engineer | \$45,935.00 |
| Surveyor | \$11,050.00 |
| Landscape Architect | \$18,012.00 |
| Project Management | \$42,360.00 |
| Contingency (5%) | \$5,868.00 |
| Subtotal for service | \$123,225.00 |
| Total Costs | \$1,974,585 |

REW Buffer – Cardup Brook

| Item | Cost |
|--------------------------|--------------------|
| Re-vegetation (enhanced) | \$400,000 |
| Dual-use path – 3m wide | \$400,000 |
| Maintenance | \$110,000 |
| Interpretive artworks | \$225,000 |
| Interpretive sign nodes | \$45,000 |
| Play elements | \$50,000 |
| TOTAL | \$1,230,000 |

APPENDIX D

Land Valuations for Byford Residential and Non-Residential

| | Residential | Non-Residential | Escalation | Valuation Date |
|-------------|-------------|-----------------|------------|----------------|
| DCP1 | \$47.50 | \$47.50 | 10.00% | 1/03/2014 |
| DCP2 | \$55.00 | \$55.00 | 10.00% | 1/03/2015 |
| DCP3 | \$56.50 | \$120.00 | 0.00% | 1/03/2016 |
| DCP4 | \$53.50 | \$117.50 | 0.00% | 1/03/2017 |
| DCP5 | \$48.75 | \$107.25 | 0.00% | 1/03/2019 |
| DCP6 | \$48.75 | \$107.25 | 0.00% | 1/03/2020 |

APPENDIX E

LAND FOR ROADS

| Road/Land Acquisition | Total Acquisition (Area m2) | To Date Acquisition (Area m2) | To Date Acquisition (Cost \$) | Remaining Acquisition (Area m2) | Remaining Acquisition (Cost \$) |
|----------------------------------|-----------------------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| Thomas Road – Residential | 19,132 | 18,892 | \$1,041,817 | 240 | \$11,700 |
| Thomas Road – Non-Residential | 1,319 | 627 | \$125,675 | 692 | \$74,217 |
| Abernethy Road – Residential | 28,326 | 27,407 | \$1,294,583 | 919 | \$44,801 |
| Abernethy Road – Non-Residential | 2,798 | 2,528 | \$379,000 | 270 | \$28,958 |
| Orton Road | 30,500 | 0 | \$0 | 30,500 | \$1,486,875 |
| Kardan Boulevard | 11,098 | 4,569 | \$171,335 | 6,529 | \$318,289 |
| Indigo Parkway | 12,259 | 0 | \$0 | 12,259 | \$597,626 |
| San Simeon and Clara Street | 8,168 | 7,489 | | 679 | \$33,103 |
| Soldiers Road and Gordin Way | 2,000 | 0 | \$0 | 2,000 | \$97,500 |
| Doley Road | 19,591 | 8,831 | \$468,525 | 10,760 | \$524,550 |
| Grand Totals Land | 135,191 | 70,343 | \$ 3,480,935 | 64,848 | \$ 3,217,618 |

APPENDIX F - George Street

| Lot | Lot Frontage | % allocated | Amount to be contributed |
|--------------------------|---------------------|--------------------|---------------------------------|
| 104 Larsen Road | 61.1 | 10.22% | \$224,783 |
| 3 South Western Highway | 73.5 | 12.29% | \$270,401 |
| 4 South Western Highway | 22.0 | 3.68% | \$80,936 |
| 10 South Western Highway | 80.5 | 13.46% | \$296,154 |
| 11 South Western Highway | 85.3 | 14.26% | \$313,813 |
| 12 South Western Highway | 84.6 | 14.15% | \$311,237 |
| 18 South Western Highway | 28.3 | 4.73% | \$104,114 |
| 21 South Western Highway | 31.3 | 5.23% | \$115,151 |
| 22 South Western Highway | 32.3 | 5.40% | \$118,829 |
| 23 South Western Highway | 22.1 | 3.70% | \$81,304 |
| 24 South Western Highway | 21.8 | 3.65% | \$80,201 |
| 30 South Western Highway | 21.9 | 3.66% | \$80,569 |
| 31 South Western Highway | 33.3 | 5.57% | \$122,508 |
| Totals | 598.0 | 100.00% | \$2,200,000 |

APPENDIX G

LAND FOR PUBLIC OPEN SPACE

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

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

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

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

APPENDIX H

District Open Space Land Calculations

| Local Structure Plan Area | District Open space Land (ha) | District Open Space Acquired to Date (Ha) | Acquisition Cost to Date | Remaining to be Acquired(ha) | Remaining Acquisition Cost | Total Estimated Cost | Source |
|---------------------------|-------------------------------|---|--------------------------|------------------------------|----------------------------|----------------------|----------------|
| Byford Central | 2.4979 | 2.4979 | \$914,000 | - | \$0 | \$914,000 | LSP Jan 2006 |
| Byford West | 0.4900 | 0.0000 | \$0 | 0.4900 | \$238,875 | \$238,875 | LSP July 2010 |
| The Glades | 1.0203 | 0.0000 | \$0 | 1.0203 | \$497,396 | \$497,396 | LSP April 2011 |
| Kalimna | 4.0618 | 4.0618 | \$1,485,165 | - | \$0 | \$1,485,165 | LSP Oct 2009 |
| Orton Road | 7.8800 | 0.0000 | \$0 | 7.8800 | \$3,841,500 | \$3,841,500 | DSP Sept 2018 |
| Total | 15.95 | 6.5597 | \$2,399,165 | 9.3903 | \$4,577,771 | \$6,976,936 | |

APPENDIX I

WATER MONITORING COSTS

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

APPENDIX J

ADMINISTRATION COSTS

| 12506 - Byford Developer Contributions | | 20 | Per annum | Years Rem | Future spend | Completed | Total Spend |
|--|--------------------|----|---------------------|-----------|---------------------|---------------------|---------------------|
| 6000 | Salaries and Wages | | \$ 243,667 | 14 | \$ 3,411,338 | | |
| 6230 | Consultancy | | \$ 20,000 | 14 | \$ 280,000 | | |
| 6326 | Legal Expenses | | \$ 20,000 | 14 | \$ 280,000 | | |
| n/a | Water Monitoring | | \$ 1,045,139 | 1 | \$ 1,045,139 | | |
| n/a | DWMS Review | | \$ 60,000 | 1 | \$ 60,000 | | |
| Sub Total | | | \$ 1,388,806 | | \$ 5,076,477 | \$ 2,962,950 | \$ 8,039,427 |

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

APPENDIX K

COST REVIEW

| | |
|---|---------------------|
| Lots Cleared | 5179 |
| Gross Contributions Due | \$65,680,663 |
| Land for roads settled | \$4,688,727 |
| Land for POS/DOS settled | \$39,343,899 |
| Works settled | \$28,041,107 |
| Administration Costs incurred | \$2,962,950 |
| Water Quality Management costs incurred | \$0 |
| Total Costs | \$75,036,683 |
| Net Contribution Surplus/Deficit for Review Period | -\$9,356,020 |

APPENDIX L

SUMMARY OF COSTS AS AT FEB 2020

| Item | Completed \$ | Remaining | Total \$ |
|---------------------------------------|---------------------|----------------------|----------------------|
| Thomas Road | \$9,545,336 | \$3,010,447 | \$12,555,783 |
| Abernethy Road | \$13,091,215 | \$0 | \$13,091,215 |
| Orton Road | \$0 | \$11,685,028 | \$11,685,028 |
| Kardan Boulevard | \$4,729,636 | \$803,909 | \$5,533,545 |
| Indigo Parkway | \$270,908 | \$7,848,571 | \$8,119,478 |
| San Simeon Boulevard & Clara St | \$1,466,215 | \$9,061,594 | \$10,527,809 |
| Soldiers Road and Gordin Way | \$0 | \$8,307,338 | \$8,307,338 |
| Doley Road | \$4,904,439 | \$3,226,087 | \$8,130,526 |
| Warrington Road | \$716,367 | \$3,169,687 | \$3,886,054 |
| George Street | \$351,340 | \$1,848,660 | \$2,200,000 |
| District Open Space – Improvements | \$1,539,341 | \$6,484,569 | \$8,023,910 |
| Land for roads | \$3,480,935 | \$3,217,618 | \$6,698,553 |
| Land for District Open Space | \$2,399,165 | \$4,577,771 | \$6,976,936 |
| Land for Public Open Space & Drainage | \$36,059,040 | \$24,173,809 | \$60,232,849 |
| Water Quality Management | \$0 | \$1,061,861 | \$1,061,861 |
| DCP Administration | \$2,962,950 | \$5,076,477 | \$8,039,427 |
| Subtotal (Gross) | \$81,516,885 | \$93,553,427 | \$175,070,312 |
| Adjustment Surplus/Deficit | | \$9,356,020 | \$9,356,020 |
| Total (Net) | \$81,516,885 | \$102,909,446 | \$184,426,331 |

APPENDIX M

LOT YIELDS

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

| Non-Structure Planned Areas | Total Site Area (ha) | Estimated Dwelling Yield | | | | | Source |
|-----------------------------|----------------------|--------------------------|------------|------------|------------|-----------|---|
| | | A | B | C | D | E | |
| Briggs Road Precinct | 18.77 | 200 | | | | | Total area minus 40% (land for public purposes) divided by 450 m ² (R20) |
| Stanley Road Precinct | 24.42 | | 320 | | | | Total area minus 40% (land for public purposes) divided by 450m ² (R20) |
| Mead Street | 4.8 | 106 | | | | | Total area (no land for public purposes) divided by 450 m ² (R20) |
| Old Quarter | 98.637 | | | 630 | | | Manual Calculations |
| Nettleton Road | 23.6112 | | | | 315 | | |
| George Street | | | | | | 62 | |
| Total | 170.2382 | 306 | 320 | 630 | 315 | 62 | 1,633 |

| Yield | A | B | C | D | E | Total |
|--|-----------------|---------------|---------------|---------------|--------------|---------------|
| Residential + Mixed Use Residential Equivalent | 9,502 | 463 | - | 425 | 0 | 10,389.66 |
| Non-Structure Planned | 306 | 320 | 630 | 315 | 62 | 1,633.00 |
| Total Lot Yield | 9,807.66 | 783.00 | 630.00 | 740.00 | 62.00 | 12,023 |

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

APPENDIX N

CONTRIBUTIONS

| Item | Infra/Land/Admin | Cost (\$) | Net Total | PRECINCT Units | | | | | Total No. Lots in DCP Contributing | Contribution per Lot (\$) | PRECINCT Contribution per Additional Lot (\$) | | | | | Land Value | |
|---------------------------------------|------------------|---------------|---------------|----------------|-----|-----|-----|----|--|------------------------------|---|----------|-----------|--------------|--------------|-------------|-----------------|
| | | | | A | B | C | D | E | | | A | B | C | D | E | Residential | Non-Residential |
| | | | | | | | | | | | Daily ER (DER) | \$0.3026 | \$0.1982 | \$0.1982 | \$0.1982 | \$0.6883 | \$0.000 |
| Total (Gross) | | | - | | | | | | Total per unit | \$ 16,694 | \$ 10,342 | \$ 6,498 | \$ 10,342 | \$ 40,159 | \$48.75 | \$107.25 | |
| Thomas Road | IC | \$ 3,010,447 | \$ 3,010,447 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$440 | \$ 440 | \$ 440 | \$ 440 | \$ 439.89 | | | |
| Abernethy Road | IC | \$ - | \$ - | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$0 | \$ - | \$ - | \$ - | \$ - | | | |
| Orton Road | IC | \$ 11,685,028 | \$ 11,685,028 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$1,707 | \$ 1,707 | \$ 1,707 | \$ 1,707 | \$ 1,707.42 | | | |
| Kardan Boulevard | IC | \$ 803,909 | \$ 803,909 | 5,104 | - | - | - | - | 5,104 | \$158 | \$ 158 | \$ - | \$ - | \$ - | | | |
| Indigo Parkway | | \$ 7,848,571 | \$ 7,848,571 | 5,104 | - | - | - | - | 5,104 | \$1,538 | \$ 1,538 | \$ - | \$ - | \$ - | | | |
| San Simeon Boulevard & Clara Street | IC | \$ 9,061,594 | \$ 9,061,594 | 5,104 | - | - | - | - | 5,104 | \$1,776 | \$ 1,776 | \$ - | \$ - | \$ - | | | |
| Soldiers Road and Gordin Way | IC | \$ 8,307,338 | \$ 8,307,338 | 5,104 | - | - | - | - | 5,104 | \$1,628 | \$ 1,628 | \$ - | \$ - | \$ - | | | |
| Doley Road | IC | \$ 3,226,087 | \$ 3,226,087 | 5,104 | - | - | - | - | 5,104 | \$632 | \$ 632 | \$ - | \$ - | \$ - | | | |
| Warrington Road | IC | \$ 3,169,687 | \$ 3,169,687 | 5,104 | - | - | - | - | 5,104 | \$621 | \$ 621 | \$ - | \$ - | \$ - | | | |
| George Street | | \$ 1,848,660 | \$ 1,848,660 | | | | | 62 | 62 | \$29,817 | \$ - | \$ - | \$ - | \$ - | \$ 29,817.10 | | |
| District Open Space – Improvements | IC | \$ 6,484,569 | \$ 6,484,569 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$948 | \$ 948 | \$ 948 | \$ 948 | \$ 947.53 | | | |
| Lands for Roads | IC | \$ 3,217,618 | \$ 3,217,618 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$470 | \$ 470 | \$ 470 | \$ 470 | \$ 470.16 | | | |
| Total Infrastructure Costs | | | \$ 58,663,508 | | | | | | | \$ 9,917 | \$ 3,565 | \$ 3,565 | \$ 3,565 | \$ 33,382.10 | | | |
| Land for District Open Space | LV | \$ 4,577,771 | \$ 4,577,771 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$669 | \$ 669 | \$ 669 | \$ 669 | \$ 668.91 | | | |
| Land for Public Open Space & Drainage | LV | \$ 24,173,809 | \$ 24,173,809 | 5,104 | 641 | - | 482 | 62 | 6,289 | \$3,844 | \$ 3,844 | \$ 3,844 | \$ 3,844 | \$ 3,844.03 | | | |
| Total Land Value | | | \$ 28,751,580 | | | | | | | \$ 4,513 | \$ 4,513 | \$ 669 | \$ 4,513 | \$ 4,512.94 | | | |
| Water Quality Management | AC | \$ 1,061,861 | \$ 1,061,861 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$155 | \$ 155 | \$ 155 | \$ 155 | \$ 155.16 | | | |
| DCP Administration | AC | \$ 5,076,477 | \$ 5,076,477 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$742 | \$ 742 | \$ 742 | \$ 742 | \$ 741.78 | | | |
| Reconciliation | | \$9,356,020 | \$9,356,020 | 5,104 | 641 | 555 | 482 | 62 | 6,844 | \$1,367 | \$1,367 | \$1,367 | \$1,367 | \$1,367 | | | |
| Total Administration Costs | | \$ 15,494,358 | \$ 15,494,358 | | | | | | | \$ 2,264 | \$ 2,264 | \$ 2,264 | \$ 2,264 | \$ 2,264 | | | |

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

| Publication Date | IER | AER | LV | DCP | Link to reference doc |
|------------------|-------|-------|--------|------|---|
| Feb-14 | 2.00% | 3.80% | 10.00% | DCP1 | |
| Feb-15 | 2.00% | 3.80% | 10.00% | DCP2 | |
| Feb-16 | 0.30% | 2.80% | 0.00% | DCP3 | |
| Feb-17 | 1.75% | 1.75% | 0.00% | DCP4 | |
| Feb-19 | 1.40% | 2.00% | 0.00% | DCP5 | https://walga.asn.au/getattachment/62ee816a-a3d9-44da-be1b-9fd5f8204cfb/Economic-Briefing-2019-Update.pdf |
| Feb-20 | 0.60% | 2.25% | 0.00% | DCP6 | https://walga.asn.au/getattachment/a2e6d669-439a-4060-a1af-f8a16626843c/WALGA-EB-February-2020-(Final).pdf |

APPENDIX P

EXAMPLE CALCULATIONS

Example 1

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

| Precinct | Development Contribution Rate per lot/dwelling | Number of additional lots/dwellings | Total development contribution | Calculation |
|----------|--|-------------------------------------|--------------------------------|-------------------------|
| A | \$16,694 | 49 | \$817,993.21 | \$16694 x 49 = \$817993 |

Example 2

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

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

| Precinct | Development Contribution Rate per lot/dwelling | Number of additional lots/dwellings | Total development contribution | Calculation |
|--------------------------|--|-------------------------------------|--------------------------------|----------------------------------|
| A | \$16,694 | 100 | \$1,669,374 | \$16694 x 100 = \$1669374 |
| Public open space credit | m ² of land being provided | Land value per m ² | Credit amount | Calculation |
| | 10,000 | \$48.75 | \$487,500 | \$10000 x 48.75 = \$487500 |
| | | Total net development contribution | \$2,156,874 | \$1669374 - \$487500 = \$2156874 |

Example 3

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

4000m² (lot size) / 450m² (average lot size under the R20 residential density code) = 8.89 lots
8.89 lots less the first lot equivalent for the development = 7.89 lots payable:

| Precinct | Development Contribution Rate per lot/dwelling | Number of additional lots/dwellings | Total development contribution | Calculation |
|----------|--|-------------------------------------|--------------------------------|--------------------------|
| B | \$10,342 | 7.89 | \$81,598 | \$10342 x 7.89 = \$81598 |

Example 4

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

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

9,000m² / 450m² = 20 lots/dwellings; less the first lot = 19 lots payable.

Or

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

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

| Precinct | Development Contribution Rate per lot/dwelling | Number of additional lots/dwellings | Total development contribution | Calculation |
|----------|--|-------------------------------------|--------------------------------|------------------------|
| C | \$6,498 | 19 | \$123,461 | \$6498 x 19 = \$123461 |